

The Vinety-Vines onc.



NOVEMBER-DECEMBER, 1969

THE NINETY-NINES, Inc.
Will Rogers World Airport
International Headquarters
Oklahoma City, Oklahoma 73159

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THE NINETY-NINES NEWS November-December, 1969

Vol. 14

No. 13

Published monthly, except bi-monthly July-August and November-December Annual subscription rate is \$4.5) and is included as a part of the annual membership of The Ninety-Nines, Inc.

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Oklahoma City, Okla. 73159
Return Form 3579 to above address
2nd Class Postage pd. at Chickasha, Okla-

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Presidential Message

If the old adage is true, "Only the active have the true relish of life", you have truly given me the opportunity to relish life. We are going to be an active, aware and concerned organization this year, believe me. From the quantity and quality of your cards and letters, we are launched into a year of accomplishment.

Let us look back ever so often for the courage and inspiration given to us by our Early Members, because change and progress bring rough and muddy waters at times. Let's rededicate ourselves to being good Ninety-Nines. Let our first concern be, "What is best for the Ninety-Nines." Let's pledge to rise above pettiness and personalities and seek to broaden our horizons. We have need to look at ourselves through the window of an outsider to see if we are really going somewhere or just going in circles, looking very busy and official. We must try to create an image of our true selves to the Public. We aren't all Air Racers but we are all dedicated to Aviation. We don't need to sell flying to ourselves but we can sell it to outsiders. We must keep pace with the rapid state of the Art and I urge our Chapter Chairmen and Sectional Governors to assume this responsibility.

Our International Committees are nearly complete and I know you will hear from them soon. Pat Jetton of Dallas, is our Membership Chairman and she will be guiding us into "Project Awareness" soon. If we are an informed membership we will project the proper image to non-members and build a stronger and more meaningful organization.

Mary Able will be serving as Public Relations Chairman and will be telling the world about all the great contributions you are making to the future of Flight. Lois Feigenbaum is attacking the job of Headquarters Procedures with enthusiasm and ability. She will gear us for the growth we assume will follow. Insurance for our many flying activities is being researched by Susie Sewell, a recognized authority and insurance agent.

The Museum Accessions Committee has been confirmed and the first meeting is scheduled for October 18. The beauty that is already ours at Headquarters will prevail through our Museum under the professional guidance of Lorraine McCarty.

Never but never has so much talent been unfolded and you can rest assured we are not going to be standing still this year. You will see the effects of our efforts in more numbers, more chapters, more International inter-play and an even greater feeling of pride in our affiliation with The Ninety-Nines. Let's all get involved in our "Fun and Friendship" year.

Bernice T. Steadman President

1929 THE NINETY-NINES 1969

In 1927 CHARLES LINDBERGH pushed the world over the edge of the air age. Women had earned the right to vote and, by 1929, a rare few were making valiant efforts in several fields of endeavor to prove at least their equality.

Into this atmosphere of progress no longer limited by fragility, women with wings already held records for endurance flying, for altitude, while others gave serious thought to speed as an equalizer. In this year of 1929 came the official entry of women in an air meet of national recognition, the First Women's Air Derby, flown in conjunction with the National Air Races.

That air race is a story of determination and sheer guts all by itself, beset, as it were, by everything from typhoid fever to engine failures (so common in those days of questionable powerplants), even airplane and ground vehicle wrecks. At any rate, 16 of those contestants including the winners, LOUISE THADEN, first, GLADYS O'DONNELL, second, DW class and light plane division winners PHOEBE OMLIE and EDITH FOLTZ, formed a potent nucleus for a new organization.

This new club came into being as a number of these girls who had flown in the First Woman's Air Derby sat under the grand stand in Cleveland, Ohio and dreamed up an organization which later became the Ninety-Nines. These girls were AMELIA EARHART, GLADYS O'DONNELL, RUTH NICHOLS, BLANCHE NOYES and LOUISE THADEN. Fostered by the efforts of a non-pilot CLARA STUDER and by lady pilots MARGERY BROWN, NEVA PARIS, FRANCES HARRELL and FAY GILLIS (WELLS). Letters eliciting interest were written to every licensed female pilot. These letters totalled 117.

On a Saturday, November 2nd, 1929, 26 of the most interested, (five of those were Derby contestants) met in a hangar at Curtiss Field, Valley Stream, Long Island to organize a club to aid women in aviation.

Women being women and these were particularly independent or they would not have been flyers in the first place, debated what to name the club. Then AMELIA EARHART who was to become the giant of the air-age and was known for never losing sight of the trees for the forest said; "Pshaw—let's name this Club for the number of women pilots who answer the letters by a deadline date." It could have been called the 86's or even 101's, but 99 replied and the group became the Ninety-Nine Club which was officially incorporated in 1950 as the Ninety-Nines, Inc.

AMELIA EARHART became the first president. LOUISE THADEN, the first Derby Winner in a Travelair, was elected the first secretary. Amelia believed sincerely in advancing the cause of aviation and flew, as she said, "For the Fun of

It" which is also the title of a book she wrote and dedicated to the Ninety-Nines.

Among those 99 Charter members were women from England, Australia and Germany. From the very inception, the organization has been international in scope. It became international in fact, during the term of DAISY KIRKPATRICK (1937-1939). The Compass Rose that is still in use was designed and put into use during her term as well.

The basic premise of involving more women and aiding them in aviation has developed facets in keeping with the industry of the air. From endurance flights, highly heralded transcontinental non-stop flights, solo ocean spanning and solo round-the-world trips, 99 members have gone on to capture nearly every year's Harmon Trophy for the woman pilot of the year. Speed dash races, like LOUISE THADEN and BLANCHE NOYES winning the previously all-male Bendix Trophy Race, culminated in JACQUELINE COCHRAN'S record years in piston-powered aircraft and in supersonic jets.

This type of speed has evolved into pylon racing, a new sport for women, and flown almost entirely by 99 members, and in the All-Woman Transcontinental Air Race (AWTAR — popularly known as the Powder Puff Derby).

Since 1947 the AWTAR averages almost 200 competitors each year, and crosses the United States from Ocean to Ocean. The AWTAR has served as a challenge to all 99's here and abroad, to "Fly for the Fun of It." All members of the AWTAR Board of Directors are 99's and literally hundreds of other members from across the country cooperate financially and handle all the many chores of manning stops, time-clocks and all other necessities for a race of this size.

An even earlier off-shoot of the basic premise is the Amelia Earhart Scholarship Fund created in 1940. The first Scholarship of \$150.00 was awarded in 1941 to PAT GLADNEY who used it to assist her in acquiring an instrument rating. The awards have grown in number and amount so that in 1968, four women pilots received \$700.00 each to help them further their flying education.

During World War II, 99's jumped in to help in many ways. The WAFS under the leadership of Nancy Love, and with the first volunteer Betty Huyler Gillies, both active 99's, ferried aircraft early in the conflict. The WAFS were followed by the WASP's, under JACQUELINE COCHRAN, a 99 President and speed record holder, who towed targets, flew search flights, ferried planes and performed other vital duties. One 99 became the leader of the Women in the Marine Corps, a 99 President returned to nursing duties to nurse battle casualties. Some went into the Navy and the WAC's.

As civilians, other 99's served in vital duties

as members of the CAP, as Link, ground and flight instructors, as test pilots for Grumman and flew the Army experimental jet the YP-59. To name only two instructors in the CPTP (Civilian Pilot Training Program), OLYVE JOHNSON and RUTH HAMILTON, each were credited with training over 300 pilots.

When peace came, the 99's returned to flying, some for the Fun of It, but many to benefit aviation in general. They began working with Wing Scouts, in the CAP, with Air Age programs, and aviation education. Individually, chapters sponsor worthy projects, for this is how the Organization is set up. From the International Office in Oklahoma City and the International Officers and Executive Board, the 99's subdivide into sections, totaling 12, eight being in the geographical United States. Most of those sections are again divided into chapters, with 104 of those at the start of 1969.

In 1963, particularly through the gigantic efforts of charter member FAY GILLIS WELLS, the Post Office Department agreed to issue an airmail stamp honoring AMELIA EARHART. FAY and her committee successfully gave this stamp world-wide acceptance and publicity by means of a huge flyaway on the first day of issue, the 66th anniversary of AMELIA'S birthday, July 24th, 1897. Charter

members of the 99's (almost a dozen of them are still active pilots) flew hundreds of letters out of Atchison, Kansas, AMELIA'S birthplace. Eventually one of these letters reached every capital and nearly every point of the globe. This was a tremendous undertaking which forcibly established woman's place in aviation.

Twenty years after the meager beginning of the 99's when those 26 women met in a hangar on Long Island, 400 members (about one-third of the total met at the Waldorf Astoria Hotel. Now, 40 years later, the 99's again are in New York at the Waldorf, the theme of this 40th Anniversary is to honor Amelia Earhart and the original Charter Members.

Those years have given us outstanding members who have held practically every female aviation record in the world. Space simply does not permit us to name even a fraction of them. Today over 3700 members can look back at this past with pride and to their future in aviation with eagerness. The pioneering barriers those charter 99's surmounted with agility, ability and "For the Fun of It" are gone. Yet, ahead—there's the moon and all beyond. For where man goes, so goes woman—in the air and in space, particularly those rare women, the 99's.

By PAGE SHAMBURGER



Part of the past who are still active in our present. Left to Right—Betty Gillies, Alice Roberts, Ruth Deerman, Kay Brick, Bronita Evans, Alice Hammond, Louise Smith, Blanche Noyes, Eugenia "Deedo" Heise, Edna Whyte, and Daisy Kirkpatrick. These are the past International Presidents of the Ninety Nines that attended the 40th Anniversary Convention.

Air Meets

PACIFIC AIR RACE RESULTS

Pla	ce Pilot & Co-pilot	Aircraft	Handicap mph	Score
1	HELEN McGEE, Sonora LA VERNE GUDGEL, Chowchilla	Cher. 235	146	+20.379
2	VIRGINIA WEGENER, West Covina PAT INNWOOD, La Habra	Cessna 210 J	180	+19.145
3	MARA CULP, Newport Beach DEBBIE HERMAN, Newport Beach	Cher. 140	122	+18.657
4	PAM VAN DER LINDEN, Fallbrook JEAN CLYDE, Fallbrook	Cher. 235	146	+18.578
5	JAN GAMMELL, Denver, Colorado SARALEE FISHER, Denver, Colorado	Comanche 250	170	+18.146
6	TRISH MARKS, Salinas CONNIE HOOD, Carmel	Cessna 210 J	180	+17.884
7	BETTY WHARTON, San Diego LOIS BARTLING, San Diego	Cessna 210	179	+17.161
8	MARY PEARSON, San Marcos BARBARA JOHNSON, Del Mar	Cher. 180	132	+16.085
9	MARGARET MEAD, Santa Barbara FRAN BERA, Long Beach	AeroCom. 100	113	+14.913
10	MARY PINKNEY, Redondo Beach LEE TITLE, Torrance	Cessna 182 G	150	+11.733



L/R: HERB FISHER, veteran Test Pilot; ELLIE McCULLOUGH, Governor New York/New Jersey Section: JOHN R. WILEY, Director of Aviation, Port of New York Authority; BEA STEADMAN, President, 99's; NAJEEB HALABY, President of Pan American World Airways; DORIS RENNINGER, Convention Chairman and Senator BARRY GOLDWATER, during the International Convention celebrating 40th Anniversary of 99's.



HEADLINES from Hazel

When I was celebrating my 40th birthday, I gave myself a "sad" party. Everyone dressed in black and we all went to lunch where we had a bit of the "bubbly", lots of kookie gifts, much laughing, and warm friendship. When we returned to my home for coffee and a rehash of the day there was a sign in my front yard which said "The lady in this house is 40 years old today". This was the piece de resistance of a perfect day. As I reflected later on the activities, I came to know that there was a lot to be said for being 40 years old.

The Ninety-Nines are 40 years old this month. I do not know of any other group in the world that would be as proud of our birthday as we are. I trust that this isue will be the piece de resistance for our anniversary. I have asked a lot of people to make the special effort so that this issue will be something special. It will have a lot of nostalgia in reports of the past. It will reflect our heritage and I hope be worthy of keeping not only as a reference material, but so that the ones who come after we do, will know the solid links in the chain that have made this organization great.

This issue will have material that indicates the aeronautical turmoil of our time. We can send Apollo 12 to the moon but we can't devise a method of separation of earthlings so that they don't run into each other, without severely penalizing the general aviationtion pilot. We, as Ninety-Nines, are involved in an industry that "like Topsy, just growed" until it is an unwieldy giant. We have always been involved and we will continue to be involved. I urge you to read the report under NOTAMS and although the deadline is passed, react. Bea said that the group in Washington was a magnificent group.

The Ninety-Nines as an organization is a magnificent group of women with exciting diversified backgrounds, tal-

ents, educations, and goals. It has had its strife and turmoil. It could not have grown otherwise, because with dynamic members, past and present, we would have differences of opinion. We will continue to have differences of opinion at the local, section, and national level. However, we must never allow these differences to do anything other than strengthen our organization. We must always consider our heritage and sometimes put what's best for the Ninety-Nines over what we personally might like to see done.

I have included in this issue some poems from Gill Robb Wilson that were written for the Ninety-Nines . . . some poems by Amelia Earhart . . . a poem by John G. Magee Jr. . . . a poem by Pete Young. Who will ever forget the Priest in Washington who said "God bless little girl pilots, for without them, what would little boy pilots do".

There will be reports of our members who have received awards for their contribution to aviation, to humanity, for heroism. I am sure that long after this issue is printed, I will be made

labor of love and I trust that you will find it worthy. Our first president, Amelia Earhart, said "We must earn true respect and equal rights of men by accepting responsibilities and if we think and respond as capable human beings, able to deal with and even enjoy the challenges of life then we will have much to contribute . . ." She obviously felt that women had their potential destroyed by their attempts to get through life in the safest, most secure method and she dared to live and live life at its fullest thereby carving her niche in history and setting some high standards for we who are following in her footsteps. We have accepted the challenges of life and are moving forward. There is

aware of what I forgot to do, what I

forgot to include, and I will lament the oversight. Perhaps the Editor that will

be facing this task some ten years

hence will correct the unintentional

oversights and goofs. Putting together

this "special" issue has been a real

We have accepted the challenges of life and are moving forward. There is no field, in which, women are not directly involved and are making meaningful contributions. We have accepted that challenge made so many years ago and I suspect that somewhere in that great blue beyond, E.E. watches . . . marvels . . . and is well pleased.

OFFICIAL PIN IDENTIFICATION

Description of the Official 99 Pin—The Official Pin shall be the small square cut super-imposed block nines with a center mounted propeller.

- 1. A diamond in the prop hub may be worn by charter members
- 2. A sapphire in the prop hub may be worn by present and past presidents
- The International President's pin may have seed pearls imbedded in the nines
- The International President's gavel may have either a sapphire or diamond, which ever is applicable.

Attachments to the Official 99 Pin

- International members may wear attachments with the approval of the Executive Board
- The gavel may be worn with the International President's pin. Position of the gavel to denote status is — up position for incumbent and down position for past president.



L/R: Viola Gentry, Herb Fisher, veteran Test Pilot and Muriel Morrisey, Amelia Earhart's sister. A copy of coveted Banquet Program of the Ninety Nines' 40th Anniversary which was held in the Starlight Roof of the Waldorf Astoria, N.Y.C. is held by Mrs. Morrisey.

Backward Glance Column

Virginia Thompson

Did you know: (1) that a woman flyer was not elected to the Aviation Hall of Fame until 1968; (2) that only three women are listed as flying immortals; and (3) that Russia now holds all of the world Federation Aeronautique Internationale (F.A.I.) records in outer space and helicopters? These and many other interesting facts and records are given this month to compliment our Ninety-Nine history which appeared this summer in our 40th Anniversary Convention Program and the 23rd "Powder Puff" Derby Program as well as through the year in our Ninety-Nine News.

The Aviation Hall of Fame at Dayton, Ohio, is dedicated to honoring aviation's outstanding pioneers. To date, Amelia Earhart, our first President, is the only woman who has been elected to this august group, according to the World Almanac, 1969.

Amelia Earhart, Jacqueline Cochran, and Amy Johnson share honors with thirty-four men listed as flying immortals in Laughlin's Fact Finder for 1969.

To bring you up to date and to present a challenge, the present day women's world records as recorded by the National Aeronautics Association, located in Washington, D.C., are given below. This organization has been the U.S. representative of the F.A.I. since 1922 supervising all trials for World and World "Class" records held in the U.S. as well as records of strictly national interest.

FEMININE RECORDS

SPACE CRAFT

Since 6/16-19/63, the space craft records have been held by Valentina V. Terechkova of the U.S.S.R.

BALLOON

Class A-3, 400 to 600 Cubic Meters

5/14/39	DURATION A. Kondratyeva Moscow to Loukino Polie	USSR	22 Hrs. 40 Mins.
5/8/53	DISTANCE Paulette Weber	FRANCE	318.128 Miles
	Class A-6, 1,200 to 1,600	Cubic Meters	
	Class A-7, 1,600 to 2,200	Cubic Meters	
	Class A-8, 2,200 to 3,000	Cubic Meters	
	Class A-9, 3,000 to 4,000	Cubic Meters	
	Class A-10, Over 4,000 C	lubic Meters	
11/20-21/61	DURATION	USA	40 Hrs. 13 Mins.
	DISTANCE	USA	363.09 Miles
	ALTITUDE	USA	13,597 Feet
	Constance Wolf		
	Big Springs, Texas/Boley, Oklahoma		
	CLASS C-1, GROUP I (PI	ISTON ENGINE)	
4/10/66	DISTANCE IN A STRAIGHT LINE	USA	4,515.93 Miles
, ,	Geraldine L. Mock	Cessna P-206	
	Honolulu, Hawaii to Columbus, Ohio		
6/24-25/68	DISTANCE IN A CLOSED CIRCUIT	USA	4,065.81 Miles
0/2120/00	Geraldine L. Mock	Cessna P-206	
	Columbus, Ohio, — San Juan, P. R. C	ourse	
6/23/36	ALTITUDE	FRANCE	46,949 Feet
0/20/00	Mrs. Maryse Hilsz	Potex 506 Biplane	
	Villacoublay	-	
12/17/47	SPEED OVER A 3 KM COURSE	USA	412.002 MPH
12/ 11/ 11	Jacqueline Cochran	North American F-51	
	Thermal, Calif.	USA	464.374 MPH
4/9/51	SPEED OVER A 15/25 KM COURSE		
4/3/31	Jacqueline Cochran	North American F-51	
	oucquemic coeman	1.01111 111110110011 1 01	

Indio, Calif.

CLOSED CIRCUIT	•		
12/10/47	100 KMS. SPEED Jacqueline Cochran Coachella Valley, Calif.	USA North American F-51	469.549 MPH
2/29/49	500 KMS. SPEED Jacqueline Cochran Palm Springs, Calif.	USA North American F-51	436.995 MPH
5/22/48	1000 KMS. SPEED Jacqueline Cochran Palm Springs, Calif.	USA North American F-51	431.094 MPH
5/22/48	2000 KMS. SPEED Jacqueline Cochran Palm Springs, Calif.	USA North American F-51	447.470 MPH
5/18-6/20/67	SPEED AROUND THE WORLD Sheila Scott London - Rome - Athens - Damascus - 1 goon - Penang - Singapore - Bali - Da Islands - Fiji - Samoa - Canton - Honol Louisville - New York - Halifax - Gand Distance: 46,080.97 KMS. (28,632.75 Elapsed Time: 33 Days, 03 Minutes	rwin - Mt. Isa - Brisbane - Sy ulu - San Francisco - Phoenix - er - Azores - Lisbon - London Miles)	w Delhi - Calcutta - Ra dney - Aukland - Norfo
	CLASS C-1, GROUP II (TURBOPROP)	
10/14-15/67	DISTANCE IN A STRAIGHT LINE	USSR	4,760.91 Miles
"C" 6/18-19/69	DISTANCE IN A CLOSED CIRCUIT	USSR	4,987.7 Miles
10/20/67	ALTITUDE	USSR	44,334 Feet
"C" 6/13/69	ALTITUDE IN HORIZONTAL FLIGHT Loubov Ulanova	USSR	42,651 Feet
CLOSED CIRCUIT			
"C" 6/12/69	5,000 KMS. SPEED Loubov Ulanova	USSR	436.2 MPH
"C" Indicates clain	ned only		
	CLASS C-1, GROUP	II (JET)	
4/22/62	DISTANCE IN A STRAIGHT LINE Jacqueline Cochran New Orleans, Louisiana to Gander, Ne	USA Lockheed Jet Star wfoundland	2,275.35 Miles
9/18/67	DISTANCE IN A CLOSED CIRCUIT Marina Popovitch	USSR RV Airplane	1,551.568 Miles
5/22/65	ALTITUDE N. Prokhanova Podmoskovnoe, USSR	USSR E-33 Jet Aircraft	79,842.51 Feet
5/23/65	SUSTAINED ALTITUDE L. Zaitseva Podmoskovnoe, USSR	USSR E-33 Jet Aircraft	62,401.57 Feet
5/11/64	SPEED OVER A 15/25 KM. COURSE Jacqueline Cochran Palmdale, Calif.	USA Lockheed F-104G	1,429.246 MPH
CLOSED CIRCUIT			
2/18/67	100 KMS. SPEED Eugenia Martova	USSR E-76 Airplane	1,322.7 MPH
110 100	FOR TIME OFFICE		

500 KMS. SPEED

1,000 KMS. SPEED

Marina Solovieva

Eugenia Martova

9/16/66

3/28/67

USSR

USSR

USSR

E-76 Airplane

E-76 Airplane

1,280.64 MPH

806.4 MPH

	CLASS C-2, GROUP I (PISTON ENGINE		
7/2/38	DISTANCE IN A STRAIGHT LINE Pauline Ossipenko Sebastopol to Lake Kholmskoie, USSR	USSR MP-1 Seaplane	1,392.801 Miles
5/24/38	DISTANCE IN A CLOSED CIRCUIT Lt. P. Ossipenko Sebastopol, USSR	USSR MP-1 Seaplane	1,086.908 Miles
5/22/37	ALTITUDE Lt. P. Ossipenko Sebastopol, USSR	USSR "Canot Volant" Seaplane	29,081 Feet
CLOSED CIRCUIT			
12/9/36	100 KMS. SPEED Crystal Mowry Miami, Florida	USA Kitty Hawk Seaplane	79.138 MPH
	CLASS C-3, GROUP I (PISTON ENGINE) AMI	PHIBIANS	
6/18/54	DISTANCE IN A STRAIGHT LINE Marquise Carina Negrone Ghedi (Brescia) to Luxor, Egypt	ITALY Piaggio P. 136 Amphibian	1,885.610 Miles
	CLASS D-1 GLIDERS		
	(Single Place)		40F F00 7417
7/6/39	DISTANCE IN A STRAIGHT LINE O. Klepikova Moscow to Otradnoie, USSR	USSR "Rot-Front 7" Glider	465.532 Miles
7/29/66	DISTANCE TO A GOAL Tamara Zaiganova	USSR A-15 Sailplane	454.591 Miles
12/28/67	DISTANCE TO A GOAL AND RETURN Y. Leeman	SOUTH AFRICA Phoebus Sailplane	385,66 Miles
4/14/55	ALTITUDE ABOVE SEA LEVEL Betsy Woodward Bishop, Calif.	USA Pratt-Read Sailplane	39,993 Feet
1/13/61	ALTITUDE GAINED Anne Burns Kimberley, South Africa	U.K. Skylark ''3''	29,918 Feet
1/4/66	100 KMS. SPEED Y. Leeman	SOUTH AFRICA BJ-2 Sailplane	68.468 MPH
1/14/66	300 KMS. SPEED Y. Leeman	SOUTH AFRICA BJ-2 Sailplane	65.996 MPH
12/25/63	500 KMS. SPEED Anne Burns Kimberly-Bradfort-Nakwassie-Kimberly	U.K. Standard Austria Sailplar	64.16 MPH ne
	CLASS D-2 GLIDERS (Multi-Place)		
6/3/67	DISTANCE IN A STRAIGHT LINE	USSR	537.399 Miles
0/3/01	T. Pavlova, Pilot Filomechkina, Passenger	Blanic Sailplane	
6/3/67	DISTANCE TO A GOAL I. Gorokhova, Pilot Z. Koslova, Passenger	USSR Blanic Sailplane	537.399 Miles
7/14/68	DISTANCE TO A GOAL AND RETURN Pelagia Majewski, Pilot Rosa Sokolowska, Passenger	POLAND Bocian Sailplane	292.16 Miles
1/5/67	ALTITUDE ABOVE SEA LEVEL Anne Burns, Pilot Janice W. Oesch, Passenger Colorado Springs, Colorado	U.K. Schweizer 2-32 Sailplane	31,230 Feet
10/17/67	ALTITUDE GAINED Adela Dankowska, Pilot Maria Matelska, Passenger	POLAND	27,362 Feet

TRIANGULAR COL	URSE		
12/28/67	100 KMS. SPEED Mrs. Human, Pilot Y. Leeman, Passenger	SOUTH AFRICA Kranick III Sailplane	56.51 MPH
6/12/64	300 KMS. SPEED Olga Manfova, Pilot Valentina Lomova, Passenger Drakino, USSR	USSR KAI 19 Sailplane	46.176 MPH
5/29/68	500 KMS. SPEED Miss Zaiganova, Pilot Miss Lobanova, Passenger	USSR Blanik Sailplane	43.245 MPH
	CLASS E-1, HELICOPT	ER	
9/3/65	DISTANCE IN A STRAIGHT LINE Tamara Larina Soumi to Chakmatovka, USSR	USSR MI-1 Helicopter	7:0.0 Miles
9/14/67	DISTANCE IN A CLOSED CIRCUIT Inna Kopets	USSR MI-8 Helicopter	1,293.8 Miles
1/12/65	ALTITUDE Tatiana Roussian Podmoskovnoe Airport	USSR MI-4 Helicopter	24,685.04 Feet
CLOSED CIRCUIT			
6/20/65	100 KMS. SPEED Taritana Roussian Touchino-Istra-Galitsino-Touchino, USSR	USSR B-2 Helicopter	167.38 MPH
8/23/67	500 KMS. SPEED Inna Kopets	USSR MI-8 Helicopter	169.94 MPH
8/28/67	1,000 KMS. SPEED Inna Kopets	USSR MI-8 Helicopter	160.72 MPH
9/14/67	2,000 KMS. SPEED Inna Kopets	USSR MI-8 Helicopter	146.09 MPH
	SPEED OVER A RECOGNIZED	COURSE	
ONE WAY 5/20/65	BELFAST/LONDON	U.K.	210.1 MPH
0/20/30	Sheila Scott Elapsed Time: 1 Hr. 03 Minutes 44.1 Second	Piper Comanche 400	
4/22/62	BOSTON/BONN Jacqueline Cochran Elapsed Time: 10 Hours 15 Minutes 56 Seco	USA Lockheed Jet Star onds	349.56 MPH
4/22/62	BOSTON/GANDER Jacqueline Cochran Elapsed Time: 1 Hour 48 Minutes 15.5 Seco	USA Lockheed Jet Star nds	507.56 MPH
4/22/62	BOSTON/LONDON Jacqueline Cochran Elapsed Time: 9 Hours 25 Minutes 54.3 Seco	USA Lockheed Jet Star inds	347.04 MPH
4/22/62	BOSTON/PARIS Jacqueline Cochran Elapsed Time: 9 Hours 47 Minutes 31.5 Seco	USA Lockheed Jet Star	351.00 MPH
4/22/62	BOSTON/SHANNON Jacqueline Cochran Elapsed Time: 8 Hours 13 Minutes 38 Secon	USA Lockheed Jet Star	351.36 MPH
5/19/65	BRUSSELS/LONDON Sheila Scott Elapsed Time: 00 Hours 58 Minutes 47.7 Sec	U.K. Piper Comanche 400	204.71 MPH
7/29-8/1/67	CAPETOWN/LONDON Sheila Scott	U.K. Piper PA-24 Comanche	88.86 MPH
6/24-25/68	COLUMBUS/SAN JUAN Geraldine L. Mock Elapsed Time: 16 Hours 29 Minutes 17.6 Se	USA Cessna P-206	108.90 MPH

5/20/65	DUBLIN/LONDON Sheila Scott	U.K. Piper Comanche 400	210.23 MPH
4/22/62	Elapsed Time: 1 Hr. 21 Mins. 55.7 Secs. GANDER/BONN Jacqueline Cochran	USA Lockheed Jet Star	452.52 MPH
4/22/62	Elapsed Time: 5 Hrs. 54 Mins. 17.6 Secs. GANDER/LONDON Jacqueline Cochran Elapsed Time: 5 Hrs. 03 Mins. 50.5 Secs.	USA Lockheed Jet Star	465.48 MPH
4/22/62	GANDER/PARIS Jacqueline Cochran Elapsed Time: 5 Hrs. 26 Mins. 06.9 Secs.	USA Lockheed Jet Star	463.68 MPH
4/22/62	GANDER/SHANNON Jacqueline Cochran Elapsed Time: 3 Hrs. 52 Mins. 04 Secs.	USA Lockheed Jet Star	511.20 MPH
9/24-25/67	GOOSE BAY, LABRADOR/REYKJAVIK Susan Oliver Elapsed Time: 27 Hrs. 11 Min. 09 Secs.	USA Aero Commander 200	55.76 MPH
5/19/65	THE HAGUE/LONDON Sheila Scott Elapsed Time: 00 Hrs. 54 Mins. 56.2 Secs.	U.K. Piper Comanche 400	210.27 MPH
7/30-8/1/67	JOHANNESBURG/LONDON Sheila Scott	U.K. Piper PA-24 Comanche	89.42 MPH
6/20/66	LISBON/LONDON Sheila Scott	U.K. Piper PA-24 Comanche	151.61 MPH
5/18-6/6/66	LONDON/AUKLAND Sheila Scott	U.K. Piper PA-24 Comanche	25.73 MPH
5/20/65	LONDON/BELFAST Sheila Scott Elapsed Time: 1 Hr. 36 Mins. 47.7 Secs.	U.K. Piper Comanche 400	198.02 MPH
6/29/67	LONDON/BENGHAZI Sheila Scott Elapsed Time: 10 Hrs. 43 Mins. 18 Secs.	U.K. Piper 260-B Comanche	158.67 MPH
4/22/62	LONDON/BONN Jacqueline Cochran Elapsed Time: 00 Hrs. 49 Mins. 44.4 Secs.	USA Lockheed Jet Star	385.56 MPH
5/19/65	LONDON/BRUSSELS Sheila Scott Elapsed Time: 00 Hrs. 58 Mins. 04.1 Secs.	U.K. Piper Comanche 400	207.26 MPH
7/9/67	LONDON/CAPE TOWN Sheila Scott Elapsed Time: 72 Hrs. 18 Mins. 26 Secs.	U.K. Piper 260-B Comanche	81.04 MPH
5/18-31/66	LONDON/DARWIN Sheila Scott	U.K. Piper 260-B Comanche	28.37 MPH
5/20/65	LONDON/DUBLIN Sheila Scott Elapsed Time: 01 Hr. 32 Mins. 10.7 Secs.	U.K. Piper Comanche 400	186.85 MPH
5/18-6/7/66	LONDON/FIJI ISLANDS Sheila Scott	U.K. Piper 260-B Comanche	21.49 MPH
5/19/65	LONDON/THE HAGUE Sheila Scott Elapsed Time: 00 Hrs. 56 Mins. 20 Secs.	U.K. Piper Comanche 400	205.11 MPH
6/29/67	LONDON/MALTA Sheila Scott Elapsed Time: 08 Hrs. 19 Mins. 10 Secs.	U.K. Piper 260-B Comanche	157.17 MPH
4/22/62	LONDON/PARIS Jacqueline Cochran Elapsed Time: 00 Hrs. 23 Mins. 06.3 Secs.	USA Lockheed Jet Star	551.52 MPH
5/18/66	LONDON/ROME Sheila Scott	U.K. Piper 260-B Comanche	160.39 MPH
Managara Dagamahan	1000 - 11		

7/6/67	LONDON/TRIPOLI	U.K.	156.46 MPH
	Sheila Scott	Piper 260-B Comanche	
11/20/67	MADRID/LONDON Sheila Scott	U.K. Piper 260-B Comanche	151.77 MPH
8/1/67	MALTA/LONDON Sheila Scott	U.K. Piper 260-B Comanche	149.94 MPH
11/18/67	NATAL/DAKAR Sheila Scott	U.K. Piper 260-B Comanche	169.629 MPH
4/22/62	NEW ORLEANS/BONN Jacqueline Cochran Elapsed Time: 13 Hrs. 10 Mins. 31 Secs.	USA Lockheed Jet Star	375.12 MPH
4/22/62	NEW ORLEANS/BOSTON Jacqueline Cochran Elapsed Time: 02 Hrs. 54 Mins. 33.6 Secs.	USA Lockheed Jet Star	467.28 MPH
4/22/62	NEW ORLEANS/GANDER Jacqueline Cochran Elapsed Time: 04 Hrs. 42 Mins. 52.9 Secs.	USA Lockheed Jet Star	482.40 MPH
4/22/62	NEW ORLEANS/LONDON Jacqueline Cochran Elapsed Time: 12 Hrs. 20 Mins. 14.9 Secs.	USA Lockheed Jet Star	375.12 MPH
4/22/62	NEW ORLEANS/NEW YORK Jacqueline Cochran Elapsed Time: 02 Hrs. 31 Mins. 08.5 Secs.	USA Lockheed Jet Star	465.12 MPH
4/22/62	NEW ORLEANS/PARIS Jacqueline Cochran Elapsed Time: 12 Hrs. 42 Mins. 03.9 Secs.	USA Lockheed Jet Star	377.64 MPH
4/22/62	NEW ORLEANS/SHANNON Jacqueline Cochran Elapsed Time: 11 Hrs. 08 Mins. 08.7 Secs.	USA Lockheed Jet Star	381.60 MPH
4/22/62	NEW ORLEANS/WASHINGTON, D.C. Jacqueline Cochran Elapsed Time: 02 Hrs. 05 Mins. 02.4 Secs.	USA Lockheed Jet Star	463.68 MPH
4/22/62	NEW YORK/BONN Jacqueline Cochran Elapsed Time: 10 Hrs. 39 Mins. 12.5 Secs.	USA Lockheed Jet Star	354.24 MPH
4/22/62	NEW YORK/BOSTON Jacqueline Cochran Elapsed Time: 00 Hrs. 23 Mins. 16.0 Secs.	USA Lockheed Jet Star	485,28 MPH
9/12-28/67	NEW YORK/COPENHAGEN Susan Oliver Elapsed Time. 167 Hrs. 34 Mins. 18 Secs.	USA Aero Commander 200	22.95 MPH
4/22/62	NEW YORK/GANDER Jacqueline Cochran Elapsed Time: 02 Hrs. 11 Mins. 33.2 Secs.	USA Lockheed Jet Star	503.28 MPH
9/21/67	NEW YORK/GOOSE BAY, LABRADOR Susan Oliver Elapsed Time: 08 Hrs. 48 Mins. 15 Secs.	USA Aero Commander 200	121.64 MPH
4/22/62	NEW YORK/LONDON Jacqueline Cochran Elapsed Time: 09 Hrs. 49 Mins. 11.1 Secs.	USA Lockheed Jet Star	352.44 MPH
4/22/62	NEW YORK/PARIS Jacqueline Cochran Elapsed Time: 10 Hrs. 10 Mins. 57.4 Secs.	USA Lockheed Jet Star	356.04 MPH
4/22/62	NEW YORK/SHANNON Jacqueline Cochran Elapsed Time: 08 Hrs. 36 Mins. 57.5 Secs.	USA Lockheed Jet Star	357.48 MPH
4/22/62	PARIS/BONN Jacqueline Cochran Elapsed Time: 00 Hrs. 26 Mins. 05.5 Secs.	USA Lockheed Jet Star	576.00 MPH

5/19/65	PARIS/LONDON Sheila Scott Elapsed Time: 01 Hr. 03 Mins. 22.2 Secs.	U.K. Piper Comanche 400	201.38 MPH
12/19-23/37	PARIS/SAIGON Maryse Hilsz Elapsed Time: 92 Hrs. 36 Mins. 15 Secs.	FRANCE Caudron Simoun	67.92 MPH
9/28/67	PRESTWICK, SCOTLAND/COPENHAGEN Susan Oliver Elapsed Time: 03 Hrs. 46 Mins. 48 Secs.	USA Aero Commander 200	177.99 MPH
9/27/67	REYKJAVIK/PRESTWICK, SCOTLAND Susan Oliver Elapsed Time: 05 Hrs. 59 Mins. 20 Secs.	USA Aero Commander 200	142.65 MPH
6/24-25/67	SAN JUAN/COLUMBUS Geraldine L. Mock Elapsed Time: 16 Hrs. 16 Mins. 30.0 Secs.	USA Cessna P-206	110.33 MPH
4/22/62	SHANNON/BONN Jacqueline Cochran Elapsed Time: 01 Hr. 38 Mins. 15.8 Secs.	USA Lockheed Jet Star	426.24 MPH
10/13/67	SHANNON/GANDER Sheila Scott	U.K. Piper 260B Comanche	92.4 MPH
4/22/62	SHANNON/LONDON Jacqueline Cochran Elapsed Time: 00 Hrs. 47 Mins. 56.5 Secs.	USA Lockheed Jet Star	476.64 MPH
10/13-14/67	SHANNON/OTTAWA Sheila Scott	U.K. Piper 260B Comanche	72.58 MPH
4/22/62	SHANNON/PARIS Jacqueline Cochran Elapsed Time: 01 Hr. 10 Mins. 10.8 Secs.	USA Lockheed Jet Star	475.92 MPH
10/13-14/67	SHANNON/TORONTO Sheila Scott	U.K. Piper 260B Comanche	75.45 MPH
4/22/62	WASHINGTON, D.C./BONN Jacqueline Cochran Elapsed Time: 11 Hrs. 05 Mins. 12.1 Secs.	USA Lockheed Jet Star	358.97 MPH
4/22/62	WASHINGTON, D.C./BOSTON Jacqueline Cochran Elapsed Time: 00 Hrs. 49 Mins. 29.7 Secs.	USA Lockheed Jet Star	476.64 MPH
4/22/62	WASHINGTON, D.C./GANDER Jacqueline Cochran Elapsed Time: 02 Hrs. 37 Mins. 48.4 Secs.	USA Lockheed Jet Star	497.52 MPH
4/22/62	WASHINGTON, D.C./LONDON Jacqueline Cochran Elapsed Time: 10 Hrs. 15 Mins. 05.0 Secs.	USA Lockheed Jet Star	357.48 MPH
4/22/62	WASHINGTON, D.C./NEW YORK Jacqueline Cochran Elapsed Time: 00 Hrs. 26 Mins. 09.6 Secs.	USA Lockheed Jet Star	470.88 MPH
4/22/62	WASHINGTON, D.C./PARIS Jacqueline Cochran Elapsed Time: 10 Hrs. 36 Mins. 49.2 Secs.	USA Lockheed Jet Star	360,72 MPH
4/22/62	WASHINGTON, D. C./SHANNON Jacqueline Cochran Elapsed Time: 09 Hrs. 02 Mins. 53.6 Secs.	USA Lockheed Jet Star	362.88 MPH
6/24-25/68	COLUMBUS/SAN JUAN/COLUMBUS Geraldine L. Mock Elapsed Time: 32 Hrs. 57 Mins. 01.4 Secs.	USA Cessna P-206	108.99 MPH
5/20/65	LONDON/BELFAST/LONDON Sheila Scott Elapsed Time: 03 Hrs. 08 Mins. 31.8 Secs.	U.K. Piper Comanche 400	204.34 MPH
5/19/65	LONDON/BRUSSELS/LONDON Sheila Scott Elapsed Time: 01 Hr. 57 Mins. 24.1 Secs.	U.K. Piper Comanche 400	205.03 MPH

5/20/65	LONDON/DUBLIN/LONDON Sheila Scott Elapsed Time: 02 Hrs. 54 Mins. 06.4 Secs.	U.K. Piper Comanche 400	197.85 MPH
5/19/65	LONDON/THE HAGUE/LONDON Sheila Scott Elapsed Time: 01 Hr. 51 Mins. 48.8 Secs.	U.K. Piper Comanche 400	206.62 MPH
5/19/65	LONDON/PARIS/LONDON Sheila Scott Elapsed Time: 02 Hrs. 06 Mins. 34.8 Secs.	U.K. Piper Comanche 400	201.65 MPH
10/20/69	OAKLAND/HONOLULU Geraldine L. Mock Elapsed Time: 15 Hrs. 44 Mins.	USA Cessna Skylane P-206	153.1 MPH
10/26/69	HONOLULU/TARAWA Geraldine L. Mock Elapsed Time: 17 Hrs. 28 Mins.	USA Cessna Skylane P-206	132.3 MPH
10/28/69	TARAWA/GUADACANAL Geraldine L. Mock Elapsed Time: 06 Hrs. 19 Mins.	USA Cessna Skylane P-206	178.8 MPH
10/30/69	GUADACANAL/RABAUL Geraldine L. Mock Elapsed Time: 04 Hrs. 26 Mins.	USA Cessna Skylane P-206	144.3 MPH
20/20-30/69	OAKLAND/RABAUL Geraldine L. Mock Elapsed Time: 239 Hrs. 47 Mins. or 9 Days 23	USA Cessna Skylane P-206 Hrs. 47 Mins.	24.2 MPH

The Whirly-Girls

The Whirly-Girls will hold their 15th Anniversary "Hovering" during the Helicopter Association of America's annual meeting, January 12-14, 1970 in Las Vegas, Nevada.

Organized in 1955 with the then 13 women helicopter pilots in the free world, The Whirly-Girls, international organization of women helicopter pilots, now numbers 144 in seven countries.

Among the thirteen charter members are: MADAME JACQUELINE AURIOL OF FRANCE, known as one of the "fastest women in the world" as holder of many international jet airplane speed records; DR. VALERIE ANDRE, a brain surgeon and Captain in the French Army. In Indochina in 1949, first as a helicopter pilot she flew more than 120 rescue missions, evacuating more than 160 wounded. Later, as a surgeon, she performed life-saving operations.

In Germany, there was the world's first helicopter pilot HANNA REITSCH. As one of Germany's top test pilots, she flew everything from gliders to helicopters to bombers. HANNA, Whirly-Girl no. 1 is still actively flying gliders and helicopters.

The USA's first Whiry-Girl was ANN SHAW (now MRS. E. S. CAR-TER.) After receiving her commercial license in 1947, she heli-hopped sight-

seeing passengers from a waterfront pier in downtown Manhattan. NANCY MILLER (NOW MRS, ARLO LIVING-STON) who flew war-weary bombers with the British WAAF during World War II also received her helicopter rating in 1947. Nancy and Arlo operate Livingston Copters, Inc. In Juneau, Alaska. They are one of the 26 husbandwife helicopter pilot teams.

At the first "hovering" in 1955, The Whirly-Girls agreed a valid CAA (now FAA) rotary-wing aircraft rating or its foreign equivalent would be the membership requirement. The organization would exchange helicopter information, promote interest among women in helicopters, establish a scholarship and provide stand-by pilots for helicopter rescues in emergencies. The girl-type helicopter insignia was approved-Bell Helicopter Company gave each Charter member a felt patch of the insignia. Today, the Hughes Tool Company, Aircraft Division gives each member a silver charm of the insignia with her Whirly-Girl number on the back.

Over the years, the annual "hoverings" have grown in size and importance. There have been Whirly-Girls Day at Sikorsky where the members met Igor Sikorsky and had a chance to fly the larger transport helicopters. In 1961, the Whirly-Girls met with

President Kennedy in the White House Rose Garden. For their 10th Anniversary The Whirly-Girls held a reception and luncheon in the Capitol for their Senators, and were given a tea at the White House by Mrs. Johnson.

Today, The Whirly-Girls include teen-agers, an Australian housewife, a neurosurgeon, a newspaper editor/publisher, a human factors engineer, a former movie stunt pilot and concert pianist, the wife of a U. S. Senator, a Canadian pilot/traffic reporter, several grandmothers, a retired school teacher, a test pilot in Switzerland, and Great Britain's first solo round-theworld flyer Sheila Scott and USA's first, Jerrie Mock.

In 1966, The Doris Mullen Whirly-Girls Scholarship was established in memory of Doris Mullen no. 84 who was fatally injured in an airplane accident on July 24, 1966. The \$500 is awarded annually to a woman pilot for use in obtaining a helicopter rating. GALE BROWNLEE of Woodstock, N. Y. was the recipient of the first scholarship in 1968 and PAGE SHAMBURGER of Aberdeen, North Carolina received the 1969 Award. GALE and PAGE have now qualified for their ratings and are Whirly-Girls no. 141 and no. 142 respectively.

Notable records set by Whirly-Girls,

DR. DORA DOUGHERTY, of Bell Helicopter Co., set two international records for distance and altitude in a Bell 47-G3 helicopter in 1961. In 1965, GAY MAHER, helicopter flight instructor then at the Flying W. Ranch in New Jersey—was the first (man or woman) to fly a helicopter solo coast to coast.

Whirly-Girls don't just hold "hoverings", they work at helicopters. Of the current members, 18 are helicopter flight instructors, two hold ATR's for helicopters and two are FAA flight examiners. More than 50 Whirly-Girls are employed in some segment of the industry.

It is interesting to note that since it was organized by order of the President in 1964, the Chairman of the FAA's Women Advisory Committee on Aviation has been a Whirly-Girl.

In their communities, Whirley-Girls work for the establishment of heliports—particularly hospital heliports and to eliminate those hazards to all flight—Wires!

A helicopter stops and then lands—an airplane lands and then stops. In a helicopter you can back up and look again or just park (hover) in the air. Perhaps this is why we girls go for helicopters. It has been said that women sometimes change their minds. With a helicopter—we can—and safely!

Jean Ross Howard International President

Coming Events

North Central Sectional April 10-11-12 Detroit, Michigan

South African 99 Air Safari April 26th-May 16th, 1970

APRIL 20-MAY 11, 1970 South A rican 99 Air Safari

NOTE OF THANKS

Our sincere thanks and appreciation to Mr. & Mrs. J. Lewis Foster of Wichita Falls, Texas. Mr. Foster made and presented to headquarters the most ingenious container for the Ninety-Nine Banner. Light weight metal with permanent return address plate and painted a beautiful sky blue. We are indeed grateful to these nice people.



Lady Hay Drummond Hay-Jessie R. Chamberlin Award. L/R: CAPT. COLE-MAN W. SIMS, Commanding officer US Naval Air Station NYC; MISS JEAN ROSS HOWARD, Awardee; DORIS RENNINGER, Pres. WIAA and Executive Board member of Ninety Nines; MRS. JESSE B. CHAMBERLIN, Vice Pres. WIAA and Pres. Women's Press Club in NYC; and CAPT. FRED LAWRENCE, Executive officer US Naval Air Station NYC. . . . This annual award given to a deserving woman who has made outstanding contributions to aviation. Presentation made Oct. 5, 1969.

MISS JEAN ROSS HOWARD, Assistant Director of the Vertical Lift Aircraft Council of the Aerospace Industries Association was awarded the coveted LADY HAY DRUMMOND HAY-JESSIE R. CHAMBERLIN TROPHY. This was presented by DORIS REN-NINGER, President at the Jessie R. Chamberlin Memorial Tea and meeting of the Women's International Association of Aeronautics at the U.S. Naval Air Station, Brooklyn, New York, Sunday, October 5, 1969. This trophy is an annual award given to a deserving woman who has made contributions to aviation.

MISS HOWARD obtained a private pilot license under the Civilian Pilot Training Program at George Washington University in 1941, and obtained her helicopter pilot rating at the Bell Helicopter School, Fort Worth, Texas in June 1954.

During World War II (1943-1945) MISS HOWARD served with the American Red Cross as Program Director of the Air Force Rest Camp on the Isle of Capri. In 1943, prior to her wartime service, MISS HOWARD served as a student-traince with the WASPS, and from 1941 to 1943 she was employed as pilot-secretary to the combined Washington office of Aeronca Aircraft Corp., Piper Aircraft Corp., and Taylorcraft Aviation, Inc.

MISS HOWARD has participated in two Transcontinental Air Races and in past president of the American Newsone International Air Race. She is a member of Aviation Space Writers paper Women's Club (1966-1968), a Association, The Ninety-Nines, Inc., Civil Air Patrol, National Aviation Club, Aero Club of Washington, an Honorary Fellow of The American Helicopter Society, Army Aviation Association of America, Inc. and is founder and international president of The Whirly-Girls, international women helicopter pilots. She served as Vice Chairman of the Federal Aviation Administration's Women's Advisory Committee on Aviation, 1964-1968.

MISS HOWARD has been named a consultant to the Emergency Health Branch of the U.S. Public Health Service.

23 Transcontinental Sky Trails

By Kay A. Brick

On a pedestal in the National Air Museum, Smithsonian Institution, Washington, D.C. rests the POWDER PUFF DERBY TROPHY, symbol of women's continuing flight achievements over wind and weather in keen aerial competition.

The annual All-Woman Transcontinental Air Race, flown in early July, and best known by its trademark as the POWDER PUFF DERBY, is the longest and largest speed air race for women in the world. To be eligible to fly this classic as first pilot, a woman

most hold a commercial pilot's license or a private license plus an insrtument and/or instructor rating . . . co-pilots minimum of a private license. Eligible aircraft, single and multi-engine, must lie between 145 horsepower and 450 horsepower, handicapped for fair competition.

A route is laid out between two cities which have bid for and won the start and terminus of the race in cooperation with their local Ninety-Nine Chapters. The Ninety-Nines, Inc., an International Organization of more than 3800 licensed

women pilots founded in 1929 with Amelia Earhart its first President, endorses this race. Designated stops along the route permit racers to refuel, wait out weather which is not VFR (visual flight rules), and to RON (remain over night) since only sun-up to sundown flying is permitted. Qualified timers, approved by the National Aeronautic Association under whose sanction the race is run, clock the contestants in and out of designated airports so that time on the ground is not counted in the scoring. While the race is conducted under the Sporting Code of the world body, the Federation Aeronautic Internationale, the 9 women Board of Directors of the All-Woman Transcontinental Air Race, Inc. annually reevaluate, and revise, the specific Rules under which the race is run.

With this 24th Anniversary race, the Derby has covered 3,382,746 race miles (more than 135 times around the world comed by 41 states and 142 different at the Equator) with 2,000 entries welcities . . . El Paso, Texas as many as 9 times.

Harbinger of the now famous POW-DER PUFF DERBY was the first "race" in 1947 from Palm Springs, California to Tampa, Florida. The Florida Chapter of The Ninety-Nines, laden with eager post-war WASPS, created the Florida All-Woman Air Show and invited races to terminate in Tampa as part of the show. Further details failed to be disseminated but California Ninety-Nines rallied to the point of having two entries-DIANNA BIXBY in her military A-26 bomber and CAR-OLINE WEST with her little Ercoupe. Weather prevented the start from Clover Field, Santa Monica as originally planned. "Sun-up and five-ish on a nippy desert Palm Springs morning," as MARDO CRANE, pioneer Chairman, recalls, she, DEE THURMOND, IRMA "BABE" STORY and HELEN MOORE enthusiastically directed CAROLYN with co-pilot BEA MEDES to the starting line to await DIANNA, After great delay the "timers" waved the Ercoupe off for its 21 hours 45 minute flight to Tampa. It was all "honor system" for time and no authorized stops. Not until they reached Tampa did they discover that DIANNA had never started due

The Ninety-Nines Museum Accessions Committee

The first meeting of the Ninety-Nines Museum Accessions Committee was held at Ninety-Nines Headquarters, Will Rogers Airport, Oklahoma City, Oklahoma, Saturday, October 18, 1969. Ninety-Nines President MRS. ROEERT STEADMAN opened the meeting to a discussion of the purpose, theme, and basic requirements for this one of a kind museum, the only repository dedicated solely to the contributions of women to flight.

MRS. HAROLD McNABB, Ninety-Nines vice-president and liason between the committee and the parent organization, was elected interim chairman. Serving as vice-chairman, MRS. B. ALLISON GILLIES, with MRS. JIM-MIE KOLP, elected treasurer, to research a suitable financial structure for this beginning and never ending project. MISS PAGE SHAMBURGER, as secretary, is acting as an outlet for public information. ROBERT STEAD-MAN was appointed legal advisor.

In order of immediacy, the Committee voted to ask the legal advisor to begin incorporation for the Museum as a non-profit, tax-free educational foundation. MRS. GILLIES is starting a membership program including such divisions as charter, founder, and/or life. LORRAINE McCARTY, the Ninety-Nines Museum Executive Designer, is creating displays for artifacts already on hand.

Museum experience and knowledge gave impetus to the appointed committee's special category—advisory. MR. CASEY, MR. KRAKEL, and MR. LOENING have tremendous assets in techniques of setting up and managing a museum, in perservation and docu-

mentation.

Immediate action for the attention of the entire Committee is soliciting descriptions of memorabilia offered or which may, in the future, be available as a contribution or purchase.

The total concept of this unique center of aviation—a central display to preserve the authentic contributions of all women to the history of flight—is both educational and inspirational. Ultimately, the Ninety-Nines Museum will stand as a source of facts unavailable in any other single location; it will inspire through permanent and rotating displays of the significance of women from aviation's embryonic stage to today.

Advisors: MR. LEWIS CASEY, Curator, Aircraft

National Air & Space Museum Smithsonian Institution

MR. DEAN KRAKEL, Managing Director

National Cowboy Hall of Fame MR. GROVER LOENING, Aircraft Consultant

MR. ROBERT STEADMAN, Attorney

Legal Advisor

Ex-Officio: MRS. ROBERT STEAD-MAN, President, The Ninety-Nines, Inc.

Accessions Committee: MRS. HAROLD McNABB, Interim Chairman MISS JACQUELINE COCHRAN

MRS. B. ALLISON GILLIES MRS. JIMMIE KOLP

MRS. OLIVE ANN BEECH

MRS. BLANCHE NOYES

MRS. W. HENRY RENNINGER MISS PAGE SHAMBURGER

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to engine trouble. In that they "raced against their own advertised air speed, this 'Ameria Earhart Memorial Race' could be called a contest," relates MARDO, "and the possibility of an annual all-women transcontinental light plane race was now more than just an exciting idea."

In 1948, with permission of the Florida Chapter, MARDO's committee set about organizing the second race into Miami, site of the 2nd Florida All-Woman Air Show. Basic rules were drawn up for the 6 planes that entered ... Planes up to 300 horsepower; daylight flying only; minimum of a private pilot's license with 25 hours in type of plane flown; co-pilots to be female; still the "honor system" for timing "verified" to the racer by tower operators. Fog warnings diverted the race start once again to Palm Springs.

Now the need for money asserted itself—phone calls, wires, travel, publicity and most important, prize money. Jacqueline Cochran rallied to the need and the 1948 and 1949 races were called the "Jacqueline Cochran All-Woman Trophy Race."

About this time the "honor system" of timing was challenged and "time clocks at check-in airports" were suggested. Locating and setting these up created the "Trail Blazing" by race officials. This has become an even more vital early task as the race has grown and is now sequeled by a Final Route Survey of the designated stops just prior to the race. Surveyors meet with airport officials, fixed base operators, Ninety-Nines, NAA Timers, Tower Controllers, Flight Service Stations, FAA Safety Inspectors, Weather Bureaus and Chambers of Commerce to assure that all is in readiness for the racers insuring safe and smooth operations

In 1950, the "Ninety-Nines Transcontinental Air Race" drew 33 entries. The purse was provided by Odessa, Texas and MRS. O. A. BEECH. NAA sanction, which approves rules and timers and guarantees the prize monies, was obtained for the first time. Enthusiasm at designated stops was whipped to a peak, but officials failed to realize they were too close together and one stop, where armfuls of longstemmed roses among other goodies awaited the contestants, was overflown by all. In spite of "tightened inspections" before and after this race, unjust complaints of illegal aircraft alterations threatened the very continuance of the race.



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EVANS, 49 Stuart Place, Manhasset,
N.Y. 110030

Late in 1950 the race became "The All-Woman Transcontinental Air Race, Inc." a non-profit corporation with a 4 member Board of Directors . . Chairman, MARDO CRANE, BETTY GILLIES, ETHEL SHEEHY and AR-LENE DAVIS. Overlapping duties between the National Race Committee, which heretofore had been planning the race, and the AWTAR Board were smoothed out. Today the 9 woman Eoard, who must be Ninety-Nines, liken the assembling of the race to putting a very intricate puzzle together. It is a year-round job to keep the race winging across the nation. The route must be set, surveyed; rules revised; data-processing and personnel for tabulation of scores must be secured; funds raised; official timers appointed and instructed; the official race program must be prepared and printed; awards and trophies must be secured; race aircraft must be inspected at start and finish; promotion and publicity beneficial to all race sponsors must be conducted; navigational services must be arranged. All of this must be coordinated with the NAA, FAA, FCC, U.S. Weather Bureau, Coast and Geodetic Survey, Flight Service Stations, Air Traffic Control, Tower Operators, Chambers of Commerce, State Aviation Officials, Ninety-Nines Chapters, Air Explorers, Wing Scouts, Civil Air Patrol, Ham Radio Operators, State Governors, and hundreds of individuals and other groups which complete the

operation. These requisites make the routine of running a full-time office essential.

Basic duties for all phases are contained in annually revised SOP's (Stanard Operating Procedures) involving some 140 forms for the novice committees working on the race each year. Each Board member has areas of total responsibility. These areas phlange out into the capable hands of the network of hundreds of Ninety-Nines working directly on the race each year.

In 1951 and 1952, during the Korean War, the race operated as a training mission, "Operation TAR"-the objective to "provide stimulation as a refresher course in cross-country flying for women whose services as pilots might once again be needed by their country." The race was opened to all women pilots, not just Ninety-Nines; it was considered "a race" if at least one entrant finished and qualified within the time extension limit; racers could check with the Civil Aeronautics Administration to determine if their ships were eligible. Award money was given by aircraft companies for specific placement.

As early as 1950 the "look alike" trend in dress started. The hardy, daring lot in flying (zoot) suits and helmets of the 1929 era gave way to the fashion conscious women pilots of today, with that touch of efficient glamour of which non-flyers are unaware. Many teams have complete wardrobes of matched outfits specially designed for the race. Attractive, light weight and indicating a team effort, some feature their sponsor's product on a pocket, sleeve or purse. Girls appear with ingenious outfits of aluminum fabric, or with the flower of their beloved state dominating their dress, or a pilot emerging from the cockpit may be a "tiger" whose pedigree indicates an oil company or make of car-but not liquor, for those and gambling sponsorships have always disallowed.

The first mother-daughter teams to race were RUTH RUECKERT and daughter MARSHA, age 6 in 1951, and BETTY GILLIES with college daughter, PAT, who had a private license with 200 hours. Subsequently, any "passenger" unde 16 was ruled out as not contributing to a racing endeavor. Today, only pilots may participate making the youngest possible entrant age 17. Three mother-daughter teams flew the race in 1965 and seven in 1966, indicative that air age education begins at home.

In 1952 the Simplex Time Recorder Company first provided standard time stamps, heart beats of the race, at all race stops, and has continued this vital service for 18 years. Logos with POW-DER PUFF DERBY race location and time appear in the punched logs. The race adopted knots and nautical miles as the standards measurements as used by the International Civil Aviation Organization, but has reverted back to the more popular miles per hour and statute miles. Handicapping, formerly based on the manufacturers' advertised cruising speed, now involves a new method based on top performance figures for each make and model of stock aircraft supplied by the manufacturers. For years, flight testing of all eligible aircraft was conducted and coordinated with the manufacturers' specifications, consideration being given for speed fairings and range. From these figures a "Par Speed" has been assigned each make and model. The winner is that aircraft which averages the highest ground speed in relation to its "par

About this time an Awards or General Race Fund was created since aircraft industry backing was insufficient for the rapidly growing race. Special category awards were added to the top five winners such as Novice and Best of Class.

In 1967 the AWTAR Scholarship for further aeronautical advancement became available to the Pilot with the Highest Score flying the POWDER PUFF DERBY for the first time. Gradually present policies evolved: that awards be given based on achievement only; that they be given only in the name of a company or organization; that banquet presentations be made only in the name of companies who contribute to the General Race Fund without which the race could not continue.

Following the 1952 race, BETTY H. GILLIES succeeded MARDO CRANE as Chairman and for 9 years lavished her talents and devotion to its growth. KAY A. BRICK on the East Coast continued as Vice-Chairman. The 1st place POWDER PUFF DERBY TROPHY with the names of the winners inscribed thereon, donated by the San Diego Chapter of The Ninety-Nines, rotated into Smithsonian. The rules now called for two-way radio communication and FAI Sporting Licenses. Pilot requirements jumped to require a minimum of 100 hours solo including 25 hours cross-

country time. Gone from the scene were the Fairchild 24, Luscombe, Stinson, Swift, Navion-new beauties were the Beechcraft Bonanza, Cessna 180 and Piper Tri-Pacer, Soon after the race was originated, a 10 year age limit was placed on eligible aircraft. This eliminated the WW II weary military type and those with so many modifications that fair handicapping became impossible. During start inspection, the CAA discovered aircraft from many parts of the country in careless condition . . . AD's not complied with, papers out of order, insurance invalid. This ultimately brought about the present rigid standards, a periodic inspection within 100 hours and 3 months, which provides a greater measure of safety for all.

It was in 1953 that another special service was made available to the race . . . that of a communications coast to coast net by members of the Amateur Radio Relay League headed by VIOLA GROSSMAN. In 1958 CAR-OLYN CURRENS assumed the job of planning the net which relays messages for racers and officials and has added a few stars in their crowns for locating aircraft parts during emergencies.

In 1954 Jeppesen & Co. began its continuing service of preparing special Aviation Kits for all crews, and the Flying Tiger Line began carrying the racers' luggage giving the Powder Puffers a lighter, safer flight, and enabling them to appear at their prettiest at all social functions.

Each year the race rules mirror sharply the basic trends in general aviation development and the AWT'AR has aften been referred to as the "sounding board of general aviation." A more recent rule requires the use of oxygen following the discovery by officials that racers were taking advantage

of bright skies and brisk tailwinds as high as 20,000 feet, and upon survey that 100% of light planes manufactured in the last few years have service seilings above 10,000 feet.

By 1956 the "Showcase for General Aviation" had outgrown the private home and an office on Lng Beach International Airport, California was set up with BARBARA LONDON as Executive Secretary. Indicative of the growth of the All-Woman Transcontinental Air Race and the nationwide (now international) interest it created, the work load continued to mount. In 1961, when the burden of responsibility shifted from Chairman BETTY H. GILLIES to KAY A. BRICK, the race headquarters moved to Teterboro Airport, N. J.

After entries reached 85, making rapid manual calculations difficult, dataprocessing firms . . . UNIVAC, IBM, HONEYWELL entered the picture enabling officials to provide daily results to an eager press. Recent results of timing studies completed by BARBARA EVANS, Vice-Chairman of the Board, have resulted in the use of the TRW Timing Tables tailored to POWDER PUFF DERBY routes. By 1961 rules were tightened to prevent racers from hanging spectacularly out of the aircraft doors onto the struts as the planes rolled up to the time clocks. A record number of entries, 101, taxed facilities and personnel, and was accompanied by rising costs of operation. A major decision had to be reached by the Board of Directors as to method of limiting entries. The simple solution of placing a ceiling was highly impractical since as many as 25 enter on the last allowable entry date, having spent months in developing a sponsorship. Capacity to handle large numbers at the clock and for overnight also contributed to the decision to upgrade the

NOT FOR GLORY

They were girls who could not sit beside The hearth — and see go by The joy, the pride, the thrills that ride With rovers of the sky.

They were girls who dared to pioneer New Heights on heaven's tide.

As men made records, year by year, They matched them, stride for stride.

from Sky Argosies
— Louis DeJean

requirements for entry. Many organizations, the Ninety-Nines among them, were beginning to seek "Voluntary upgrading" by pilots in view of faster aircraft and more complex radio and traffic procedures. Repercussions were volatile. However, more than a sole objective, that of cutting entries down the next year, was accomplished as pilots sought advanced instruction with fervor. Entrance in the POWDER PUFF DERBY became a recommendation of competence in itself. MR. NA-JEEB HALABY, then FAA Administrator, wrote "You are to be applauded for your careful management and sensible rules of your previous races, but your new rule this year that pilots must hold commercial certificates, or private certificates with instructor and/or instrument ratings is a real safety advance. You are wise to let your beginner pilots, with private tickets, serve as co-pilots and build time and experience." The POWDER PUFF DERBY had grown up.

While some women race almost yearly . . . some as many as 14 times . . . for the challenge, the fun and comradeship, and for improving their skill as disciplined pilots, each year the dream of flying the POWDER PUFF DERBY comes true for 45% of the entries who have never flown it before. Some finish in the money, too!

The Derby seeks to maintain its impeccable record through its rules and education, key to the ceaseless search for safety. Today's private planes are built with speed and performance capabilities equal to or exceeding those of early transport types. The complexity of air traffic procedures, although balanced by planes with more navigational equipment, requires even higher degrees of proficiency. planes entered must have recent periodic inspections and governing officials seek to aid the racers to a more knowledgeable operation of these efficient power plants.

The three days prior to take-off serve as a fountainhead for pilot proficiency as contestants receive educational material, an extensive briefing, and attend short seminars presented by experts. Included are such subjects as Wake Turbulence, Density Altitude Flying, Medical Aspects of Flying with reference to Oxygen Use, Effects of Tranquilizers, Liquor, Cigarettes, Carbon Mioxide on the Body, Desert Survival, Mountain Flying, Care for Long Engine Life and Efficient Operation.

Winning the POWDER PUFF DERBY depends on the perfect blend of airplane and pilot, blessed by weather.

When the checkered flag goes down and the planes take wing the tingling morning of take-off, the blessings of the board of directors goes with each crew. The racers are on their own, their progress to be charted by the NAA Timers and Judges, However, the work of Board officials is not over. Those at the Start will board the Official Race Plane preparatory to monitoring the race from aloft en route to the Terminus. The baggage space will carry the sealed copy of the official NAA departure times of the contestants, plus race programs to be dropped off at various points, inspection devices to be used again at the terminus, and the gold sealed, be-ribboned proclamations issued by Governors of the states through which the race route passes dedicating the week as "Women in Aviation Week." A call from the airborne officials to the military reinstates activity to portions of restricted areas through which the race contestants may have been cleared to pass. This "AWTAR Special" has first hand knowledge of weather conditions affecting fliers along the way; it monitors the air waves contestants are using, and sometimes drops into the designated stops to check operational progress, usually arriving at the Terminus before any racers complete the course by buzzing the Finish Line.

The saga of the POWDER PUFF DERBY would not be complete if it failed to mention the devotion over the years of these men who contributed as aeronautical engineers in computing handicaps: CARLOS WOOD, JOHN LOUFEK, DON ELDER and JOHN MULLEN. And to JACK LONDON, BUD GILLIES and BOB SANDERS who have given generously of their time in such capacities as handicapping, weather checking and precision take-offs . . . JACK has served as that "tall, striking Official Starter" for a majority of the races. And for the invaluable services of our legal advisors-BERTRAND RHINE, AL-FRED WOLF and HELEN SPIGEL.

A continuing problem exists . . . that of financing the race. Without recourse to a sustaining fund, the non-salaried Board of Directors each year seeks funds anew to continue this international event. Its support depends on contributions from cities or organizations at the start and finish points, from companies in the general avia-

tion industry, from volunteer contributions from individuals and Chapters in The Ninety-Nines, and from race entry fees. While these monies go to sustain a sporting event, this single event has a tremendous impact on the vast public, 85% of whom have never been aloft. These attractive pilots demonstrate the ease and safety and fun of flying from coast-to-coast. They are mother, daughters and grandmothers. One entry had 16 grandchildren between pilot and co-pilot . . . and both belong to the Aerobatic Club. The AWTAR officials have inspired and levels having made available current encouraged other races on the local handicaps derived from a continuous flight testing program. These as well as established Rules have also been provided to numerous foreign countries at their request,

The POWDER PUFF DERBY has grown-not "like Topsy"-but with a gradual upsurge. Constant re-evaluation and revision have brought it to its present prominence. Officials have had to meet the test of many problems, requiring grave decisions many times against opposition, but after each crisis the race has rallied, gaining new strength. In its 20th Anniversary year the race was shortened a half day and a major change in timing was incorporated at the overwhelming request of the 175 pilots who flew the race in 1965. Instead of a pilot running her log to the time clock, contestants would be timed by NAA timers in the towers as they fly by a timing line, and again when their wheels started to roll on take-off. This change has been applauded by racers, airport and tower officials.

To celebrate the 20th Anniversary POWDER PUFF DERBY, cacheted envelopes especially designed by MAR-ION ANDREWS were made available. These commemorative mementos, franked with AMELIA EARHART stamps, were flown from Seattle, Washington to Clearwater, Florida during the race by ALICE HAMMOND and KAY BRICK, Board of Directors' Secretary and Chairman respectively. In this same year of 1966, the pacesetting POWDER PUFF DERBY was documented in color by WCBS-TV. Those who could not follow the trail of wings have raced with the POWDER PUF-FERS on film.

Many famous people have participated in the race as honorary starters, banquet speakers, and as Guest Page editors. In 1969 the guest artist, MIL-

TON CANIFF, in his syndicated strip "Steve Canyon", entered his character BETSY BEEKMAN and her for a 6 week run, copies of which in "Bug" in the POWDER PUFF DERBY booklet form have been circulated throughout the world.

MARION ANDREWS whose talent has produced the striking covers of the Official Program starting with the 10th Anniversary in 1956, designed the unique gold POWDER PUFF DERBY pin, a latticed half-globe encrested with a map of the United States and the which may be worn only by those who words POWDER PUFF DERBY, have flown this challenging classic.

Why do these women fly it? In Helen Shropshire's terse summary, desire to compete in the POWDER PUFF DER-BY is:

"To TOUCH the past and thus preserve the traditions of our pioneers

To SHAKE the boundaries of earth and

view the beauty of my country,
To COMPETE with my contemporaries
and accept the challenge of the sky."
Greatest of all honors paid the racers
occurred in 1969 when MRS. RICHARD
M. NIXON, wife of the President of
the United States graciously entertained them at a Reception and Tea in the
State Dining Room in the White House,

in Washington, D.C.

"THOUGH THEY BE NOT
GODDESSES — THEY FLY"



Steinberger Award—L-R: Ronald Steinberger (son), Norman Steinberger (husband), Joan Steinberger and John H. Shaffer. Family pride in "Mom" is evident in this photo.

FAA AWARD FOR DISTINGUISHED SERVICE PRESENTED TO POWDER PUFF DERBY "HEROINE"

A California woman pilot who unselfishly forfeited her chances of winning the 1969 All Woman Transcontinental Air Race by delaying her flight to aid a fellow contestant in trouble was honored by the Federal Aviation Administration of the Department of Transportation today.

Mrs. Joan Steinberger, a mother of two children from Goleta, Calif., was presented with the FAA-DOT Award for Distinguished Service by FAA Administrator JOHN H. SHAFFER. The award was made in a special ceremony at FAA Western Region Headquarters in Los Angeles.

According to the citation, Mrs. Steinberger was competing in the all-female race, popularly known as the Powder Puff Derby, when she heard that another contestant had become disoriented in a thunderstorm. The trou-

bled aviatrix was not only low on fuel but was without two-way radio contact with the nearest control tower.

Mrs. Steinberger immediately volunteered to relay landing instructions from the Mount Vernon, Ill., tower to the lost pilot. Mrs. Steinberger stayed aloft in the area until the lost pilot had landed safely. The "lost" aircraft ran out of fuel while taxiing on the runway.

AMELIA EARHART MEMORIAL SCHOLARSHIP

A 1969 Review

The Amelia Earhart Scholarship Fund was created in 1940. It was the most appropriate of many suggestions submitted to honor the memory of our first president, who disappeared in July 1937 in an attempted flight around the world. It was to be a "living memorial" to carry on her unselfish interest and enthusiam for all women in aviation.

ALMA HARWOOD served as the first permanent trustee. She assumed the task of raising funds and working out the details for the trust. At the International Convention of the Ninety-Nines in Albuquerque, New Mexico in July 1941, under the presidency of Betty Gillies, the resolution legally estab-

POWDER PUFF DERBY

By MARION ANDREWS

As the old adage goes, nothing is sure but death and taxes and so it has gone with the 1970 terminus. Due to circumstances, we have accepted our second bid—Bristol, Pennsylvania for the site. However, all has not been a total loss because we learned, finally, how to spell DeLand.

The race will terminate at the 3M Airport adjacent to the Penn. turnpike which will be nearer to the convention in New England. The enthusiasm of the hostess chapter is rewarding. The Chapter Chairman is MERLE (CHALOW) STARER, the Terminus Chairman is YVETTE HORTMAN.

The race route is as follows: Take-off MONTERREY BAY, CALIF.—Fresno, California (Fresno Air Terminal); Las Vegas, Nevada (North Las Vegas); Page, Arizona; Farmington, New Mexico—MUST FLY BY; Colorado Springs, Colorado—MUST STOP; Hutchinson, Kansas; Springfield, Missouri; Dyersburg, Tennessee—MUST STOP; Louisville, Kentucky (Bowman); Morgantown, West Virginia; Terminus-Bristol, Pennsylvania (3M).

49½er TWA CAPTAIN HORTMAN and YVETTE are offering courtesy flights in the American Yankee airplane to all contestants. More details next month. Send all clippings to: AWTAR, INC. HEADQUARTERS, TETERBORO AIRPORT, TETERBORO, NEW JERSEY 07608.

lishing the trust was adopted. The care in drawing up the original terms is attested to by the fact that very few amendments have been necessary to keep it up to date.

The trust and its fund are administered by five trustees: two appointed by the Executive Committee of the 99s to serve permanently, and three elected for three-year terms by the membership. All must be 99s in good standing.

The first scholarship award of \$150.00 was made in 1941. The total award was intended to come from accrued interest from fund investments. At that time this amounted to \$21.37. Generous 99s donated to make up the difference for a single award that year as well as in 1942. During the war years 1943-46 no awards were made.

The award was increased to \$200.00 in 1948. By 1955 it was increased to \$300.00. In 1954 a special effort was made to present two awards since that was the year of the anniversary of the 99s. It was then reverted to one scholarship per year. In 1959 the amount was raised to \$350.00 and a new procedure was adopted. No longer did ALL the monies for the scholarship come from the interest of the fund. That year the procedure was established whereby half of the contributions to the fund would go directly into the scholarship for that year. The other half would go into the trust. Because of this, it was possible to raise the 1960 scholarship to \$700.00. In 1963 two scholarships were given. In 1964 three \$700.00 scholarships were given. In 1967 and 1968 this would have been the case except through the generosity of the Michigan Small Race a fourth scholarship of \$700.00 was made possible. In 1969 three \$800.00 scholarships were awarded through the fund and a fourth scholarship was made possible by a kind donation from the North Central Section.

In 1970 the Board hopes to award three \$1000 scholarships. Since ½ of each year's scholarships come from donations received this year, continued work for our "living memorial" is important.

Through 1969 forty-two scholarships have been awarded. The great majority of the recipients are still using the training they received. Through them

hundreds of students have received instruction. Some awardees have financed college degrees. Some are FAA Flight Examiners. Some are widows who have been able to maintain small airports and educate their children. They have managed large operations on major airports. One has flown as co-pilot on a regular airline. Many of them have held office in the 99s. They have taught Air Age Education in the secondary schools. The list is endless.

The award has been used in many ways: as an aid toward Commercial, Instructor, Instrument, Instructor, Multi-Engine, Link Instructor, and Air Transport Ratings; for academic studies in Aeronautics and Journalism for a Master's Degree; for a Ground Engineer's License and A. & E. Mechanics Rating and an Airline Transport Rating.

Who may win the award? She must be an active 99 in good standing, have logged at least 200 hours as pilot in command, must intend to carry on some work in an aviation field, (applications may be made in related fields such as teaching, research, engineering, mechanics, etc., as well as for advanced flight ratings), and must agree to maintain the certificate of rating acquired for at least two years.

How is a winner selected? Each chapter may submit one applicant for each twenty members. The Section Scholarship Committee screens them and on the basis of one per 100 members within the Section, then submits their quota to the Trustees. The Trustees grade them according to worthiness, based on past aviation accomplishments and the need of the applicant. Finally, they are referred to the Honorary Judges, prominent people in various fields of aviation-military, civil, educational, government, industry, etc. -who make the final determination of the winner(s).

We, of your Board of Trustees, believe in this "living memorial" and the importance of it in permitting women to take a meaningful place in aviation. We devote many hours and considerable treasure to this effort. Your assistance is the only way that we can achieve the end to which we are all dedicated. From the entire membership we need good applicants and assistance in supporting them.

Membership

Wow...

Look at Us Now!!

By PAT JETTON

Have you considered how the 99 membership has changed in the past 40 years? Not only in total members (from the 99 in 1929 to over 4000 in 1969) but in types and activities of members.

The original 99 were, for the most part in the aviation business or trying to be. A number were the "daring pleasure fliers" and most of the activity was concerned with just convincing the population that anyone could fly. Of course record-setting took up a lot of time because this was the thing at that time. The air races started out male and then thru the perserverence of our second President, MARGARET COOPER, they finally opened up to the women. (Now it's just the opposite; we frequently don't let the men in). Everyone agrees that these charter members deserve a lot of respect and admiration but I don't think the 99 of today should be slighted just because she came along later.

The 99 of today is filling a much broader picture in aviation than her predecessor. MARGARET COOPER said, in the "99er" in 1933, "It is astonishing how much an active 99 group can do in the way of expanding the part that women play in aviation in arousing general public interest in flying." And we must be taking literally her words. We're holding poker parties, treasure hunts, penny-a-pound flights. We're manning airport information booths, serving on Chamber of Commerce Committees, teaching aviation education in the schools doing numerous and sundry things to promote aviation.

Aviation has gotten out of the "dare-devil" category but the majority of the non-flying public still looks agast at the lady pilot. "If she can do it, I can do it" is still a frequent thought of the male population. And what's wrong with that? A big part of the way we can promote aviation is through example.

Our "pleasure fliers" have even

COMMITTEES REPORT

changed their complexion a little. We've still got a few of the "hop around the airport on a weekend" pilot but aren't they educating by example? And look how many more are using the airplane as a means of transportation to business conventions, medical meetings, business branch offices, etc.

Even the 99 in the aviation business has changed her role slightly. The schools, the fixed base operators, the manufacturers still have large numbers of 99s but that area is also expanded with more and more 99s going into roles of professional pilots, pilot examiners, accident prevention counselors, FAA advisors, FAA Traffic Controllers, flying guides . . . I could go on and on.

And what a change in location . . . the membership now covers all fifty states, plus our neighbors to the North and South. And look at our International friends; members in South Africa, Australia, Israel, Finland, Pakistan, Germany, Belgium, Italy, Phillippines, Morocco, Korea, Portugal, Netherlands, Japan, Sweden, Brazil, Puerto Rico, more coming all the time.

French West Indies, Columbia and Aviation and belonging to the 99s MUST have been exciting in the "early days" but I certainly can't complain about things today. The opportunity to meet and make new friends, some International, to fly ever different and improving equipment, to go further and faster and easier . . . no, I can't ship is exciting TODAY. complain. Aviation and 99 member-

Nominating Committee

VERY SPECIAL NOTICE

For forty years the International Organization of Ninety-nines, Inc. has grown and flourished under the devoted guidance of its elected officers. These officers have become increasingly important as the membership has expanded and extended throughout the world.

March 1, 1970, is the deadline for nominations for Executive office in an organization 4,000 strong, an organization rich in executive ability, an organization dependent on each and every Chapter to make its talent known.

In former years the names of officer material surfaced through activities well managed in a smaller and more intimate group of women pilots. Officer material is recognized now in Section activities as it once was in International activities. So it behooves each area not only to nominate and make known their able members but also to encourage back-up personnel for future nominations.

Election to International office is an honour and a great responsibility. Your nominee must be experienced and able to devote the time and energy necessary to guide this organization. Each Chap'er may nominate one person for each office and each Section may nominate one person for Nominating Committee. Do not let valuable nominations be rejected because of lateness. All completed nominations must be sent to the Chairman of the Nominating Committee BEFORE March 1, 1970. Start now on this very important obligation of your Ninety-Nine membership.

Your Chapter Chairmen have in hand all information and Nomination forms together with the list of necessary qualifications and restrictions. All incumbent officers are eligible for the office they now hold. Members of the Nominating Committee are not eligible for nomination.

International Nominating Committee

Chairman:

EDITH L. DENNY
439 Temagami Crescent
Port Credit, Ontario, Canada
Members:
GINI RICHARDSON

GINI RICHARDSON FLORENCE FINTAK JANET GREEN MARY VIAL

Resolutions Committee

FUN & FRIENDSHIP . . . President Bea Steadman is using this as her theme for the year 1969-1970. We agree that as Ninety Nines we should have 'fun' and certainly should promote 'friendship'. However, FUN and FRIENDSHIP carries with it a certain responsibility and your responsibility lies in making this the BEST organization for the MOST members.

If you feel the Ninety-Nines, Inc. can be better improved, please make your thoughts known through the RESOLUTIONS COMMITTEE.

We are now sending notice that your resolutions are to be sent to EACH MEMBER of the Committee. We are waiting to hear from you. DEADLINE TO RECEIVE RESOLUTIONS MARCH 10th.

RESOLUTIONS COMMITTEE:

ALICE ROBERTS, Chairman,
Phoenix Chapter
RUTH DEERMAN, El Paso Chapter
VIRGINIA HASH, Phoenix Chapter

National Intercollegiate Flying Association

By Gene Nora Jessen

More Ninety-Nines are backing their support of the National Intercollegiate Flying Association with dollars. The South Central Section generously allocated \$75 at their recent mee'ing for NIFA, certainly appreciated since the NIFA had an air meet planned in their back yard just two weekends following the sectional.

The winter NIFA air meet was held October 3-5 at Southeastern State College in Durant, Oklahoma. The Oklahoma Chapter sponsored a reception for the girls attending the mee', loyally assisted by honorary NIFA'er PAGE SHAMBURGER from N. Carolina. Winner of the 99 Achievement Award last spring, JUDY KAUFFMAN of Univ. of Nebraska, was also there sporting a brand new 99 pin.

It was reported that five thousand people watched the event with twenty colleges and universities participating. Weather threatened their air meet as it always does, but fortunately fizzled. San Jose State College took the top team prize, the Bendix trophy, back to Calif. with Parks College of St. Louis University a close second.

GLORIA SCHAEFER of Western Michigan University took first place as pilot in the bomb drop event and a third in the power off landing competition, sewing up the top female pilot or Arlene Davis Memorial Trophy. Cape Girardeau Area Chapter's silver bowl was awarded to an Iowa State coed for attending the most NIFA meets.

Our own past International President, BRONETA EVANS, presented our Ninety-Nine award at the awards banquet. BRONETA reported gratification at this her first exposure to the

clean cut and highly motivated kids of NIFA.

Has your chapter or section yet discussed support of the NIFA? The big annual air meet is scheduled for Montana S'ate Univ. in Bozeman May 7-9. They need our continued and expanded support.

Members-at-Large

Birgit Thuring has been flying for some 30 years and has a Senior Commercial Land and Engine rating, with some 5500 plus hours to her credit. (Mr. Thuring has some 5300 hours.) They operate a Fixed Base Operation on an island in the Baltic Sea, in the City of Visby which is about 100 miles southeast of Stockholm. Sweden.

Birgit Thuring currently flies a Douglas AD-4 Skyraider for the military in Sweden, working diligently towing targets for anti-aircraft guns for the Royal Air Force. All of the necessary equipment for the work is furnished by the Government.

On June 1, 1969, Birgit Thuring was awarded a Gold Medal for her outstanding achievements in Swedish aviation, which was presented by the Commander in Chief of the Royal Air Force in Sweden. There were Air Attaches from all over the world present at this ceremony.

The island on which she lives is a sort of summer resort, and the weahter is good most of the time. The Thur-



Birgit Thurling by her AD-4 she flies for the military in Sweden.



Birgit Thurling receiving a gold medal for outstanding achievements in Swedish aviation.

ings have at this FBO also a Cessna Skyhawk and a Piper PA-18 in addition to the new Beech B-55 Baron they were taking delivery. They have one married (adopted) daughter living in New York City.

SECTIONAL MEETINGS

North Central Sectional Report

Fall Meeting
Claudette Parker, Reporter
Fly Me To The Moon

That's exactly how it all started. Via Beautiful, Blue Lake Okoboji. I might add, that was the beginning of a marvelous week-end. It went a little like this:

10 . . . Arrival at Launch Pad

9...Suit up and check in

8 . . . Barbeque and Blast

7 . . . Astronaut breakfast

6 . . . Flotation practice (Water skiing, boating, and etc.)

5 . . . Buoyant luncheon

4 . . . Control center briefing

3 . . . Liquid ignition system "on"

2 . . . Solid fuel intake

1 . . . Moon showing

0 . . . CAVU (severe clear) . . . Blast-off

HARRIETT OSTERMANN was at the controls on registration and she reported that 99 Ninety-Nines and 50 Forty-nine ½ ers had signed in.

Friday noon we were surprised, and very pleased, to have MAX CONRAD as our special guest. He flew in unannounced, but didn't remain so for long.

The rest of the day was rather relaxing and the busiest place seemed to be the inspection suite, where old friendships renewed flying stories and etc., etc., etc., . . .

The Teller's committee was busy

counting away and we announced at Saturday's meeting the following results:

Officers for the ensuing year:

Governor . . . MARY CLARK—Michigan Chapter

Vice Governor . . . JANICE KUECH-ENMEISTER—All Ohio Chapter

Secretary . . . AMY LAWS—Greater St. Louis Chapter

Treasurer . . . RITA ANN ORR— Minnesota Chapter

After dinner Friday evening some played ping-pong or pool, while a few constructed model airplanes. These particular models were especially designed for the Fall Section by Hazel Sigafoose, our decorating chairman.

Saturday began with new arrivals checking in and an Astronauts breakfast was served to get everyone going. Of course the weather was severe clear, which was ordered months ago, for just an occasion as this week-end. After breakfast, boat rides and water skiing took over and for the land lubbers equipment purchases were made. Cars loaded with shoppers were transported to town for just that. Then back to the launch pad (Vacation Village). By this time we were all ready for that Buoyant lunch. (It's amazing how hungry you can get when you're shopping.)

MAX CONRAD was guest speaker at the luncheon and he was enjoyed by all. We thought his talk could have been longer. However, he later explained a telegram received from his daughter, which was signed with a KISS. Meaning: Keep It Short Stupid. It was nice of him to stop by at our Section meeting.

Control Center briefing was set for 1330 and so it began as Governor MARY CLARK called the meeting to order. Section committee reports were next on the agenda. Air Age education seemed to cause much discussion. It all comes to one thing . . . we each need to make an effort to help when the opportunity arises, and I'm sure it will take much more than even that. It was great to see how some of our Chapters are getting the 66's active. Remember gals, they are our future members. So keep with it. At this time, JOAN HRUBEC, our International Secretary gave a talk. Then the report of the Teller's Committee, and at this time Governor Mary made the declaration of new officers. As for the next Section meeting . . . looks like Detroit in the Spring. Meeting was adjourned.



JACK BODELL making a presentation to No. Central Governor MARY CLARK; International Secretary, JOAN HRUBECK; Iowa's GOVERNOR ROBERT D. RAY; and Section Chairman LOIS GRANGE. They were all initiated into the Iowa Great Lakes Navy with the Governor of Iowa being commissioned as Rear Admiral. (HARRY SMITHERS, Background.)

Picture credit.-Spirit Lake Beacon, Spirit Lake, Iowa



Shown above with Iowa's Chief Executive are, from left: JOAN HRUBEC, Cleveland, Ohio, International Secretary; LOIS GRANGE, Des Moines, Section Chairman; GOV. ROBERT RAY; & MARY CLARK, Jackson, Mich.. Governor of North Central Section. In the background of course is AMELIA EARHART.

Picture credit—Spirit Lake Beacon, Spirit Lake, Iowa.

After a little relaxation, we were soon getting ready for the Solid Fuel intake and the Moon showing. Among some of the guests attending the banquet were: MAYOR and MRS. ROB-ERT HANSON from Milford; MR. and MRS. FRANK BERLIN, MR. BERLIN is the Director of the Iowa Aeronautics Commission: MR. and MRS. BOB WARNE, BOB is Sales Manager for Des Moines Flying Service; DR. and MRS. C. W. GRAHAM, who by the way, we couldn't have done without. It was his Volkswagen bus that he so graciously loaned to us for transportation: also on hand for the gala event was the GOVERNOR of Iowa and MRS. ROBERT D. RAY.

LOIS GRANGE, General Chairman offered greetings and GOVERNOR ROBERT RAY welcomed all 99's to Iowa. At this time the Navy answered the Ninety-Nines call to put on the Iowa Great Lakes Navy initiation. MR. BUD MARTINEAU, Accident Prevention Specialist with the FAA from Des Moines, gave a humorous talk. Then came the announcement from GOV-ERNOR MARY that Greater Kansas City had won the Attendance Trophy Award which was eagerly accepted by BOBBY MILLER. Next was the entertainment with a singing group called The Nubbins, and they really put on a good show. We hated to see them end their program. BOB WARNE, who was Master of Ceremonies, had the drawing for the door prizes at this time. After all the excitement had

settled down, the meeting was turned over to MR. BILL O'KEEFE, weather briefer for the Des Moines FSS. He reported exactly what we all wanted to hear. CAVU (severe clear) for Blast-Off on Sunday A.M. with a "wee" bit of wind!

Sunday A.M., after a continental breakfast, everyone was heading for home. With this our meeting had come to an end. Our Computor (CHAIRMAN LOIS GRANGE) had not missed a calculation. All ETA's were exactly as planned. Those of you who were there know we had a grand time and we are looking forward to getting together again in Detroit.

See you all again in Iowa in about 7 years (our next Section).

Special Report

1969 NORTH CENTRAL SECTION MEETINGS BY A 49½

I've never ceased to be amazed at husbands whose wives smile sweetly at them, with that extra twinkle in their eye, and ever so deftly con them into something they would never have dreamed of doing themselves. I confess to now being a member of that group, as must every other $49\frac{1}{2}$ er.

In a moment of weakness I was overpowered, coerced and cajoled by my twinkly eyed wife CLAUDETTE, and her cohort LOIS GRANGE, into commenting on the two Sectional meetings this year as observed from the eyes (not twinkly) of a 49½er.

My first sojourn into a covey of 99's was at Indianapolis for the North Central Spring Sectional this year. Not only was the weather superb, but the flight over and back was just as pleasant, and we managed to arrive at both ends of the trip with all of our luggage how about that LOIS? DON WALKER. 49½ er of GERRI, and I accompanied the two girls, arriving Saturday morning at Weir Cook to be met by other 49½ ers and chauffered downtown to our hotel. While the women were registering and attending meetings, we toured the "500" race track and pit area. As the race was just three weeks off we were able to see many of the cars and talked with the mechanics working on them.

Dinner Saturday evening was excellent and I especially enjoyed ANN PELLEGRENO'S account of her flight retracing Amelia's route in a sister ship to Miss Earhart's Electra. Later we all had a chance to do our own brand of hangar flying, and I discovered most 99's to be even more accomplished at this pastime than many of my manly pilot acquaintances. However, I must admit 99's have certain attributes as pilots that men are lacking, and their feminine beauty does make a well related story even more enjoyable.

Early to bed (early in the morning) and early to rise (early in the fore-noon) shall make a man (49½er) unhealthy, unwealthy and wise in the ways of a Sectional meeting at Indianapolis. But as a famous non-flying General once said "I shall return". Of course he had the help of 50,000 marines. Somehow I suspected one 99 named CLAUDETTE would accomplish as much as those 50,000.

And she did, for just two short weeks ago I found myself driving, what a disaster, two hundred plus miles to beautiful blue Lake Okoboji, Iowa, for the Fall Sectional. For weeks I had heard nothing but the "Fly Me To The Moon" theme of the meeting and I had to drive (twinkle in eye again) because the plane would not accommodate our family of five and all the luggage required for a longer stay (we arrived two days early on Thursday) and extra items necessary as hostess chapter. Oh yes, it was also 200 miles back to Waterloo. However we had left our clothes hanging in the

HIGH FLIGHT

Oh, I have slipped the surly bonds of earth And danced the skies on laughter-silvered wings, Sunward I've climbed, and joined the tumbling mirth Of Sun-split clouds — and done a hundred things You have not dreamed of — wheeled and soared and swung High in the sunlit silence. Hove'ring there. I've chased the shouting wind along, and flung My eager craft through footless hall of air.

Oh, Oh, the long, delicious, burning blue I've topped the wind-swept heights with easy grace Where never lark or even eagle flew—
And while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.

John G. Magee Jr. Royal Air Force 9 3-41 closet at Lake Okoboji and next day my smiling 99 did fly to the beautiful blue lake through wind and rain to retrieve our forgotten apparel — how about that Lois?

Although I will never admit that I might be looking forward to the 99's next Sectional meeting . . . WHEN IS IT?

Sincerely, 49½ er, Bill Parker.

South African Sectional

Yvonne van den Dool reporting

Our Sectional meeting at Grand Central Airport, Johannesburg, was well attended by members from many areas. In spite of bad weather, those who had intended to fly in, did so.

Office bearers for the coming year are: ANN WHITE — Governor, YVONNE VAN DEN DOOL — Vice-Governor, MURIEL GARROW — Secretary, AURIEL MILLER — Treasurer. News reporter is as above.

The Governor, ANN WHITE, presented Grand Central wings to several girls. It was with great satisfaction that we noted that the majority of members had earned the gold wings (minimum of 200 hours), with only a few members having less than 200 hours.

Welcome guests were two pilots of renown during World War II, namely, RHENIA BLAKE, who logged most of her flying time on the S.A.A.F. shuttle service and Doreen Dunning who was a flight instructor and in charge of the Women's Air Force.

SHEILA SCOTT, our famous British Ninety-Nine, joined us for tea and a chat, after which we witnessed the initiation ceremony of two 49½ ers. These two brave men, the first in our land to receive such an honour, are PETER WHITE, C.I.F. Durban Wings Club, and husband of ANN WHITE, and CARL JENSEN, a pilot in S.A. Airways, and husband of JACKIE JENSEN. Isn't it great that our first two 49½ rs are professional pilots!

SHEILA arrived in Cape Town from Nairobi on 19th September. Here NORMA BRIDGMAN was at hand to help where she could. SHEILA had previously flown from London to Nairobi on a record breaking flight, where she had taken part in the East Africa Flying Safari Air Race. A few



Members attending the Sectional: Back row: Guests DOREEN DUNNING, RHENIA BLAKE. Second row: MOLLY LOWE, FLEUR WELLS BAILLIE, EVA HOLLINGSWORTH, INGRID HEINZ. Third row: JACKIE JENSEN, MURIEL GARROW, SHEILA SCOTT, YVONNE VAN DEN DOOL, ANN WHITE, DR. SHIRLEY SIEW. Front row: MARIE DRIES, BEATRICE STAINBANK, LO-AN ROUX.



Three of the 69/70 office bearers with Sheila Scott: 1 to r: MURIEL GARROW, SHEILA SCOTT, YVONNE VAN DEN DOOL, ANN WHITE.

days after arriving at Cape Town, she flew to Rand Airport, Germiston. A number of 99s flew out to meet her and to escort her in. WHITBREADS gave a cocktail party for the 99s to officially meet SHEILA—a most delightful evening, well attended by many well known aviation personalities from Aero Club, S.A. Airways etc.

Long before dawn on 2nd October, two 99s, MURIEL GARROW and YVONNE VAN DEN DOOL were at



Our first two 49½ rs—1 to r: Carl Jensen, Peter White.

Jan Smuts Airport to bid farewell to SHEILA who was taking off on another record breaking attempt for London. The weather caused a delay of approx. one hour, and when SHEILA took off in her faithful "Myth Too", the cloud was low and ominous, and she soon disappeared in the grey overcast. We all wish her a safe and trouble-free journey, and lots of happy landings.

NEW YORK-NEW JERSEY SECTION

Fall Sectional Report

Sherry O'Keefe, Reporter

Beekman Arms Hotel, Rhinebeck, New York was "taken over" 18 October by over 135 members, 49½'s, and guests at the Fall Section Meeting.

The day began with a Seminar and Open Forum; "Aviation Medicine" as the subject. WILLIAM W. MILLER, M.D. reminded us of things we already know but sometimes seldom think about, such as don't smoke, stay trim by exercise but do not overstrain and he restressed the importance of proper diet. 99% of us "sat up and took notice" when DR. MILLER advised us not to wear girdles on prolonged flights. This garment restricts circulation and for those with varicose veins it may cause unnecessary trouble. It was an interesting and enlightening Seminar. (Ed note: Houray for Dr.

The business meeting followed; new



Standing, Lt. to Rt.: Irene Leverton, San Jose; Betty Hicks, San Jose; Jan Dietrich, San Francisco; Margaret Mead, Santa Barbara; Ginny Richardson, Yakima; Millie Carlson, San Diego; Jessie Wimmers, Phoenix. Sitting, Lt. to Rt.: Mara Culp, Newport Beach; Fran Bera, Long Beach; Mary Barr, Susanville; Ilovene Potter, Seattle.

The first meeting of the newly-formed "Women Airline Transport Pilots Association" was held Oct. 3rd and 4th in San Jose, California. Twelve of the eighty seven women ATR pilots in the US flew from points as distant as Phoenix and Seattle to attend this charter meeting. The organization, inspired by Irene Leverton of San Jose, states its primary objective is "to promote fair employment opportunities for professional women in aviation for the betterment of the industry and the individuals."

Officers for the coming year were

elected as follows: President, Ginny Richardson; Vice President, Dee Thurmond; Secretary, Ilovene Potter; Corresponding Secretary, Betty Hicks; Treasurer, Millie Carlson.

It is the desire of the WATPA to eventually enroll one hundred per cent of the transport rated women pilots in the organization. Eligible persons reading this who have not been contacted are urged to write Jessie Wimmers, Membership Chairman, 4750 N. Central, Camelback Towers G16, Phoenix 85012.

Chapter officers officially installed, and a financial report on the 1969-40th Anniversary Convention was given by DORIS RENNINGER. Convention Chairman. We came out in the Black!! The moneys to be distributed as follows: \$500 to New England Section for their 1970 International Convention. \$500 to AE Scholarship, \$500 for an AE Scholarship to go to a 99 within N.Y.-U.J. Section, \$200 to Robert J. Miller Ocean County Library Memorial Fund, Robert J. Miller was a staunch supporter of the 99's; his last flight was September 1969. The remaining to go to the Section and the Chapters

within the Section. The New York-New ersey Section now has 230 members.

At the luncheon, JEAN ROSS HOW-ARD (WHIRLYGIRL NO. 13), President of the Whirlygirls, presented GALE BROWNLEE with her No. 141 Whirlygirl Medallion. GALE was the first recipient of the Doris E. Mullin Scholarship last year.

The afternoon was spent in a Panel Discussion, "UP WITH GENERAL AVIATION." On this panel was MR. JOHN MURPHY, Supervisor, Air Traffic Spec., Boston Center; MR. AL HALL, Chief Spec. Albany Control Tower; MR. AL LE ROY, Supervisor,

Albany Control Tower; Sgt. John Ryan, Aviation Branch, New York State Police. The feature speaker was MR. MAX KARANT, SENIOR VICE PRESIDENT, A.O.P.A. FAA proposal — Docket 9880, Notice 69-41 regarding the closing of several airports to general aviation was discussed.

Honored guests were Charter Member, NANCY HOPKINS TIER, and TOM STARK of the Sky Park Airport.

Door prizes were abundant. The centerpiece on the main table was stunning and clever with fresh flowers and greenery in a large pumpkin. The centerpieces on the tables were equally bright. In wicker baskets were dried flowers, greenery and leaves, and in the middle a tall, decorated beeswax candle. The flowers were arranged by BETTY HURD and JOAN WAGER. MADELYN EYLES and MICKY DUNCAN made the candles.

The New York-New Jersey Spring Section Meeting will be hosted by the Western New York Chapter.

NOTAMS

Dear Ninety-Nine:

With unanimous support from the Executive Board, I delivered the attached letter to Mr. David Thomas, Deputy Administrator of FAA on October 21, stating the official position of the Ninety-Nines, Inc., on Proposed Rule 69-41.

I would appreciate each of you obtaining a copy of the Proposed Rule and, hopefully, indicating your individual support of the Ninety-Nines' position directly to the FAA prior to November 15, 1969.

Our delegation to the FAA meeting on October 21, consisted of myself, Betty McNabb and Page Shamburger. After our discussions with Mr. Thomas, a contingent of more than 40 Middle East Ninety-Nines assembled in the FAA Conference Room and carried on a spirited discussion of the Rule and alternatives with Mr. Thomas, Mr. George Moore and Mr. Ferris Howland.

Our gals had also visited their respective Congressmen and Senators, and I am certain the trip to Washington was very worthwhile. Most General Aviation Organizations have taken positions in opposition to the Rule and I am particularly pleased that the Ninety-Nines' approach is positive and recognizes the existing problem of

safety. The Ninety-Nines have always been ready to support aviation progress and we should also stand ready to fight for adoption of reasonable restrictions only.

It is an absolute requirement that any stand in the name of "The Ninety-Nines, Inc." be at the direction of the Executive Board. This is for your benefit and protection, so please, any action you take reacting to this situation must be on an individual basis.

Sincerely,

Bernice T. Steadman, President

October 21, 1969 Mr. John H. Shaffer Administrator, FAA Department of Transportation Washington, D.C.

Re: 14 CFR Parts 1, 91 Docket No. 9880 Notice 69-41

Dear Mr. Shaffer:

I share your desire for improvement in the safe handling of air traffic in congested terminal centers and the proposed rule would certainly have a significant effect upon that congestion. Unfortunately, it would also have a very strong, adverse effect upon use by General Aviation Aircraft of the public facilities at those terminal centers. Any restriction upon the free, cooperative use of air space anywhere in the United States, by all segments of aviation, can only be justified upon two grounds, i.e. that the restriction will achieve a necessary public benefit, and that the restriction itself is the least restrictive control available to do the job required.

I am in full sympathy with the present need for action but do not believe the proposed rule meets the second criteria. Until corridor controls, as used by the Military, have been fully tested for civilian air traffic control there can be little justification for the oversized control zones proposed.

I am also concerned that equipping so many aircraft with transponders could cause clutter on the radar scopes and resultant confusion beyond our wildest nightmares. Assuming such clutter, delay in Airline Traffic will be a daily occurrence with greater impact upon the public than the already bad situation. It is conceded that upgrading of equipment will assist the controllers but it seems clear that, until vertical monitoring of aircraft is

available, it is going to be impractical to attain positive radar control. The present quality of General Aviation transponders is not up to the Airline Standards because of the obvious cost differential and in the competition for scope conspicuity, the General Aviation pilot will be less obvious and in some cases, tuned out of luminescence.

I feel the whole Aviation Community would be best served if arrival and departure corridors could be established and printed on the Charts. We have lived with these Military corridors for years and find them easy to understand and avoid. Mushroom-like air space areas like the one proposed for Washington are going to be more difficult to avoid because of their large size and unusual shape.

When balanced against the potential loss of use of public facilities to General Aviation through implementation of the proopsed rule, the less restrictive solution makes good sense and is a more reasonable approach.

I have grave reservations regarding the detrimental effect on General Aviation this rule will have and believe a public hearing would be helpful in presenting all sides. We need sufficient time to allow full discussion with FAA of causal factors of mid-air collisions and hopefully, to permit more compatible solutions to be achieved.

Very Truly yours, Bernice T. Steadman, President International Ninety-Nines, Inc.

NOTAMS

Greater Kansas City Chapter 99s have designed the gummed stamp to help promote interest in the AWTAR as well as women in aviation.

By using these stamps you, too, will be supporting the Powder Puff Derby.

Send \$1.00 for each sheet desired to ALEAH COMBS, 4726 Skyline Drive, Shawnee Mission, Kansas, 66205.

Proceeds will go to the AWTAR fund.



POWDER PUFF DERBY ENDORSER

MY FORTY YEARS IN AVIATION

Roys C. Jones (pilot, retired FAA Air Traffic Controller, and Air Traffic Director for AOPA)

First, may I say, that AOPA joins me in wishing you all a happy Fortieth Anniversary. When your Editor heard that I started in aviation at the same time the Nine'y Nines were born, she asked me to write an overview of aviation and the strides that have been made in those last forty years in the mechanics of getting airplanes safely from point A to point B. Recently, I was forcefully reminded of the deadline and under threats of mayhem. emasculation, sudden death, or boiling in oil, I was requested to escapsulate all of those fabulous memories in o a "short" report. I don't know where to begin. My typewriter is mute! But across the room, in living color three red and white parachutes are slowly descending and are dropping a small hunk of iron in'o the Pacific. Just last week, the men inside had walked on the same moon that right now is shedding its romantic light over our Washington skies.

Three years before I was born Wilbur probably said to Orville something like "let's see if this darn thin'l fly" and fly it did for just about the distance it takes a hostess to bring you a drink in a modern jet transport. This great, lovable, frustrating, exciting, challenging, demanding, unforgiving, and dynamic industry called aviation was born.

I became "hooked" in January 1929 when Western Air Express put me on the payroll at Vail Field, Alhambra, California. My first job was to help HERBERT HOOVER JR. build an airport and radio station at Kingman, Ariz. HERB had two things going for him; his Dad was President of the U.S. and he was a heckuva good radio engineer. After killing half the rattlesnakes in Arizona and making a piece of desert acceptable for a landing aircraft, we moved on and did the same thing in Kansas City, and then Amarillo. This was the start of a transcontinental airline. My first flight was with SI MOREHOUSE, in a Fokker F-10A. Let the record show that we left the ground in Kansas City, the center engine promptly quit cold and we landed in the mud at Fairfax. I think this



ROYS C. JONES, Air Traffic Director for AOPA, retired FAA Air Traffic Controller, and an "old but unbold" pilot of forty years, talks about aviation.

flight was even shorter than the Wright brothers, not nearly as world shattering, but quite memorable for me. Incidentally, my first job was to show up bright and early at the airport, build a fire in the pot bellied stove, wet my finger to test the wind, and report to Los Angeles what the weather was. This was a big help to the pilots because if they were lucky they might get there twelve hours la'er and they sure needed that early morning weather report. Of course, any resemblance to the morning weather and what they found that night, if they got there, was pure coincidence. I wonder how much progress we have made in our weather prognostications? Aviation in those days was a battle of man's perseverance and a great tribute to his ingenuity. If the F-10A got in from Los Angeles anywhere near on time, we could then originate a west bound flight the next morning.

Sometimes tragic things happened; like the F-10 that lost a wing over El Dorado, Kansas and the headlines mourned the death of KNUTE ROCK-NE. On the lighter side, JIMMIE DOLES and AL BIEBER were overdue in Albuquerque for almost forty-eight hours during wild snowstorms. When

all hope was gone, here they came with all their passengers in good shape. They had simply landed somewhere in the Painted Desert, built a fire, and waited out the storm. Can you imagine this happening today?

There was no air congestion in those days. There was no instrument flying. The boys flew the mountains from Los Angeles to Amarillo. They were "moving cow" pilots because if the cattle on the range below took off in terror, at their approach, they knew they were off course. Navigation from Amarillo to Kansas City was done by the everpresent trace of the pipe lines which were good navigational devices if you could see them. It was a "catch as catch can" industry, but it was learning, improving, growing, and ever exciting.

Suddenly here came the DC-2, the DC-3 and the Boeing 247 to replace the Fords, Fokkers, and the Curtiss Mail Planes. Along with them came some funny looking dials in the cockpits, strange signals banging in the pilots ears, low frequency ranges and lighted airway beacons to help him know where he was whether he was in the clouds or on top of them. Aviation was struggling to come of age. Striving to be something other than an unreliable deadly toy. With these advancements also came problems and as was the "rule of the day" everyone chipped in to help solve those problems. Also with all weather flying came the instant competition with that tricky element Dame Weather who could always be counted on to do the unexpected. Seems to me this competition is still going on! I remember one night GENE KLOSE left Pittsburgh for Newark with 610 gallons in a DC-3 which burns 105 gallons an hour. Eight hours later in the middle of the night, he landed at Cove Valley, Penn. just a few miles east of Pittsburgh. Of such nights are grey hairs and lasting memories made.

Then came Air Traffic Control. It really started one night in Chicago when several flights all thought they were first to arrive. The Airlines had developed the "Interline Agreement" which was supposed to take care of such things, but when one airplane rolled its wheels over the wings of another, in the clouds, over Chicago,

everyone got a bit "up tight" and decided it was time to do something more. When the Traffic Control Center opened in Kansas City, it seemed a good idea, so I left the airlines and entered the field of traffic control. It was a strange new world for this airline radio dispatcher, but my past experience helped. In five short months, I was a full fledged controller. What a difference from today when it takes about three to five years to check out. My Chief made it very clear that my first clearance technically ran two airplanes together. Control was pretty crude by today's standards but we handled literally thousands of warbound B-17s and B-24s flown by young men with perhaps a total of 170 hours, who were on their way to combat.

The war brought along many good things as far as aviation was concerned. The beacon light and the low frequency range gave way to VHF and the VOR form of navigation, RADAR was the magic eve that could see the flight of the birds. Pilots who for years had said they were on the airways but were perhaps fudging a bit to save time could no longer fudge. Instrument Landing System made IFR landings much easier. The VOR and then the DME and then the Transponder took all the work out of going from here to there. Sophisticated aircraft with lots of engines and lots of gas to fly all day and half the night took all the suspense out of dispatching. We were going further and faster and easier and there were bunches more of us.

The jet, previously a military aircraft, blossomed into a sleek, wonderful, passenger vehicle, complete with several smiling "stewardi" capable of carrying a hundred or more people from coast to coast between lunch and dinner and show them a 1945 rerun movie while doing so. The jets were IN and the jet set became International. Once I flew from New York to Buenos Aires on a non-stop scheduled airliner which arrived within one minute of schedule and still had 35,000 pounds of fuel aboard. When TWA flew the first Connie from Los Angeles to Washington non-stop to set a record, we in the Kansas City Center set up an estimate for his time over Butler, Missouri when the flight departed. The Center kept that progress strip a long time for the unchanged original estimate agreed to the minute with the



1970 Convention planning moves along as 99 contestants wait for weather to improve for the New England Air Derby at Hyannis, Mass. From the left, CORA CLARK, registration; GOV. PEG DAVIDSON, general chairman for the Convention at the Mt. Washington Hotel, Bretton Woods, N.H. next July; MONA BUDDING, luncheon and banquet committee; RIPLEY MILLER, registration; FRAN PORTER, Convention treasurer, and CHRIS SEAVER, hospitality.

1970 CONVENTION NEWS

"We're having a Clam Bake. You all come to New England July 12-15, 1970."

The invitation is issued to all Ninety-Nines by the New England Section to come and sample New England hospitality at the beautiful Mt. Washington Hotel at Bretton Woods, New Hampshire.

Gov. Peg Davidson and her busy Convention Committee promise aviation oriented events in keeping with Pres. Bea Steadman's theme, "Fun and Friendship."

New England Clam Bake, selected as the Convention theme, is not only a feast of succulent Atlantic fresh clams and lobsters with the aroma of seaweed, but a fun time. This is what the New England girls are planning for Ninety-Nines and their families. It really will be Christmas in July in New Hampshire's Christmas tree country, plus all the surprises of a Christmas morn. These the convention committee will be unwrapping for your pleasure from the start to the finish of our 4-day Clam Bake.

At Fall Section meeting at Otis AFB, at Hyannis for the Columbus Day Weekend race, at chapter meetings, whenever the Northeast girls get together, the talk is Convention 1970.

Committees are beginning to function. Hospitality with Chris Seaver and Isabel Blodgett as co-chairmen is meeting regularly.

Millie Doremus and Virginia Bonesteel have their registration committee organized and moving.

More Convention program details will be announced in the next issue of the News.

time the aircraft reported over Butler. Quite a change in reliability in so short a period of time. Traffic control is still struggling along trying to cope with "advanced age" aircraft and speeds undreamed of not long ago. General aviation is growing by leaps and bounds and entering the system more and more. And so it goes.

You ladies, bless you, were one

hundred seventeen strong in 1929 when we both began this love affair wi'h aviation. There are now about 15,000 women pilots flying all types of equipment. The ladies are also operating in all phases of Air Traffic Control. I'm told that a woman's voice can get the attention of a male pilot faster than a man's voice can. Wonder why! You ladies are also entwined gloriously

in this history of aviation and have certainly contributed in making it what it is. I concur whole heartedly wi'h the priest who gave the Invocation at your banquet in Washington in July.

This aging controller and pilot, now slightly greyer, slightly heavier, but not the least less interested in aviation, contemplates with a great sense of fulfillment these last forty years from the beginning of our involvement in flying to the current missions to the moon. It has all happened in one short lifetime. I can hardly wait to see what is over the horizon. Probably one of the greatest pluses is the host of people worldwide who have shared and will continue to share our aviation experiences as friends and fellow pilots.

Apollo XII is down and the astronauts are receiving the congratulations from the President. Three families, in Texas, are smilling through happy tears at their safe return. Another epic is over. What a great sense of accomplishment. Perhaps the Wright brothers felt this same sense of accomplishment those "few" years back when they launched into the unknown just as these boys did last week. I have no doubt whatever, that man will seek further and further out into the unknown, simply because it is there. They will seek Mars or Venus or even another Galaxy sometime soon. They will have the same spirit of adventure, the same sense of accomplishment, and the same love of "out there" as we do. Of such is the history and progress of man and of our first love, aviation.

NOTICE TO REPORTERS Ladies — Please

You are not conforming to the outline as published in the Sept. and Oct. issue. Very few prepare the photos correctly . . . Some are still sending single spaced copy. Some are still sending carbon copies . . . Some send material for me to extract and rewrite. Some copy continues to be late. I tried to run everything for this anniversary issue so that the most could participate . . . I will not do this for future issues. If it is not in the proper format and if the pictures are not correctly prepared, they will be returned.

—EDITOR



ALASKA CHAPTER Catherine Kippenhan, Reporter

The big news this month—this year, for that matter—is that Alaska Chapter member RUTH O'BUCK has been appointed to the National Women's Advisory Committee on Aviation. We're bursting with pride and know RUTH will be a productive and valuable member of this estimable committee. She left Anchorage October 21st for Washington, D. C. for her first WACOA meeting.

As a new feature of the Alaska News, this month we will begin to introduce some of our newer members with short bicgraphical profiles:

JAN GIBBON PESSEL was born in Elmhurst, Illinois in 1940. She attended high school in Ft. Collins, Colorado and received her B. A. in elementary education from the University of Colorado in 1962. JAN arrived in Alaska in 1964 as a teacher. She became acquainted with her future nusband, GARNETT (and flying), a geologist for Atlantic Richfield, in 1965. At that time GAR held a private license and was part owner of a Cessna 172. JAN got hooked on flying while she was being courted. She began flying lessons the summer of 1965 and was eligible for her flight test that Fall. However, planning an October wedding interfered and she didn't find time for the flight test until the following summer of 1966. JAN is presently teaching 3rd grade at Rogers Park. Last summer she took a three week course in Modern Math. She also spent a week in Dallas last summer and received glider instruction. She soloed and was ready for her license-but the tow plane broke it's landing gear! She feels that glider work improves judgement for a powered aircraft pilot. JAN and Gar are enthusiastic skiers and have done a lot of "fly in" skiing on glaciers in the Anchorage area. She feels her most interesting was last May when they flew their new 150 Super Cub from Lockhaven, Pa., to Anchorage. JAN has written the Commercial exam and may go on to further ratings. JAN has been a member of the Alaska Chapter for two years. SHE and GAR are ardent Alaskans, so we look forward to having her with us for a long time!

Early in the morning of November 8th a tragic fire struck the hangar of ANNE and JOE WILBUR'S fixed base coeration on Merrill Field. No one was injured, but the hangar was totally destroyed, as was a Mooney Mark 20, which was stored in the hangar. The office portion of the building was badly smoke damaged and they have set up temporary quarters in a trailer near the old hangar. This hangar was the oldest on Merrill Field and was built in 1943. They plan to build a new hangar as soon as they are able.

The November meeting will be held in the Hill Building on the 19th. MR. WESTALL of the FAA will speak on Mountain Flying.

COLUMBIA-CASCADE CHAPTER NORTHWEST SECTION

Ethelyn M. Ophiem, Chapter Reporter

To fellow 99's everywhere: Warmest Anniversary Greetings from Columbia-Cascade Chapter! Pardon our pride—but aren't 99's remarkable gals! Our Columbia-Cascaders are no exception; can't have the entire magazine to tell we're proud of each one. But since we you about all of our members, we'd like to mention a few accomplishments of a few of them:

First, our chairman — JO CLAR-RIDGE. Charming JO, private pilot, learned to fly in Colorado, and, typical 99, 'loves to fly'. She and 49½ Glen came to Oregon three years ago. JO says they've grown web feet, as true Oregonians should. She's a licensed real estate saleswoman. Serving a second term as our chairman, she's a fine leader and 'we love you, Jo'.

Vice-Chairman LILLIAN LEWIS—commercial, instructor, and instrument (written)— is a dedicated pilot. LILLIAN'S proficiency wins races—every one she enters.

Secretary, Dresden-doll DOROTHY MERCER, belies her delicate appearance with her daring—she soloed in a Lindsay Lorraine Parasol. DOROTHY teams with SALLY STUDDARD for every race; they win consistently, too. SALLY will shoot me for writing that she is HENRY PITTOCK'S greatgranddaughter; HENRY PITTOCK was one of Oregon's Greats. His mansion and grounds, now a part of Portland's park system, are a "must" on your list of places to visit in Portland.

Treasurer LEA PARK will soon join the ranks of real estate saleswomen, along with JO CLARRIDGE and LEE WRENN. Then she plans to return to Portland State University for her B. A. She and her 49½ er fly much in their Comanche; they also provide a loving home for foster children, in addition to raising their own!

It appears that Human Dynamos are the "usual" here in 'Columbia-Cascade County'.

MARCH WOLFARD instructs flying three days a week. She carries a 12-hour schedule, too, at super-egghead Reed College, already has her M. A. She instructs Ground School, too. All this, plus home, husband, children.

DR. VIRGINIA GILLILAND 'retired' from her practice early in 1969 and is busier than ever. Among the many things she does, she has canned and pickled the produce of her ample garden, works on her ranch, and logs a lot of flying hours.

JO-NEAL HARRIS flies the Harris' Cessna 182 at every opportunity. DR. HOMER 'leaves the flying to her'—and now to son SCOTT, as well. SCOTT, a brand-new private pilot, takes turns with Mom piloting and copiloting. JO-NEAL is General Chairman of the 1971 Northwest Sectional, to be hostessed in Portland by Columbia-Cascade.

CC's charter Chairman, BARBARA DAUFEL, is moving into a new house right on an airstrip. Now she and 49½ FRED wilil simply taxi out of their hangar at home and take off.

It was MARCELLA OTHUS, I think, who started the march back to school and sheepskins. Commercial pilot MARCELLA is now a unique teacher—so unique she rated a two-page spread in our largest newspaper, plus television coverage.

MARION BUSBY, one of a handful of female Certified Engineering Technicians in the country, is an engineer for a private engineering consulting firm. She specializes in 'substation design'.

BETTY PRAKKEN is an accomplished "mountain flyer"—she learned to fly in mountainous Idaho.

LUCY DRUCKER may be our "senior" pilot in terms of years of flying (ticketed in 1935 in her native St. Louis, Missouri, in an open biplane "American Eagle"), but her enthusiasm for flying has surely never dimmed. She did confide "it was more fun flying back in those days". An instrument rated private pilot, LUCY has flown in AWTAR and most of our local races.

This just scratches the surface of accomplishments of our gifted members. More later—and Happy Flying to each and every one of you!



Officers of Columbia-Cascade Chapter, '69-'70: Jo Clarridge, chairman; Lillian Lewis, vice-chairman; Dorothy Mercer, secretary; Lea Park, treasurer.



MRS. ROBERT (DOROTHY) MERCER, SECRETARY OF COLUMBIA-CAS-CADE CHAPTER, NORTHWEST SECTION, after her solo in a Lindsay Lorraine Parasol (replica of WWI Phalz). (Photo courtesy NORTHWEST FLYER)

EASTERN IDAHO CHAPTER Diane Jex, Reporter

Weather kept us from our planned Scptember fly-in to Ogden. Plans were to meet BARBARA DUNKLEY and some of the Utah Chapter there. A rain date for September 27 was suggested, but Earbara said they would be air marking that day. We flew, instead, to Twin Falls. The cross-wind was double ugly at Twin, and no better when we returned home.

The 99s who attended from our area were ONITA HOFF, DARLENE SCHIERS, MARY KILBOURNE, BEVERLY LEDBETTER, and DIANE JEX, ANN McDOUGALL, a little sister, flew with MARY and DARLENE from Pocatello, and BAREARA REEDER and MERLE STODDARD, student pilots from Twin Falls, met us there. We had lunch and held a short business meeting.

PAT and MICKEY DUKICH flew in 1783 Charlie on a two week vacation last month. The first stop was Scottsbluff, Nebraska. PAT met PAULIE PERRY, a 99, there. PAULIE'S chapter was having a fly-in. Visiting MICKEY'S father in Connellsville, Pa., was the next stop and then on the Washington D. C. They spent two days visiting friends touring washington and were among the first 25 people to view the Moon Rock put on display that morning at the Smithsonian Institute. PAT had the honor of taking her mother for her first airplane ride. The flight was from Thayer, Mo., to see PAT'S brother who is stationed at Altus Air Force Base in Oklahoma. Then, homeward bound to Idaho Falls.

ELAINE PARTRIDGE has returned to school for her Daster's Degree. Congratulations to DICK BAUER for getting his pilot's license this last nummer. LOIS and DICK have flown their Mooney many miles this year.

Cur October meeting was held at the terminal building at Idaho Falls airport.

In attendance were MARGARET STANFORD, DARLENE SCHIERS, ELAINE PARTRIDGE, PAT DUKICH, SHIRLEY JOHNSON, ONITA HOFF, and DIANE JEX. We welcomed a new member, CAROLYN RIZZIE. She received her pilot's license on October. Her husband, JOSEPH, is also a pilot. They have one son. She works as a programmer at the National Reactor Testing Station. We're happy to have her join us.

MARGARET STANFORD had a fun

flight to Lockhaven, Pa., last spring. She and her husband flew the Colt East to bring a Pawnee back to Rexburg.

SHIRLIE JOHNSON has passed her written instrument and hopes to have her instrument rating before too long. In November we'll try for a fly-in to JACKPOT, NEVADA.

EASTERN WASHINGTON CHAPTER Irene Anrode, Reporter

First, let me say how honored I am to be chosen as reporter for this year. The Newsletter has always seemed to me to be one of our very best tools for encouragement, fellowship and the support of aviation in general. I shall humbly try to do a good job.

Our October meeting was held at the Couer d'Alene airport, FERN LAKE hostessing. Members attending were LYGIE HAGEN, MILLIE SHINN, LEONA HEBERLING and myself. Guests were MARY RENO, MEG HATCH and GLADYS BUROCKER.

One of the main topics of conversation centered around the youth of today. Standing out as a shining example of what we like to see is the group of teenagers banded together as the National Intercollegiate Flying Association. Teenagers like these can be truly amazing. I personally have instructed almost half a dozen all the way to license. These young people had enough grit and desire to earn every penny of their flying costs themselves. You should have seen the triumphant smiles of accomplishment on their faces when they finally received that coveted slip cf paper. These youngsters deserve every scrap of encouragement that we can give them.

Any listing of member activities must start with LYGIE HAGAN and her step up of multi-engine owner. About the middle of September she and CORNIE traded in their Comanche for an Aztec C and were promptly off to Chicago and the East. Now back, LYGIE can be seen polishing her engine-out techniques almost every day in preparation for that all important checkride.

Benefiting from the HAGAN'S purchase was EDNA ABRAMS. As new owner of 43apa, EDNA checked out, then promptly packed CORY and the children inside for their trip to Costa Rica. If their first year there goes well, EDNA tells me they plan to take up permanent residence!

Speaking of trips, may I mention our marvelous two weeks in Mexico? In company with one other airplane and four other people, HARRY and I

covered 6000 miles and eight major cities in Mexico. The weather was perfect, and Mexico proved beautiful, exciting, and its people more than hospitable. Generally the major airports are excellent, and though navaids are few, pilotage is extremely simple due to the distinct features of the country. None of us spoke Spanish, yet we had no language troubles to speak of. Highlight of our trip was an 11/2 hour flight over water from Puerto Vallarta to Cabo San Lucas. For a few minutes we almost felt like Lindberg! I heartily recommend "air Mexico" to anyone, even the low time pilot.

Last, but certainly not least, congratulations are in order to MINNIE BOYD on her 40th wedding anniversary. Although only ALBERTA ANDERSON and SHIRL and MILLIE SHINN were able to attend her celebration, all our thoughts were with you MINNIE!

FAR WEST CHAPTER Elene Duncan, Reporter

Several members including BAR-BARA LaRUE, MARGARET LAYTON, MARY KOCHANEK and ELENE DUN-CAN with guests JEAN RUTZ and JERRY KOCHANEK met at the Three Crabs for lunch in September for a purely social gathering following the sectional held earlier in the month. BARBARA and EVAN LaRUE and copilots MARY and DAVE KOCHANEK flew to the McMinnville, Oregon auction on a plane shopping trip, MARY and DAVE have now purchased a has been busy putting on a new coat of brown and white Cessna 172 and MARY has been busy putting on a new coat of wax as well as out practicing her landings and TO's . . . MARY was elected secretary-treasurer of the newly reorganized Olympic Peninsula Washington Pilots Association and their meetings are held at Pearson Aircraft at Port Angeles.

The William Fairchild Memorial Field was dedicated on September 28th with a fly-in breakfast planned, however the fog rolled in and many pilots were unable to attend. BILL FAIR-CHILD was well known and loved by all who knew him and had many friends in the aviation world as well as being locally recognized for his capability in his field. Several articles have been published about his glacier landing in the Olympic Mountains.

The October meeting was held at Pearson Aircraft with MARY KOCHANEK, BARBARA LARUE and



Women's Pilot Assn. — Far West 99 —courtesy of the Bellingham (Wash.) Herald

ELENE DUNCAN in attendance. Our president, BARBARA, suggested that all members write to Washington, D. C. regarding the proposed legislation for the Seattle-Tacoma airport which would make it highly impossible for most small plane pilots to enter the Seattle area since it is not economically feasible for many to purchase transponders at present prices. We plan to fly to Paine Field for the November meeting and the December meeting will be a luncheon at the Harbormaster at Port Ludlow.

LYNN MAHLBERG has recovered from the fall sectional and is presently taking courses at Western Washington College. ELENE and BILL DUNCAN flew to Harrison Hot Springs in November for 3 days and became well acquainted with the interior of the resort as it rained every day and we felt fortunate to fly the plane off the field. MARGARET LAYTON has traveled to Mt. Vernon, Whidby Island and Bellingham as assistant grand lecturer for the Order of Amaranth in this area.

GREATER SEATTLE CHAPTER Mary Ellen Palmer, Reporter

Our October meeting was a huge success despite rather poor flying weather. Four plane loads made it to Arlington, Wash., contending with 15k to 30k gusty winds about half the way

there. We were met by several gals who had driven up after deciding it was no day for the 150s. Twelve members were present with two visitors. We had a lovely picnic in the sunshine—almost unheard of up here in October.

We are very proud to announce that we have a new FAA designee in our midst. ILOVENE POTTER is now out there giving check-rides for Private, Commercial, Instrument, and Multi ratings. She is an inspiration to us all. ILOVENE also attended the 1st Annual Women Airline Transport Pilots Association meeting in San Jose, California on October 4 and 5. Glad to see those gals getting organized.

Talk about getting organized — the Washington Pilots Association is really moving the last few months. VAN ADDERSON helped with registration at their state convention here in October. WPA is standing up and being heard about this proposed FFA regulation creating terminal control areas.

Fun-A-Plenty in Seventy

Ninety-Nines Convention

Bretton Woods, N.H.

July 12-15

Several of our 99's are active in WPA, especially BETTY KRAMER and also this reporter whose 49½er manages to wind many letters for her to type.

We were pleased that MILLIE SHINN, our Northwest Section governor, attended the Washington State Aeronautics meeting in Walla Walla, Wn. on Oct. 17. Besides the 99's and the WPA, several other general aviation organizations were represented and from what I hear they made quite an impression. Our state aeronautics commission is now supporting the light plane drivers and we can sure use their support.

On a more mundane subject, we have one member without a plane and another who is suddenly with. CHARLOTTE KAMM arrived home from convention, outstanding member trophy in hand, to discover the family Comanche sold. So she's renting 150s for a while. LUELLA BURROWS after months without wings has joined the Boeing Flying club and now has seventeen airplanes at her disposal.

This reporter after much hard work and clean living got her instrument rating Oct. 26. I took the check-ride in my instructor's lovely Debonair. Believe me, after much time in a Cessna 782, that Debonair is a handful.

Our November meeting is the 19th—just too late to get the current news in before the deadline. We plan a fly-in at Spanaway Airport in Tacoma, Wn. Not far to fly, but you should see the weather here in November!

IDOHO CHAPTER Eula Logsdon, Reporter

The Idaho Chapter celebrated their fifteenth birthday Friday evening, October 10th, with a birthday party honoring charter members. Out of our eight Charter members, four were on hand for the celebration: FRAN BROWN, CLAIRE JUSTAD, LAURA CONNER, and EULA LOGSDON. LUCILLE TAYLOR was in charge of arrangements, and others in attendance were LYN CLARK, ELOISE STOVER. GENE NORA JESSEN, FLORENCE WATKINS, MONDY STOKER, as well as alil our 49½ ers. Special guests were GENE NORA'S parents, MR. and MRS. STUMBAUGH from Cascade, Colorado. After a lovely dinner the evening was spent in reminiscing about the past and how our Chapter had progressed from its small beginning to our present status.

We regretted that our "starter" and first Chairman, BARBARA HORN-

BACK, could not be with us, but she is still in the hospital. She was very much in our thoughts as we all remembered how much she contributed to us in the past.

HELEN HIGBY spent a week in Portland recently and reported she made an actual instrument approach in and departure from Portland, Oregon. LYN CLARK has received her Commercial rating. Congratulations!

FRAN BROWN, GENE NORA JESSEN, LUCILLE TAYLOR, HILDA ELLIOTT and LYN CLARK turned out to serve lunch to the Department of Aeronautics work party at the Cascade Reservoir in September. They reported they served over 70 on Sunday in spite of rain and stormy weather.

We have just received word that the EASTERN IDAHO CHAPTER is going to fly in the weekend of October 18th and have lunch with us. We are always real happy to see them, and they are a real active and enthusiastic group.

This reporter is going to spend next week in New York visiting my son and his family, whom I haven't seen for over four years.

MONTANA

By Elsie Johnson, Reporter

Our Montana Chapter has a new Chairman, PEARL MAGILL of Glasgow. PEARL works for an insurance company in Glasgow, and in spare time is a flight instructor. Other new officers are JOAN ORLEY of Lewistown-Vice Chairman; ROSEMARY DANKER of Hamilton-Secretary and BETTY NUNN of Billings reelected Treasurer.

MARY STEVENSON of Missoula earned a Gold Seal Rating recently. In addition to teaching other people to fly, MARY soloed her daughter GWEN the day after her son Jim, age 17 received his Private Pilots License. MARY has three more children at home to put through flight training when they get old enough.

LAULETTE HANSEN of Great Falls is on an extended trip to Europe and Ireland. More on that later.

We in Missoula are very proud to have a charter member of the 99's living here. Her name—ESTHER COMBS VANCE. In spite of her white hair, she is still as petite as she was in the picture which was taken many years ago, standing beside a Great Lakes 2T-1. She was the first woman pilot in Montana. She has also flown a glider although she does not have a glider rating. Her and her husband, COL. EARL VANCE operated a fixed-



Mrs. Esther Combs Vance standing beside a Great Lakes 2T-1.

base flight operation in Great Falls in 1927. ESTHER has retired from working as well as from flying, and lives a quiet life in Missoula.

PUGET SOUND CHAPTER Joann Andrews, Reporter

Our November meeting was held at the home of MARY ANN STRONG in the Lake Stevens area. The guest speaker, TOM DAVIS, gave a very interesting and informative talk about sailplaning. TOM is an instructor and has his own sailplane. His many slides and inspiring talk enthused several of us, particularly those who have not had the opportunity to experience sailplaning

BETTY CURRAN and her DOCTOR HUSBAND had excellent weather for their flight to Las Vegas to attend a Medical Convention and a visit to California.

ALICE NEYS and MARY ANN STRONG were lucky enough to ride along with MARY ANN'S husband for a DC3 checkride.

ALICE also got her checkride in a 172. Most of the girls have been unable to get much time in the air this month because of our Puget Sound fog being with us more than usual.

MARGARET AMES 210 in Snohomish was extensively damaged by the prop of another plane.

Christmas meeting at ALICE NEYS home December 8.

Happy flying!

Chairman

Betty Curran 5130 View Drive

Everett, Wash. 98201

Vice Chairman

Margaret Ames Rt. 1 Box 387 Lake Stevens, Wash. 98201

Secretary

Mildred Pearson 501 Wilmington Everett, Wash. 98201

Treasurer

Marchine Dexter 4709 West View Drive Everett, Wash. 98201

Membership

Mary Ann Strong Rt. 1 Box 679-A Lake Stevens, Wash. 98258

News & Scrapbook

Alice Neys Box 157

Lake Stevens, Wash. 98258

Reporter

Jo-Ann Andrews 15614 - 47th Place West Edmonds, Wash. 98020

New members are

Mary Ann Strong Alice Neys Jo-Ann Andrews

WESTERN WASHINGTON CHAPTER Priscilla Cook, Reporter

MARION BARRITT received her Gold Badge No. 493-(means 493 holders in the U.S.A.-only four other women) from the Soaring Society of America (S.S.A.) at the end of August. To earn it she had to make a 300 km flight in a glider-(in July she flew their Standard Libelle from Wenatchee to Sprague to Richland-broken leg flight-201 miles total-mostly between 7000 and 9000 feet) and gain 9000 feet-(in August she flew from Sun Valley, Hailey Airport-5300 asl-released from the towplane at 6500 feet and then climbed to 18,500 feet in a thermal near Gallatin Pass, about 35 miles north of the Hailey, Idaho airport). She spoke about soaring at the Washington Pilots Association Convention on October 4th at Renton, Washington.

CAROLE TALICH and 49½'er JOE welcomed future 99, KATHLEEN HOLLY TALICH on July 3rd.

THEDA BRENTSON and husband DON attended the Reno Air Races in September.

IMOGENE CHAMBERLAIN attended on Aerospace Education Workshop for two weeks this past summer. It was held at the Seattle Science Center for teachers only and was very worthwhile. Hopefully, in the future, other interested persons may attend.

MARION MORTON and 49½'er Bob flew to Polson, Montana the last of October to visit Marion's parents. The fall colors were unusually beautiful this year.

Support the N.I.F.A.!

WILLAMETTE VALLEY CHAPTER Bev Saxon, Reporter

A late but hearty welcome to our new officers! Chairman, JAN AMUND-SON, Vice Chairman, CAROL FLEM-ING, Secretary-Treasurer, FLORENCE GROESBECK.

LOU WICKS was presented a gold bracclet with a "99" charm by the chapter members for her leadership as chairman for the past two years. Many thanks to LOU and her officers for a job well done!

CAROL FLEMING, who rumors say took an unscheduled dip in Wohink Lake upon successfully passing her sea plane checkride recently, arranged for RUTH DOLAN to bring her Tri-Pacer and instructor son, FLOYD DOLAND JR., over from FLORENCE to Dexter Lake so we might be introduced to the pleasures of floatplane flying. Those trying their skill were: JANE CAPPIZZI, LOU WICKS, KAY WOJCIK, ROSETTA VENNELL, JAN AMUNDSON CHARMIAN BYERS-JONES, POLLY PEERCE, CAROL FLEMING, and VIOLA WALKUP. Viola was so taken by sea plane flying that she immediately signed up for lessons and at last report was awaiting her checkride.

The October meeting was held at the Corvallis airport. The agenda was for everyone to try their hand at "gliding", but Willamette Valley fog was the order of the day so CHUCK LEWIS, Professor of Forestry at Oregon State University and a sailplane enthusiast gave us a ledgendary and historical background of soaring using colored slides to illustrate his talk. Luncheon followed at the home of BETTY STARKER, who is working on her glider rating, with these members present: ROSETTA VENNELL, JANE CAPPIZZI, JAN AMUNDSON, BEV SAXON, BONNIE BRADFORD, FLORENCE GROESBECK, MIAN BYERS-JONES, JEAN ABBOTT, and our newest member MARIE HOVLAND.

Happy Holidays to all of you from the Willamette Vally Ninety-Nines!!!

MOUNT TAHOMA CHAPTER Loretta Prettyman, Reporter

In the spring a very energetic and capable gal, MARY LYMAN started laying the ground work to form a new chapter of the 99's. Through her work and determination our chapter was formulated and at the Sectional Meeting in Bellingham, Washington, President BERNICE STEADMAN presented the charter to MARY LYMAN, Chairman. Looking on were nine out of our ten charter members and it was a great day for each of us.

We are all very proud to announce that our Chairman MARY LYMAN KIRK (she up and got married to a great way, Bob Kirk, a non-flyer, but Mary says she will convert him!), who was chosen Pilot of the Year for the Pierce County Chapter of the Washington Pilots Association, a part of the recognition was due to her work in organizing our chapter.

Last year's Pilot of the Year for the State of Washington was JESSIE WOODS, one of our charter members, who has had a very colorful past in aviation. JESSIE and her husband operated Air Circus's all over the south and central portions of the United States. Her own contributions to these shows included Wing-walking and Parachuting. JESSIE has also held the office of Sectional Governor back in the early days of the 99's.

A few of our members have been traveling, MABETH GROUT and husband just returned from Puerto Rico; MAXINE BLUMER and husband were in Alabama to a reunion of his old air force squadron and BETTY CRAWFORD and her children are preparing for a trip to the Orient.



LAST FLIGHT
POLLY STOEHR
OCT. 3, 1969

ALAMEDA COUNTY CHAPTER Eleanor Alford, Reporter

Just off the pad! Alameda County Chapter of the Ninety-Nines, Inc., newest of the clubs! 17 members strong and this is our first newsletter.

Getting started took the inspiration

and perseverance of two "Old Timers", GLADYS COBB and JUANDA BIGE-LOW of Bay Cities Chapter. We met in homes or at the Livermore airport getting plans made and necessary papers and letters sent. Soon came the news that the charter had been granted.

On October 20th, our charter ceremony was held at the fabulous, posh "Seawolf" restaurant on Jack London Square in Oakland. Bay Cities Chapter was our sponsor.

Of course, the evening was one all of us will remember. No one can forget an evening with DAVE MacELHATTON, radio and TV personality as Master of Ceremonies. His lovely wife, JEANNE, Membership Chairman Southwest Section Ninety-Nines, gave the invocation.

HELEN KELTON Scholarship Winner and member of Bay Cities Chapter, spoke on "Then and Now", which was a history of the Southwest Section of the Ninety-Nines.

The charter was presented to the club by ALBERTA NICHOLSON, Governor Southwest Section, who flew out from her home in Utah especially for the occasion.

Featured speaker of the evening was youthful, dyanim, JACQUELINE SACHEN, Santa Clara Valley Chapter and charter member of Woman's Advisory Committee to the Administrator, who spoke on woman's place in aviation.

"Always keep a professional quality about you," she admonished. "Be positive in your attitude and demeanor." Then she shocked her engrossed listeners by adding, "And stay away from those who don't!" She spoke on the part general aviation played in her life, her experience of being on President Johnson's Advisory Board on General Aviation and some of the results of that board, and what is possible for woman to expect and hope for in general aviation now.

The evening closed with a champagne toast to the new charter.

ALBERTA NICHOLSON was the house guest of GLADYS COBB during her stay. Even with the work the ceremony entailed, the girls found time for a round of golf in San Leandro, a sight-seeing trip to San Francisco which included the famous Fishermen's Wharf and Chinatown, and a private flight with GLADYS COBB, pilot, and JUANDA BIGELOW to view the Bay Area.



ALAMEDA COUNTY CHAPTER — Officers for the newly chartered chapter are (from left to right), GLADYS COBB, chairman; PETRINE LOCKHART, vice-chairman; JUANDA BIGELOW, secretary; ELEANOR ALFORD, public relations and newsletter; and ANN BLOXHAM, scrapbook. Not present were DENISE GORDON, treasurer; ELLY JONES, membership; and MARFREDA COFFIN, airmarking.

We had our first business meeting of the chartered Alameda County Chapter on November 3 at Chairman GLADYS COBB'S home in Castro Valley with all but three members in attendance. With pride, GLADYS announced two airmarking projects-Fremont and Livermore. Permanent committees for the year were appointed. DOROTHY SHACKLEY announced her new instrument rating. Plans were made for a Christmas Party to be held December 6th at ADELAID MORRIS' home in the Berkeley Hills. All members wanted badges - JANE WILSON took the chairmanship.

Under discussion at the meeting was a nationally syndicated article which appeared in the magazine section of a metropolitan newspaper on Oct. 3. The article was read and discussed at length. It was agreed that the writer was greatly misinformed about or unacquainted with airlanes, routes, patterns, etc., and in the light of the article, gave general aviation a bad public image which might affect legislation in the future. In as much as no action could be taken by the club, each member agreed that she would help to counteract such publicity in any way possible.

ALOHA CHAPTER Dorothy Read, Reporter

Aloha. Our big news this month is our Powder Puff Derby Committee, organized to provide information and encouragement for members interested in entering the AWTAR. IRENE ROGERS, LINDY BOYES, DEE KEAVENY, BETTY MILLER, JANE KELLEY and MARGUERITE WOOD are the committee members; LINDY, DEE and BETTY are experienced AWTAR contestants. So far, we have four members hoping to compete in 1970, PAT DAVIS, DOROTHY KEL-SEY, and a team of SANDY LEDREW and IRENE ROGERS. BETH OLIVER is a back-up pilot. FRAN BERA has been very helpful in providing information about the race and in offering help in locating sponsors and aircraft.

Congratulations to PAT DAVIS, who just got her Instrument Rating. DOR-OTHY KELSEY and IRENE ROGERS are working on theirs. Busy IRENE just got her Multi-Engine Rating. JANE KELLEY, PAIGE VITOUSEK and MARGUERITE WOOD hope to also became MEL rated. BETTY MILLER is working on an ATR and a Glider Rating. We are all proud of these hard-working gals; they inspire

the rest of us to keep improving ourselves.

We welcome a transfer member, MARGE KLINE BARRET. MARGE is from Santa Clara Valley Chapter and lives on Maui. She and her 49½er attended our Hana Fly-In and our November meeting here in Honolulu. MARGE has not yet found a plane to rent down on Maui and is looking into buying one.

CATHY CHADWICK is our newest member. She is a private pilot and the only member of Aloha Chapter who flies a Stearman.

MARY and LEN KING just returned from a trip to England, and LOLA and CHICK WRIGHT are back from a trip around the world.

Our September Fly-In to Hana, on Maui Island, was a great success. SANDY LE DREW organized it, and she gives much credit to MR. COLIN CHUNG, manager of the Hotel Hana Ranch, who made all the arrangements (transportation, accommodations, entertainment) in Hana. The members and their guests met at Hotel Hana Ranch's private beach park for a buffet luncheon and then split up into various groups according to individual interests. Most attended the local rodeo, along with the entire population of Hana, who were dedicating their new rodeo arena that day. (Bet you didn't know we have rodeos here in Hawaii, did you?) There was also sightseeing along the spectacular Hana coastline, where waterfalls appear at every turn of the road. Those who stayed overnight enjoyed a trip to the Seven Sacred Pools for swimming (and naked hippie watching!). They also enjoyed hiking, swimming, bicycling, pitch and putt golf, and horseback rid-

Those members making the 130 mile trip to Hana were: IRENE ROGERS, using her new MEL rating to fly a Cessna 310 full of friends: VIVIAN ING with three friends in a Cessna 172: PAIGE VITOUSEK in a Cherokee 140 with KAREN BOND and LUKI O'CON-NOR; MARGUERITE WOOD in a Musketeer with ANN ANDERSON, DEE KEAVENY, and a friend; SAN-DY LEDREW in a Cessna Cardinal with her mother, sister and brother-inlaw as passengers; DOROTHY KEL-SEY in a PIPER AZTEC, with NOR-MA BELLE-ISLE, BUD and PAT DAVIS as passengers; and JANE KEL-LEY, with 491/2 er RICHARD, and LIB-

BY and JIM PIERCE as passengers in a Cherokee 140. JANE dropped her passengers at Hana and returned to Kahului, Maui for the BARRETS. IRENE, VIVIAN and PAIGE all returned to HNL at the end of the day. JANE'S and DOROTHY'S stayed at forestry cabins and enjoyed an evening of spaghetti and hangar flying. MARGUERITE'S and SANDY'S groups stayed at the Hotel Hana Ranch, as did the BARRETS. Regardless of where they stayed and what they did, each person raved about what a wonderful time she had had and what a beautiful place Hana is.

A final item of interest from this fly-in is that en route home to HNL, Dorothy Kelsey stopped at Kaanapali, Maui to pick up a couple who had chartered to go back to HNL and the distaff passenger, a MRS. BALL, was a 99.

(All the Hana Fly-In information came from IRENE ROGERS, SANDY LEDREW and JANE KELLEY as your reporter did not get to go.)

DOROTHY KELSEY is a champ for fly-ins. She organized a very successful one (60 planes) in July for the General Aviation Council and another for this same group, not so well attended but still a success, to Kamuela, on the Big Island of Hawaii.

That is all for now from Aloha Chapter

BAKERSFIELD CHAPTER Persis Webster, Reporter

GOVERNOR REAGAN has proclaimed this school year Aerospace Aviation Education Year. This is giving added impetus to the interest in such education.

Bakersfield chapter is very proud of JUNE EDWARDS. At the October joint convention of the California Aerospace Education Association and the California Air Force Association in Long Beach JUNE was awarded a citation for dedication to aerospace education by the CAEA and also a certificate of award from the FAA in recognition and appreciation of her work in aerospace education. JAN CROOKS also attended the convention and both June and Jan also participated in the Aerospace Education Workshop Dircetors' Conference at Hamilton Air Force base in October. This conference was sponsored by the FAA and the Civil Air Patrol.

June also continues writing and she

has an article in the national convention issue, October 1, 1969, of Agricultural Chemicals. The article deals with Bakersfield agricultural chemicals.

JOAN PAYNTER and JAN CROOKS have both passed written exams for instrument ratings. In addition JAN passed her ground instructor and instrument ground instructor written exams. JOAN and JAN recently made a trip to Wichita, Kansas to ferry a Cessna 150 back for Aviation Unlimited of which JAN is a member. En route they met 99er JUANITA FINEMAN of the Chicago area chapter who was also ferrying a plane.

Bakersfield chapter had fifteen planes and twenty pilots to aid in the "Fly-up" to raise funds for muscular dystrophy. Total weight flown was 70,000 pounds. At two cents a pound the group grossed \$1400 for the drive.

Those flying were Marianne Laxague, Dawn Moore, Jan Crooks and Joan Paynter. Those helping with the ground work were JUDI FAULSTICK, PRISCILLA SPENCER, FLORENCE MOODY, RHODA THOMPSON, LAURENE WITMER, PATTY PIPER and JUNE EDWARDS.

LORETTA and PASCOE GRANT have now acquired a 1960 Cessna 172 to replace the one they lost last summer in a wind storm in South Dakota. Laurene and Loren Witmer have replaced their twin Apache with a 1966 Twin Comanche.

Weather permitting JUDI and DYREL FAULSTICK are planning to fly their Bonanza to Dallas, Texas for a medical meeting the end of November. And PERSIS and CUTLER WEBSTER are planning to fly their club 206 to Montana for Thanksgiving. They

TO THE NINETY-NINES

Grown bright with pattern'd fame
The damask of thy name
Embracing now a score of measured years
And wov'n by many hands
Neath skies of many lands
With mingled threads of gaiety and tears
Is hung on memory's wall
Where passing each and all
May see the stitching of thy hopes and fears.

No thread is of the whole
Or part is more than all
In that embroidery of life and flight
Which some now long since gone
And some still pressing on
Have woven on the high frontiers despite
Strength uncommensurate
To conquer all of fate
Which lurks beyond all but immortal sight.

God guard the gracious fame
Around thy numbered name
Till in the retrospect of further years
The focused eye of time
Looks back on Ninety-Nine
And finds naught there to hold in sad arrears
Concerning what was wov'n
By thee beneath the heav'n
Albeit at times thy toil was wrought in tears.

- Gill Robb Wilson



Associated Press Photo of AMELIA EARHART, taken in Los Angeles when shopping for trophies for the Women's Handicap Race, an event of the 1936 National Air Races, which she sponsored.

recently lost their son, CHRISTO-PHER, in action in Viet Nam and the chapter has contributed to the memorial scholarship fund established in his name.

Members are also rapidly selling fruit cakes as the holiday season approaches. Merry Christmas to all.

BAY CITIES CHAPTER Ruth Rueckert, Reporter

Bay Cities Chapter was chartered March 2nd, 1932, with nine members—three of whom are still listed in the current Roster. During the ensuing years more than 200 women have been members of our Chapter, many of whom are still 99's in the eleven Chapters formed within, and from our original "territory", northern California, northern Nevada, and Utah.

Our Chapter had two 99 Charter

members; produced two National Presidents; one National Vice-President; two National Treasurers; one Permanent Trustee and one Trustee of the A.E.M.S.F.; two winners of the scholarship; one National Historian, who compiled the first 25 History Books now in the Smithsonian; seven Southwest Section Governors; hostessed the Southwest Section Meeting four times—(see picture: we ended the meeting with an air show, obviously flying open-cockpit planes); hostessed the A.W.T.A.R. Take-Off three times and had 23 mem-

Fun-A-Plenty in Seventy
Ninety-Nines Convention
Bretton Woods, N.H.
July 12-15

bers flying it, some members as many as seven times-(never a first, but two seconds, one third, one fourth, one fifth); assisted in running, and participating in, local races, having winners in several; held air shows; pennya-pound airlifts; were hostesses for aircraft shows and airport dedications; held hangar dances, raffles and rummage sales for contributions to the AWTAR and AEMSF; sponsored Wing Scout Groups; and supplied speakers from our membership for radio, television, and service clubs; numerous airmarks have been done-in never less than 50-foot letters; several members are ex-WASPS.

Membership as of Sept. 1, 1969 totals forty; ratings include one ATR, 2 multi-engine, 3 instrument, 3 instructor (flight and instrument flight), 9 commercial, 1 helicopter, 1 glider, and



Southwest Section Meeting, Oakland, California, Sept. 22-23, 1934 Left to right, standing: JANET KNIGHT, Bay Cities Chapter, ESTHER JONES, Los Angeles Chapter and Southwest Section Treasurer, MRS. "DICK" CLARK, LA Chap., CLEMA GRANGER, LA Chap. and SW Sec. Governor, PANSY BOWEN, BC Chap. and SW Sec. Vice-Governor, ETHEL SHEEHY, LA Chap. and SW Sec. Secretary, ANNA H. BRENNER, BC Chap. Chairman, and IRMA WILES, BC Chap. Left to right, kneeling: BC Chap. members RUTH RUECKERT, DOLORES GUINTHER HOWARD, MAUD MILLER and MARJORIE HOOK FAUTH, BC Chap. Secty-Treas., HILDA JARMUTH, LA Chap. Treasurer; KATHERINE CASE NIDICK, BC Chap., and AFTON LEWIS GIACOMINI, BC Chap. (Note: Only two Chapters in existence in the southwest Section then.)

many private. There are 8 plane owners and 5 in flying clubs.

Our Bay Cities Chapter has an almost complete collection of the news issues of the 99's, and a scrapbook for every year of its 37-year existence. We also have a collection of photographs of our founder, Amelia Earhart, including an autographed one. We hope you enjoy the one reproduced here, in the fortieth anniversary issue.

(Ed note: Re the picture of A.E. Does anyone, now active, recognize any one of the trophies? Someone should!)

FRESNO CHAPTER Theola Nutt, Reporter

Hello again from Fresno, California. The months of Sept., Oct., and Nov. have found our members flying far and near spreading the news that flying is fun!

Sept. was Fall Sectional month and VI HUCKLEBERRY, VOLINE DODG-SON, and SARA JANE CLOUSE were in attendance. VOLINE also flew her son, DAVE, to college at the University of Wyoming. School starting again was an opportunity for SARA JANE to get

extra flying time to and from her classes. CAROL BUGAY, our airmarking chr., is a high school teacher and a member of the Flying Educators. She reports that the interest shown by the youngsters is most gratifying.

CLAUDINE SHREWSBURY flew 3 ladies to the charming Nut Tree for lunch and states their enthusiasm for flying may bring us new members.

KATHIE MULLER flew some friends visiting from New York for their first trip in a small plane to Columbia for a tour of that famous Mother Lode town. She says the jaunt banished any

fears they had of small planes.

MARY WILDER increased her flying experience when her air speed indicator went out while in a landing pattern. HELEN SMITH and THEOLA NUTT also flew to Columbia for an enjoyable day to celebrate THEOLA'S birthday.

BETTY MacPHERSON & 49½ER, CAL, have been flying to various California health spas. She maintains this is a good way of practicing short field & soft field landings!!

The beginning of Sept. found sadness in the hearts of us all for BAR-BARA & STAN FALLER. Their oldest son suffered a crippling accident just before they were to leave Penn. for home & consequently they're remaining in the east while he undergoes treatment. The Fresno Chapter of 99s says THANK-YOU to the Central Penn. Chapter for 'taking them under their wings'. It is comforting to know the kinship of 99s is always present where ever we find ourselves.

The month of Oct. found our group hard at work planning & executing one of their ways and means projects of the year which was a Halloween dance in the Denair hangar on Chandler Field. It is nice to report that the event was successful. Hats off to VI HUCKLEBERRY and her son and daughter-in-law for the creative decorations; MARY WILDER, publicity; MARIE KEMPLE for the lively live music; KATHIE MULLER, tickets. She also managed to squeeze in a "mean" Charleston; KATHIE and KEN MacNAMARA, liquid refreshments. Credit for organization of the event goes to new member, Susan Castang.

The regular meeting for Oct. has as a guest speaker, FLO IRVIN, a local FAA traffic controller. She filled us in on what it's like from the tower and do's and don'ts that pilots should observe.

November finds MARIE and DUANE KEMPLE, KATHIE and KEN Mac-NAMARA, VOLINE DODGSON and SARA JANE CLOUSE (and their mothers) headed south of the border down Mexico way for a bit of rest and relaxation.

Keeping up to date on new FAA regulations was the topic for our November meeting and to provide this information was our Mr. 99 of the year, MR. BOB ASBURY, from the local FAA office.

We would like to share with you in closing, a verse of a flying poem written by Barbara Faller and addressed to our Lord.

Give us rain, lest we forget tears, Sunshine to remind us to smile through the years, Turbulance to keep us close to you, And to be sure You're with us, A smoo'h day or two.

LONG BEACH CHAPTER Mary Pinkney, Reporter

In October we flew the Pacific via film as CLAIRE WALTERS entertained a joint LGB and Orange County chapter dinner meetnig with her ferry flight of an Aztec to Australia. CLAIRE now has a chapter plaque to commemorate this flight to add to her other aviation wall decorations. When she's not busy with the new crop of ROTC at her flight school, she's looking for places to go-like to airmark the new airport at Fat Citythat is, when she can take time off from spearheading the chapter sponsored Instructor Revalidation Clinic due at SMO in February, 1970.

It was strictly a "continental" flavor for the November meeting when LEE TITLE, MARY PINKNEY, and ANITA ROMINE combined efforts to present their impressions of vacationing in Europe this summer via slides, movies, and miscellaneous aviation paperwork acquired while flying and soaring abroad. The hostesses were garbed in typical Bavarian dress and refreshments were authentic German sandwiches by ANITA, and trial efforts of Lee and Mary in baking various European desserts. Guests stayed until the wee hours so the program and food must have been a success. Perhaps it helped to see 491/2ER BOB PINKNEY in a typical "modern" Yugoslavian bathtub!

Chairman JOAN DILLEY outlined several chapter projects for the coming year—continuation of "Sky Tales" edi'ed by LEE TITLE and JOYCE JONES; hospitality committee for the growing amount of new chapter members; the clinic in February; Airport Days at Torrance in September; and the ever present "budgetary" woes.

And then to catch up on the doings of this busy bunch:

FRAN BERA participating in the Aerospace Planning Conference with



PICTURE OF CLAIRE WALTERS, Vice Governor of Section at Dinner relating her ferry flight to Australia. Picture by Vicki Thomas.

the AFA convention in LGB; joining up with the new "Women's Airline Transport Pilots Association" formed to "fight for fair employment opportunities in the field of Aviation"; co-piloting for MARGARET MEAD in an Aero Commander 100 in the Pacific Air Race (9th place); and still selling airplanes and keeping an watchful eye on the health of 49½ER BOB CENICEROS who is doing much better.

Speaking of the PAR, other chapter participants were: MARY PINKNEY and LEE TITLE in the 182 (10th place); CHRIS HUTSON and sister-in-law CLEO in a 175 (12th); MARGARET CALLOWAY and student NANCY PEARSON in a Piper Arrow (18th); and EMMA McGUIRE and JEAN GROOMS had to return to SMO in the Skylane when EMMA became ill.

MARY WENHOLZ brought home her second trophy from the second annual Phoenix speed and proficiency race. She placed third in the Kachina Doll Race with co-pilot MARY PINKNEY in the "Thundermug." The 49½ers BOBS P and W flew the 182 in the men's Road Runner Race and would have done better than sixth place if they hadn't underguessed the gas consumption and drained some in mid-air! Their flight time was within seconds!

BABE LAPP vacationed at home resting up from winning so many door prizes during the year; WALLY FUNK teaching Aviation Education classes at Redondo Hi School; MILLIE KRUEGER still doing the "meets" with Experimental Aircraft and with Rotorcraft; Jean and 49½ er Pat Schiffman to the Antique Airplane Association in

the Meyers, and Jean down to San Diego to catch up on son's activities at USSD when not hassling out the problems with the projected Flight Clinic; EMMAN McGUIRE and students off to Las Vegas to "aerbat" with chapter member and instructor CAR-OL DE PUE; 49½er REX MINTER gifted DORIS with a strobe light for their 172 as an anniversary present; GEORGIA and JOHN LAMBERT blazed the skies to Wyoming in their newly painted 182.

RUTH and JOHN NITZEN off with friends in the Bonanza to tour the Bahamas-RUTH was delighted with the English atmosphere and thought mid-October to mid-November the ideal time to fly in that area; DOROTHY WALTZ and TERRY LONDON among the four pilots to ferry four planes with one radio among them from AL-BANY, GEORGIA; PAT and VAN NOBLE on a three week flight in the Cessna 180 all over the West visiting relatives and dropping in on Indian reservations; MARGARET ROSS using that IFR rating in a Skymaster to Tahoe; KATEE MOSKOW still doing "Link" time, mostly on the greens; VICKIE GUTZWEILER schooling on Wednesday nights but still helping out chapter telephone committee; POLLY BELL and 491/2 er converting their Cessna 140 to 100 hp to help with those short fields in Mexico.

RITA and PAUL GIBSON and family to Pensacola to see son BOB commissioned in US Navy after grueling flight training. RITA says it was a thrill to see all those clean-shaven, short-haired new officers passing in review under orders from son BOB who graduated No. 2 in his class.

New member FLO OHL and 491/2 er enjoyed a fun trip to Las Vegas after visiting helicopter-flying son in Texas; GENE FITZPATRICK still flight instructing, still writing, still "mothering" new pilot daughter KATHY-all the while making mad plans for the 1970 AWTAR; RUTH GAY visiting OLIVE TUTTLE who has transferred to Phoenix; flying Great-Grandmother DORIS LOCKNESS to move to Redwood City; soon-to-be grandmother IRIS CRITCHELL coming to the rescue of the Pinkney-Wenholz 182 by flying in a needed carb part to Riverside between IFR student flights-reported daughter SANDY close to private license; FROSTY WHITE plans to fly the Mooney to Colorado investigating

colleges for daughter; BETTYE FRY still "associate Editing" at General Aviation News; JUANITA TANGER continues the Gal Friday bit at Rose Aviation.

Welcome to new members SUSAN BOLTON, KATHY FITZPATRICK, transferee WALLY FUNK, and VICKIE THOMAS who volunteered to be official Chapter photographer.

The holidays and celebration of a mighty busy year will be highlighted at the chapter Christmas Party to be held December 19 at the Jump n Jack, Torrance.

LOS ANGELES CHAPTER Carol Lewis, Reporter

Double congratulations to ANN LOD-WIG, who receives her PhD in psychology from U.C.L.A. this quarter, and delivered a baby boy, ETHAN, one week after taking her oral exams. We are all very proud of ANN, and will be looking forward to her return to active duty as our reporter.

VIRGINIA SHOWERS is going to Mexico City by burro—so she said. She's having a grand time visiting Guadalajr, Acapulco, etc.

KLEMENTS, TILLY HALDIS RAUCHFUS, and VIRGINIA SHOW-ERS attended the Reno Air Races and enjoyed the performances by all, as well as witnessing a prop tip lost and a mid-air collision in which no one was hurt. A week later this same active group went to Tehachapi and took an introductory glider lesson. EVELYN ECCLESTON, who gave such an interesting talk at one of our chapter meetings last year about gliding, showed them her glider, but they were too late for a ride. After their glider lesson, they were off to Bakersfield for a Basque dinner, but the day ended with a scary rough engine over the Saugus area and precautionary landing at VNY instead of SMO.

THELMA SMITH and her 49½'34 NORMAN had an interesting trip to the British Isles, returning to the East Coast in time to have several days in New England in its splendid fall colors. THELMA registered in a small, famous Inn in an English village as a member of the 99's, International Organization, and it caused a flurry of excitement, as a noted British 99 lived in the town—ANN COURTNEY WELCH. ANN was on a holiday, but THELMA had a telephone visit with

ANN'S daughter. Attempts to contact JANET FERGUSON and the London Chapter were not successful.

REBECCA HELD has been busy doing some local flying, when weather permits, and on one occasion of gorgeous weather enjoyed a flight to Palomar.

MARY DORR will be the hostess of a new four week series of "Spiritual Life" programs on Channel 13, KCOP on Thursday mornings at 10 a.m. October 30 through November 20, under the auspices of the Southern California Council of Churches. MARY is director of women's activities of the Western and Pacific Region of the American Bible Society.

CAROL and 49½ ER BERNIE LEW-IS flew to Buckeye Valley, Ohio to visit CAROL'S SISTER. That Columbus weather made us feel right at home—just like our L.A. smog. We also enjoyed a flight to my hometown of Hillsboro, Ohio, landing at the new Highland County airport at Rocky Fork Lake. We have been spending our week-ends since at 5-Mile Landing in Arizona where BERNIE has been chukar and quail hunting, while I have been buzzing the hunting grounds and flying friends to Havasu City for sight-seeing and lunch.

DOROTHY LIMBACH told us of the good time had on November 9, at the Satlon Sea fly-in by Crescent Bay Flyers.

Our chapter has agreed to sponsorship of a Wing Scout Troop, composed mainly of girls from the Westchester area. RACHEL BONZON is our representative to work with the troop.

We were pleased to have as guests at our November 11 meeting, ANNA BACA, PHYLLIS PAULINO, ROSEMARY CARPENTER and DORIS ROBERTSON, who was our scholarship recipient last year. We are looking forward to their prospective membership.

CONNIE FRALEIGH, our scholarship chairman reported that fifteen applications for this year's scholarships have been received. She and her committee, SALLY LAFORGE, REBECCA HELD, and HALDIS RAUCHFUS are now in the process of choosing the finalists for the two scholarships to be given by the chapter this year.

We are looking forward to the December 13 Christmas party to be held at the home of SALLY LAFORGE.

All members in the Southwest Sec-

tion keep an open calendar in early September, 1970. Plans are under way for the L. A. Chapter to host the fall sectional and a great many good things are in store for you all.

Remember to order your chart cases for the Los Angeles Chapter. $\,$

MONTEREY BAY CHAPTER Dolores Boyman, Reporter

"How to have fun and at the same time raise money for the P.P.D."—this is what the Monterey Bay girls have been doing.

We started November with a Hoop De Doo (Monterey Bay style). Television personalities from San Jose's channel 11 were present to visit with guests. The Hoop De Doo was held in Monterey at the new Holiday Inn. I hear the view there is simply gorgeous. You'll have a chance to see for yourself when P.P.D. time rolls around next year.

Our second fun (and fund) event was hosted by Fat City Cattle Company (JIM & TRISH MARKS are owners). Our girls started by airmarking the landing strip. (Didn't I tell you we like to airmark!) There was a greased pig and ribbon-untying-calf-tail contests for the girls. The 55 or so contestants were auctioned off to the highest bidders and half the proceeds were donated to the 99's for the P.P.D. next year.

Can you imagine 55 girls in a rather small corral chasing five little, terrified, greased pigs? One of the little fellows escaped and was last seen heading towards Gonzales as fast he could. Two cowboys were in hot pursuit but the gap rapidly widened, I can assure you.

We were then turned loose on five calves with pink ribbons tied around their tails. I'm sure the calves will never be the same again either. There were prizes for all who won and the steaks, beans, salsa, salad, etc., was simply delicious. Our sincere thanks to Fat City for a marvelous time and for the generous donation.

Speaking of financial assistance, the Monterey Bay girls all send their heartfelt thanks to MARDO CRANE for donating her lecture fees to us and also to the San Joaquin girls for the proceeds from the rummage sale held in our honor. It was very kind of all of you and most appreciated.

Seven of our girls flew in the Pacific Air Race last month, they are:

PAR 5, GERI HALFPENNY and DOLORES BOYMAN; PAR 9, JOANNE AIELLO and RUTH HUSTON; PAR 21, TRISH MARKS and CONNIE HOOD; and PAR 36, HELEN SHROPSHIRE who flew with VIRGINIA COOK from the Tucson Chapter. As would be expected of the Monterey Bay girls—we all had a good time!

GERI and I flew home via Phoenix and Las Vegas where we spent the night. We dressed alike for the whole trip and as a result were mistaken several times for airline stewardesses. (I can't say it wasn't fun.)

TRISH and CONNIE ended their PAR flight by returning home via Death Valley and Kursage Pass. Connie says "Fun!" (Do all the 99's enjoy flying as much as the gals in our Chapter?)

CONNIE'S flown to Petaluma, Las Vegas, San Francisco and Oakland this month. TRISH is busy, busy working on her instrument ticket besides flying some charters for Fat City. She's been to Marysville, San Francisco and Phoenix recently.

DELL HINN tows gliders during the week and glider demonstration rides on weekends! She flew 350 lbs. of drug samples to Direct Relief Foundation in Santa Barbara and made two prisoner trips to Corona and Riverside recently. DELL says she met a Myna bird who said "I can talk, can you fly?" (Sounds just like the kind of bird we need.)

Hunting or fishing anyone? MARGE THORNBURG made it to Chico for steelhead fishing—also flew to Los Angeles. SUE JOHNSON went to Anderson Valley, near Ukiah, for deer hunting. SUE'S recent trips also include Paso Robles, Nut Tree, Napa and even Monterey!

JUNE KNAPP flew to Mariposa and Santa Cruz. RUTH HUSTON made two trips to San Luis Obispo and DOLORES BOYMAN (ME) chose a nice smoggy day to fly our Aeronca to Columbia.

Bye for now and remember, happiness is being a lady pilot!

ORANGE COUNTY CHAPTER Mara Culp. Reporter

Although our chapter is expanding by leaps and bounds, we have always wanted to get together with other chapters for a joint meeting. Finally we did it! Last month the Long Beach and Orange County chapters joined forces and met at Rochelles Restaurant at

Long Beach for a nice dinner and an excellent program — CLARE WALTERS, in her inevitable humorous style, told us of her flight from California to Australia in an Aztec.

Welcome, Alameda Chapter, our newest compatriot. May you grow strong, and effective, and fly a lot!

We've been around these past months . . . THON GRIFFITH accompanied MARIAN BANKS to Cape Girardeau to attend the NPA (National Pilots' Association) Annual meeting. As a result of the enlightening, inspiring, and educational meeting, THON joined the NPA and won't quit talking about the concern that some pilots have about what is happening in the airspace. MARA CULP Cessna 310'd (with FRAN BERA and MARGARET MEAD as good passengers) to San Jose where ATR Certificated women pilots met for the first time to start an organization. I know JOYCE NASH has been around-postcards keep arriving from different places (Nebraska, Indiana, Kentucky) every day, IRENE & FRANK GREGG flew their 172 to Havasu to look over some property they've owned for a while but haven't been able to look at since the coastal WX has not been cooperating. MADINE and DENNIS CARPENTER are never sitting still. After attending the Astrofeast in Los Angeles and dining with dignitaries and famous people, they spent some time in Oklahoma at the Governor's farm and are now in Hawaii. VIRGINIA FLANARY has been keeping busy "hopping" between Palm Springs and Fullerton in a Cesna 337.

We've been participating . . . The Pacific Air Race in October kept us on our toes with 40-50k winds. For a change, the weather man did not exagerate about gusts and dust, rocks and cats and dogs (not to mention earthquakes and volcanoes)-!! All 48 airplanes bounced around!!! Good thinking on the part of MITZI RINE-HART & BONNIE KIEFER to stop the clock with a fly-by at Lake Havasu, then fly to Parker where the wind was only 20 knots for fuel, and then back to Havasu to start the clock again. But even 20 knots is not so nice in a Cessna 150. The terminus was at Avra Valley in Tucson, Ariz. MITZI & BON-NIE came in 20th. JANA KOERSEL-MAN & SHIRLEY TANNER really ran out of luck-after insurance problems were solved and airplane was changed twice due to nicked prop (not



MARA CULP (Orange County Chapter) with student pilot DEBBIE HERMAN (15) clutch 3rd place trophy after the Pacific Air Race from San Diego to Tucson, Ariz. via Havasu.

by our gals), etc., they headed down to San Diego for the race start—but, the electrical system went dead. Keep your chin up girls, soon you too will make it!!!

MARA CULP bounced to the finish line with student pilot DEBBIE HERMAN in the right seat. Fifteen year old DEBBIE can now beat anyone in computer problems (and tightening the seat belt). And the 3rd place trophy was nice to bring home.

Another race—KACHINA DOLL—yours truly pulled the boo boo of the year and acted as if she'd never been in a race before. She arrived for impound (with eager SHIRLEY TANNER) with 116 hrs. on top of the last 100 hr. inspection. Nice flight to Phoenix and back! MARGARET BURCH used her head and came in 9th in her Cessna 172. Pretty smart for a first race.

Orange County has other heads up gals: JANA KOERSELMAN passed



DOT RUSSELL and JOYCE NASH of Orange County Chapter "man the booth" and protect MARA CULP'S Derby trophy and map at Fullerton Airport Day.

the commercial check ride and is busy working on the CFI. ALVA KEIM passed the instrument written. In October, eleven members flew to Hemet for lunch in honor of EDNA STENNET, one of our charter members. HILDA REAFSNYDER painted a seascape that was presented to EDNA by chairman MARGO SMITH. Our big job for the month was the Fullerton Airport Day. The volunteers came out in full force to sell popcorn (a money maker), sandwiches, Like (from "I Like"), coffee, and women in aviation.

We're losing some . . . VIRGINIA LANE, now MRS. AL MOSER, is moving to Santa Barbara where AL will be working in the tower. NORMA OJSTEDT is moving to Arroyo Grande, Calif. We'll miss both of you, but hope you'll keep flying wherever you are. We've gained some valuable members . . . SANDY RULLER is a perky nut. She has tried wingwalking (see Sport Flying, March 1969), played badminton competitively, teaches P.E., SCUBA dives, is working on a Masters Degree in Psychology, and still finds time to do a rib or two on her PA12 (Super Cruiser) in a cold garage in the evenings. SANDY started flying in self defense so she wouldn't be left home on week-ends (that sounds familiar) just two years ago and hopes to start training for the commercial early next year. Aerobatics and racing



The gremlins are working hard at Fullerton Airport. L to R are MARGARET BOLTON, DELIA NEFF, MARGO SMITH, THON GRIFFITH, JANA KOERSELMAN from Orange County Chapter.

are next. There isn't anything SANDY doesn't want to do. Watch out everyone, we've got a tiger in our tank! SYLVIA PAOLI and 49&ER PETER tossed a coin (almost) and it was heads for SYLVIA, so she started flying first. One year and 160 hours later she's found that flying is the answer to ease travel problems. The pianist and teacher gives concerts, records and does radio and TV work, and still finds time to read, bowl and plan trips to Europe (can I come along?). 49½ er PETE is a student pilot and lawyer. TERRY DARCH was discovered by our chapter when we heard of her good showing in the Jim Long Race this year. We snatched her right away. TERRY and JIM have a Bonanza they use a lot. They have a German Shepherd ("Colonel") that has become a permanent passenger since he was a puppy. TERRY has 325 hrs. and is working on her Instrument Rating.

On the home front . . . SHIRLEY TANNER has beefed up the landing gear on her Citabria and is out and around trying rolls and loops along with the wheel landings (the Santana winds are here again). ZONA THOM-SON is our busybody, flying the KREL Air Watch in the mornings, attending the Test Pilots' dinner, looking down at the world from a blimp, and lately she's getting her wingwalking rig ready . . . for what? The NASHES, KNOWLTONS, RHINEHARTS FLANARYS cursed the weather man when MITZI'S and VIRGINIA'S birthday dinner fly-in became a drive-tothe-party. But fun was had by all. I really could go on and on and on. We really have been busy!

Calling all fun peope—we're having our annual Picture Hunt January 24. You all come and join the fun. OK?

PALOMAR CHAPTER Esther Whitt, Reporter

Settling down after a month in Europe with my 49½er, LOUIS, on one of those "glad I did it, but never again" fast bus trips which intend to tease you with the highlights so you'll want to come again—which we do, but at a slower pace. I took our 99's addresses over there but had no chance to find them.

Some of our past events are worth mentioning. First, I want to tell you how much we enjoyed being a hostess chapter for the AWTAR. It was a lot of work, but loads of fun and enjoyment in meeting so many lovely gals. We were proud of our gals, too. PAM VAN DER LINDEN and RUTH KNIEFEL placed 10th, MARY PEAR-SON and BARBARA JOHNSON 26th, BERNIECE DEERING and MARY MOONS, our new racers, finished and qualified for 42nd. BERNIECE'S husband, KEN, met her in Washington, D.C. and they came home via Texas. BERNIECE and MARY also flew in the PAR and came in 30th.

RUTH and JOE KNIEFEL spent three weeks in September at their cabin on Hornby Island, British Columbia. BETTY and BOB KITCHIN flew to Grand Canyon. BETTY KITCHIN and CARMEN SNYDER are taking instrument ground school,

In the PAR, PAM VAN DER LINDEN placed fourth, with her daughter JEAN CLYDE, a private pilot from Santa Rosa, as co-pilot. They will also be a team in the next AWTAR in Pam's new avocado green and gold Super Viking 300 Bellanca, 6557V. PAM'S Cherokee 8862W is still in the family—her son bought it. He is racing it in the Men's Air Race from Palomar on Nov. 22, weather permitting.

MARY PEARSON placed eighth in the PAR, with BARBARA JOHNSON as co-pilot. WANDA MILLER flew her Mooney in the race and said she wasn't last. She and DEAN flew down to Guadlajara in it recently.

NELL CONNOLLY has moved to Hunting on Beach. Husband, PAT, has an aircraft sales business there at Meadowlark Field. We flew up there to have our October meeting.

CHRISTIE MOON and HILDA PETTROSS have each produced another 49½ er since our last report. Our congratulations to both of them.

We held a dinner meeting at Pala Mesa Country Club so that GER-TRUDE LOCKWOOD could have pictures of her Australian Flying Safari shown. Very enjoyable.

Our Men's Air Race for Nov. 15 had to be postponed to Nov. 22 because of rain.

PHOENIX CHAPTER

This chapter was chartered in the fall of 1949 as the "Arizona" chapter. Had it been up to DOROTHY JENKINS, member of the Chicago Chapter at the time and now of Tucson Chapter, the date would have been at least a year or two earlier. She talked with some of the female flight instructors in the area, including MARJY CROWL, JUANITA NEWELL and RUTH REINHOLD, who were later prodded into action 99wise by MARY RING, then the president (chairman) of the San Diego Chapter. The delay was partially caused by participation of most

Fun-A-Plenty in Seventy
Ninety-Nines Convention
Bretton Woods, N.H.
July 12-15

active female pilots in the Wing Scout Program, six troops of them.

Five eager girls plus members of the Flying Wing, Wing Scout Troop 2 awaited the arrival of members of the San Diego Ninety-Nines Chapter at Sky Harbor Airport in Phoenix. Even more excitement was generated by the flight being conducted as an informal air race, won incidently by Maxine Smith. A dinner and meeting was held that evening, November 12, 1949, at the home of MARJY CROWL, one of charter members of the new chapter. Other charter members were BONNIE M. FUGITT, JUANITA W. NEWELL, RUTH M. REINHOLD and VIRGINIA G. TORSTENSEN, From San Diego Chapter were MARY RING. BETTY GILLIES, DOTTIE SANDERS, EVELYN BRIGGS, SHIRLEY LANOIS, JEAN MURRAY, BLANCHE BELICE, MAXINE SMITH, ANNE GROGAN, and MICKEY COLLINS.

The following day a flight was made to the American Institute for Foreign Trade at Glendale, Arizona, formerly an air training base named Thunderbird Field No. 1. The group were luncheon guests and were taken on a tour of the campus by various Institute students. The San Diego contingent took wings for home and the new members returned to Phoenix with a determination to emulate the Chapter that had given them personal indoctrination and welcome into the organization. We had no inkling at that time that included in all the wonderful members on our roster would be a charter member of the International Organization. MELBA G. BEARD was, at the time of our chapter's origin, Secretary of the National Officers and lived in Altadena, California. She later moved to Scottsdale, Arizona, becoming and remaining one of our very important members.

With the advent of the Tucson Chapter, our name was changed to Saguaro Chapter, later to the present "Phoenix" chapter. Who knows what next?

REDWOOD EMPIRE CHAPTER Nina Rookaird, Reporter

The Redwood Empire Chapter members finished their summer flying in a variety of ways. MYRTLE WRIGHT seems to be adding the most hours as she has made a trip to San Diego and Fort Bragg. BETTY SMITH and MYRTLE WRIGHT have flown to Portola, Los Angeles, Smith Valley,

Stockton and Columbia. MYRTLE has a new radio which was one good excuse to explain the fun of all the trips. ANITA WOREL and her 49½er JACK, flew to Lake Tahoe to meet MARGARET and JOHN GERHARDT, FRAN and GUS GUSTAVSON and GERRY MICKELSON for a fun week end.

Congratulations to the Sacramento Chapter for a wonderful sectional. We are anxious to try some of the flying activities suggested by the reports. Members attending the Sectional from our Chapter were ANITA WOREL, 4912ER JACK, ANNA BRENNER. PAT STOUFFER, NINA and DICK ROOKAIRD. We were especially happy that ANNA BRENNER could be there as she is a charter member of the Chapter. The charter is 20 years old this year. PAT STOUFFER took MAD-ELYN GUTZMAN, a fellow third grade teacher, for her first flight. Such a different view of our land was shown to this first timer. They flew over Lake Knochti and the Healdsburg area.

On September 25, 1969, forty two flyers were present at the Columbia State Historical Park for the installation of Redwood Chapter. MYRTLE WRIGHT with the help of NORMAN POLGLASE and JACK TAYLOR organized the excellent barbecue with very tender steaks. It was delightful that other 99's with their families and friends were able to attend. Our gavel was informally exchanged from BET-TE SMITH to NINA ROOKAIRD. Our thanks to all the 99's for attending and the fine time had by all. Those flying to Columbia were RAYE JEAN and RAY NORTON, JANE and BILL PATTERSON, MYRTLE WRIGHT, BETTE SMITH, ANITA and 491/2 er JACK WOREL and RON CRANE. From the Mount Diablo Chapter NAN-CY and GLEN WALLIS came with their four children, JIM, STEVE, PETER and SAM. NANCY is planning to transfer to our chapter. MARIE and WALTER PORTER, SHIRLEY and DICK NANCARROW with their two children LESLIE and CINDY. The Bay Cities Chapter had MARGERET and JOHN GERHARDT, MARJORIE FAUTH, HELEN KELTON, JAUNDA BIGELOW, CAROLINE SCHUTT. DALE GRAVES and SUSAN GIBSON.

Redwood Empire Chapter members were happy to see MARY and JOHN PERRY, who often attend our activi-



99s Hazel Hohn, Fran Gustavson and Lois Brown registering one of the pilots for the unlimited pylon race at Reno's National Air Race Office.

ties and their special interest in our chapter makes them real friends. Enjoying the picnic also were JANE and BILL BAKER, MARY LOU and STU STEINER and MARGARET and FRED RUECKERT. We are very grateful to MARGARET for reporting the New York convention events to us. Your reporter was happy that her mother-inlaw, TRUDY ROOKAIRD took the final plunge and had her first flight on her 81st birthday in a little plane. NINA'S next door neighbors drove in for the feed being afraid of flying.

Members dropped from forty two to seven at the next meeting held at Three Rivers on October 12th, 1969. We were lucky to have beautiful flying weather and PAT STOUFFER, MYRTLE WRIGHT, ANITA and JACK WOREL with their twenty hour guest LOUISE RAMSEY, NINA and DICK ROOKAIRD enjoyed the abalone luncheon at the Three Rivers Inn.

(NINA—Send me a stamped self-addressed envelope for your DBA cards.)

RENO AREA CHAPTER Jo Cromwell, Reporter

I am sending a picture, this time, of some of the girls hard at work in

the office of the National Air Races in Reno. Some of them put in a pretty hectic week, but thinks should be back to normal by now. Yours truly held down the ariport at Fallon. I didn't get up there at all this year. Really hated to miss it. Oh well, I'll go twice next year!

The October meeting was held at PHYLLIS AHLSWEDE'S home in Reno. Those attending were LOIS WILLIAMS, LOIS BROWN, KATHY GRAY, DOROTHY STAUFF, ELAINE BROWN, FLORENCE COLLIER and guests BARBARA MOUCHOU, private pilot, and KATIE BOLSTAD, student.

LOIS and DAVE WILLIAMS showed breathtaking slides of their trip to Alaska in their Cessna 182 via the Alcan highway during the last two weeks in August. One of the most exciting experiences was landing on a glacier on Mt. McKinley in a Cessna 180 skiplane piloted by glacier pilot DON SHELDON of Talkeetna, Alaska. Since they barely scratched the surface of our largest state, another trip is already on the drawing board.

CARROLL and DOROTHE STAUFF have their 210 back now, after five months absence. The new paint job is beautiful. I'll bet that airplane was sorely missed. If I lived in Gabbs, it



"Working in the Headquarters of the Reno National Championship Air Races are Reno Area Chapter NINETY-NINES, DORIS EACRET, ELAINE L. BROWN and PHYLLIS AHLSWEDE."

would be a most cherished member of the family.

KATHY GRAY piloted her Pan Am chaptain husband "WUG" to Palo Alto in a 182 so he could take his FAA semi-annual physical. Happy to report he passed. I can think of some husbands who would have flunked the blood pressure test after a trip with their wife as pilot!

99s to visit the Fallon Airport this month were, LAVERNE GUDGEL of San Joaquin Chapter, LOUCIEL FREE-MAN of Fresno Chapter, who, by the way, spent her vacation helping Gus overhaul a Bonanza! ANITA WOREL of the Redwood Empire Chapter, she and JACK were on their way to Paige, Arizona. FAYE TURNER and her husband flew in in their 150 for a couple of hours waiting for weather, she is from the Bakersfield Chapter.

The Cromwells won't be taking any trips for a while. We started to do a simple little annual inspection on the 170 and we are gonna have to top it. Besides that, I bashed in the front fender on the Mercury, and somebody stole the carburetor off the Honda so all we have left is a pair of ice skates and its not cold enough for that yet.

That's all for this time. Happy flying!

Like the wide awake, alert Ninety Nine that I am, I rushed and scrambled around and got the News in on time last month, when there was no newsletter, so this time I will add an item or two and let it go at that.

MIKE and LOIS BROWN and children, and STAN and ELAIN BROWN flew to Torrance, California in Mike's Royal Gull seaplane, and then to Catalina for a seaplane fly in on Saturday,

October 25. They then made a rapid trip down the mountain from the airport to a cove where they had lunch on a houseboat, another rapid trip up the mountain to scramble back to Torrance in time to beat the fog. Then STAN and MIKE went back after two paraplegics who were happy to be rescued from spending a cold night at Catalina Airport. It was a close race with the visibility and Elaine and Lois were very happy to see the Royal Gull touch down again.

They came home on Sunday with a stop in Lone Pine and a jog to town for lunch. Sounds like a fun way to spend a weekend.

I haven't heard from any of the other girls this time.

GUS GUSTAVSON and I drove to Reno three days this week to attend the Instrument Flight Instructor's refresher course given by the AOPA. I am not instrument rated yet, but it was an excellent course. I can highly recommend it to any instructor.

Well, I guess that wraps it up for this time.

Happy flying!

SACRAMENTO VALLEY CHAPTER Audrey Snovel, Reporter

Out with the Old, In with the New—Sacramento sees out-going Chairman AUDREY SNOVEL taking over as Newsletter Reporter and In-coming Chairman THELMA CULL peeping out from beneath the piles of file folders that are her inheritance for the year. BARBARA FOSTER also appears as our new Vice Chairman and SHIRLEY LEHR and LORRAINE HERY consented to Secretarial and Treasury slavery for another year. BETH SCHOOF past Newsletter Reporter, reappears as our Membership Chairman.

From down here it looks as if Flying Activities are going to take precedence over work this year with DEE OLSEN at the helm. She intends to descend for her own landings just long enough to promote the rest of us into the air. To start the new 99 year off right, fourteen ladies flew and drove to Marysville and BEALE AFB for a very privileged viewing of the heretofore Top Secret SR 71. This is the all black Titanium jet that flies at Mach 3 and admits to a cruising altitude of 75,000. We were conducted through the ready room by COL. ABE KARDONG, one of the astronauts that pilots the



Incoming SAC Valley officers, l. to r., SECRETARY SHIRLEY LEHR, Treasurer LORRAINE HERY, and Chairman THELMA CULL, holding Chapter Charter.

"Black Bird", and even watched a crew suiting up. The takeoff out on the line was an ear-shattering experience and one we'll not soon forget. Our special thanks go to MARCELL BINK for arranging this unique tour. Those attending were LA RUE BROWN, LORRAINE HERY, DOROTHY HUNTLEY, DEE OLSEN, RUTH WAGNER, WINI SWETZER and MARCELL. Flying in were MAXINE NORTHART and three guests, and AUDREY SNOVEL, MIRIAM BURCHAM, DORIS LOFTSGAARD, and GINNY TOWNSEND.

Sacramento, and especially RUTH WAGNER, is still taking bows and kudos for the Fall Sectional. We have received many wonderful "thank you" letters. We admit that we did work very hard and are so happy that you all enjoyed yourselves so much. The highlight of the weekend was the Banquet speech by our guest speaker, MIRA SLOVAK. He kept everyone enthralled and delighted with the tale of his escape to freedom from Communist Checkoslovakia and of his exploits since arriving in this wonderful country of ours.

But it wasn't all work, work, work. Just two weeks before the Sectional our new Chairman THELMA CULL and her husband departed SAC in their newly recovered Tri-Pacer and headed for points North—namely, Kamloops,



RUTH WAGNER, SW Sectional Chairman, greets MIRA SLOVAK, guest speaker at the Sectional Banquet.

Canada. Passing them over the Red Bluff VOR were SHIRLEY LEHR, her two sons, and "just soloed" husband ERNIE, in a Cessna 172. To quote SHIRLEY, "Boy, I had lots of help on that trip!" And any 99 looking skyward during the rush hours these days might be able to see SHIRLEY riding "shot-gun" for BILL BLACK on Radio Station KCRA Air Watch in their Cessna 150. Holding off until after the Sectional for her vacation was AUDREY SNOVEL, who took her two children to Disneyland in the Bonanza. They enjoyed everything but the weather! News Flash - the reason CLAIRE RALEY was all smiles at the pool party before the Sectional Banquet was that she had just planned the date for her marriage and we were all introduced to the groom without

knowing it. He's HARRY WOLLAM, a retired Air Force pilot, and presently employed at McClellan AFB as a battle damage estimator.

Have also just heard that FLOR-ENCE BREEN has sold "the Lucky 13", her pet Comanche. We're all going to miss seeing it on our Lady Bug flights, but might get to see her in the "Big Bird" instead—their twin Beech.

VIJA BERRY, recipient of the 1969 Woman Pilot award for Sacramento Valley has been adding to her hours by flying her Cessna 150 for some local aerial photography. She and 49'er Haskell have just expanded their photography business to include their "flying machine".

DEE and JIM OLSEN are probably the "flyingest" pair in our Chapter. She says they try to go somewhere every weekend in their Cessna 150, and that means a lot of hours. Recent trips in just the past month have been to Lake Tahoe, Monterey, Gold Beach, Oregon, and a jaunt to Seattle "just to look around".

Over the past three months our Chapter has welcomed in 8 new members. They are EDITH RIECKS, MARIE MORGAN, MIRIAM BURCHAM, DORIS LOFTSGAARD, MOLLY JOHANNSEN, EVELYN CHRISTIAN, WILMA BOLAND, and ELISE SMITH. If the names CHRISTIAN and BOLAND have a familiar ring, DALLAS CHRISTIAN and BILL BOLAND have both been top winners in the Reno Air Races for the past two years.

SAN FERNANDO VALLEY CHAPTER

Rochelle Jensen, Reporter

The Schlitz Brown Bottle was the happy site of our installation Banquet September 8th when we proudly welcomed chairman JEANNE DAY, Vicechairman MICKEY DUGDALE, Secretary VALLETA FRIEDMAN, and Treasurer PAULINE FLEMING to office. We expect a great year with these gals leading the way.

HARRIET BAIR, PAT HALLETT, ROCHELLE JENSEN, DOROTHY PLATNER, LOLA RICCI, AUDREY SCHUTTE, LIBBY SVENSON, ELLEN TRINDLE, and JEAN WILEY flew to Sacramento to represent our chapter for the Southwest Sectional meeting September 12, 13, and 14th. We were proud to see our chapter's woman pilot of the year, BERNIE STEVENSON,

awarded a trophy and named third in Section. Congratulations BERNIE, you are still number one with us.

We've been hearing bells lately, wedding bells. Best Wishes to LIZ CROWLEY who became MRS. DINAN on October 9th. PAT GARLAND'S Prince Charming came not on a white charger, but a King Air to wisk her off to Tiffany's for a ring, and Nassau, Bahamas for the wedding October 17th. Congratulations JEFFREY and PATRICIA CANNON.

Other lady pilots deserving a pat on the back are new commercial pilots JEAN WILEY and DOROTHY PLATNER. Orchids to SHIRLEY CLARK, newly elected Secretary of the Aero Club of Southern California, and BERNIE STEVENSON, Treasurer of the Professional Race Pilots Association. BERNIE is the first woman ever to hold office in this organization. Congratulations again.

Orange County Airport was the site of our October 21st fly-in, attended by ELLEN TRINDLE, RODG. RODGERS, MARY LOU NEALE, LOLA RICCI, SHIRLEY THOM, ROCHELLE JENSEN, FLORA HUTCHENSON, PAT HALLETT and Pat's daughters LAURIE LITMER and BARBARA HALLETT.

November 3rd found us at Skytrails restaurant on the Van Nuys Airport for our regular meeting and hangar lying, er flying. BERNIE STEVENSON showed us pictures of her new Waco Meteor, nice. VIRGINIA RAINWATER sent us a "hello" from Europe. Talk about luck, HARRIET BAIR recently has lost two engines and two electrical systems (one at a time). Fortunately she has landed successfully and safely each time. PAT HALLETT had a mishap at Van Nuys, but no injuries except to the Musketeer, which is expected to recover soon.

VALLETA FRIEDMAN hosted a bridal shower honoring LIZ CROWLEY DINAN on November 13th in her home. Sharing the fun were LIBBY SVENSON, PAT HALLETT, LOLA RICCI, LORELIE CANGIANO. SHIRLEY THOM, AUDREY SCHUTTE, and ELLEN TRINDLE.

One note of sadness. Our hearts are heavy with the loss suffered by FLOR-ENCE STANTON whose son, ARMY SGT. SCOTT N. STANTON was killed while serving as a helicopter gunner and scout in Vietnam September 8th. The hurt is deep, but we hope the ties of 99 friendship will provide some balm and comfort.

SAN GABRIEL VALLEY CHAPTER Marion Marriott, Reporter

All attention and effort is being focused on the Air Fair being held at Brackett Airport, December 6 and 7. The San Gabriel Valley 99's are but one of the aeronautical minded organizations working to make the fair a success. This is a "first" for the area. MARGARET GAMBLE is helping on the Finance Committee, MARGARET LAWSON on Public Relations, VIRGINIA WEGENER on Facilities, and ROSE ANN FORD on Program.

Our regular November meeting was substituted by a tour of the North American Rockwell Space Division Plant. MARIE and STERLING HEIGHT graciously planned the tour. MARGARET and DAVID LAWSON, PORTIA and BOB CORNELL, GWEN YOUNG, MARIE CAWYER, MAR-GARET GAMBLE, SYLVIA and KEN-NETH HAMILTON, VIRGINIA WEGE-NER, JOAN SCHOOL, MARIE and STERLING HEIGHT, MARY SEBELI-US and her crutches, JANE LAMAR and myself spent a short two hours seeing the space capsule and first stage under construction. The tour was especially enlightening as the next day our astronauts were taking off for the moon. We were all disappointed when the tour came to an end-time went all too fast.

The weatherman smiled on PORTIA CORNELL for her first fly-in of the year. A record 28 members and friends enjoyed lunch at Anderson's restaurant in Solvang. JANE LAMAR brought a record of nine students and friends. MARY SEBELIUS was cut out of the approach 3 times but was successful on the 4th-if you don't succeed, try, try, again! NAOMI WILSON, MARGARET and DAVID LAWSON and children. ADELE GULANO and five guests, GERTRUDE BARNS, her husband and two friends all enjoyed the sparkling weather and an enjoyable day shopping.

JANE LEMAR celebrated her flying school's first birthday with a cake and open house. Congratulations JANE! MARIE LEWIS ventured to central Oregon for a class reunion. MARIE CAWYER enjoyed a breath-

taking trip to Bryce Canyon and another to Copper Canyon. Congratulations to PAT INWOOD who is now the proud owner of her instrument flight instructors license.

SAN JOAQUIN VALLEY CHAPTER Thelma Hansen, Reporter

Again our chapter is bursting with pride—our two members, HELEN McGEE and LAVERNE GUDGEL (4th place winners of the Powder Puff) brought home the 'bacon' with a 'first place trophy' in the Pacific Air Races—I'll bet HELEN wouldn't part with that Piper Cherokee for all the tea in China (and she loves tea). CHARLOTTE RYAN and CHARLENE KIRK placed 16th—Congratulations to all. There were head winds of 45 mph forecasted. The race course, from Gillespie Field at El Cajon, California to Avra Valley, Tucson, was 418 miles.

That isn't all these girls have done . . . HELEN McGEE, our Chairman, spends much time on preparing for our monthly meetings, and has only missed one this year, but then, I guess it is sort of customary to be around home the week of your daughter's wedding. HELEN handles the meetings smoothly and quickly which shows great preparation. She attended the sectional meeting in Sacramento, California. To the Mendicino fly-in she brought two guests, ALICE FERRIS and BAR-BARA BERGSTROM. ALICE is a student pilot with a goal to become a 99. HELEN brought DIANNE KAUF-MANN with her to the November luncheon meeting at LAVERNE GUD-GEL'S in Chowchilla. There were 'lucky 13' again. EV HENDLEY was there smiling but bushed. She just had another 'bout' with the hospital a week previous, but, nothing can keep her from joining this great bunch of women. It is always great seeing you Ev. (She flew in with CHARLOTTE RYAN, CHARLOTTE'S mother-in-law, MARIE McDOWELL and BILLIE WY-ATT). JEAN MURRAY (our only member that has her own private airstrip at her front door) finally flew in to a meeting - We were beginning to doubt that she knew how - her copilot was SHIRLEY MILLER.

THELMA HANSEN flew in alone as our two other 'Bay Area' members had family commitments. CHARLENE KIRK and ROSIE HIJOS were on hand at the airport to taxi us to LA-

Curtiss Field, Valley Stream,



Left to right: Neva Paris; Mary C. Alexander; Betty Huyler; Opal II Marjorie May Lesser; Sylvia Nelson; Dorothea Leh; Margaret O'Mara E. Ruth Webb; Fay Gillis. Front Row: Viola Gentry; Mrs. Theorie

New York, November 2, 1929



pal Logan Kunz; Jean D. Hoyt; Mrs. Keith Miller; Amelia Earhart; Mara; Margery Brown; Mary Goodrich; Irene Chassey; Keet Mathews; heodore Kenyon; Wilma L. Walsh; Frances Harrell; Meta Rebholz.

VERNE'S. ROSIE is our newest member. She took her check ride the eleventh of October. Welcome and Congratulations ROSIE. CHARLEEN and ROSIE and spouses traveled in their two Cessna 172's to the Pendleton Round-up, their 49½ reluctantly gave the the pilot seat on the way home. These couples are planning a seven day cruise on the Caribbean in December. November meeting was full of conversation on the new FAA rulings proposed. IT WAS SUGGESTED WE ALL WRITE TO THE FAA AND REG-ISTER OUR THOUGHTS ON THE SUBJECT. DISCUSSION ON 'USER TAX'-COMPLAINTS TO BE SENT OUR LOCAL CONGRESSMAN AND SENATORS. WE ALSO ARE WRIT-ING TO 'BRINKLEY' OF "HUNTLEY-BRINKLEY' OF NATIONAL EROAD-CASTING COMPANY FOR HIS NO-VEMBER THE 5TH ATTACK ON THE PRIVATE PILOT. Boy! did he pass out the false inuendos. Any private pilot that saw the program couldn't help but feel pretty angry. On the good side of the meeting we planned our November 19th fly-in luncheon at the Nut Tree. Our Holiday 'white elephant' Party to be held January 4th at the Ryans' home in Modesto. Our Charter Dinner to be held on Feb. 28 in Stockton at the Commercial Exchange Club. . . . Guests welcome to this dinner, our speaker will be CLAIRE WALTERS of the Long Beach Chapter. DOROTHY McALLISTER will take the December 9th meeting and shopping expedition in Palo Alto. It is difficult for DOROTHY to attend our meetings as her husband, Mac, (an instructor) has Tuesdays as his day off. DOROTHY also accepted the appointment as Air Education Member. MAC, DOROTHY and son, KIRK flew to Colorado and New Mexico to visit college campuses for KIRK. They flew to Salt Lake on business. DOROTHY flew her mother back to Durango, Colorado after her visit with them-two friends went along for the sightseeing. Best news was that her son KIRK got his Private Pilot license in October . . . Congratulations.

LAVERNE GUDGEL had to stay home one day this week to clean house for the November meeting. She had a wonderful luncheon, and, (thru the white glove treatment) we decided she also is a wonderful housekeeper. LAVERNE just checked out in a Turbo

200-'69 model, has 10 hours in a Twin Comanche, is getting Twin Beech time. went to Palm Springs, two trips to Sacramento. Last month saw her flying to John Day. Oregon on her birthday. She staved overnight with friends -it took her family two days to see her to wish her a happy birthday. Then to Fallon, Nevada, Groveland, California (one of our many land developments here in California) in and out of Reno, Nevada, attended the Sacramento Sectional, bringing home the 'Most Flying Hours per member (nonprofessional), this trophy was donated by the San Fernando Valley Chapter. Busy as ever she was on the 'Tellers Committee' in her spare time she sold three 'step and check' - Our chapter's project. (If you need a 'Boost up' to check gas, wipe windshield etc., these 'step and checks' are great 134 lb. folding compact and sturdy.) The Sacramento Chapter wrote us thanking us for our donation of a 'step and check' used as a door prize. It is we who should thank them for putting on a top flight meeting. All that attended had a wonderful time.

EVELYN JOHNSON had a six day trip in Hong Kong and six days in Tokyo. She explained, "we left for home at 2 p.m. Monday and returned

the same Monday at 2 p.m." time? "zero". She was quite impressed, but very sleepy the next day.

SHIRLEY MILLER piloted JEAN to the Mendicino fly-in. SHIRLEY had a great luncheon for our October meeting in her home in Stockton. There were 12 members present. SHIRLEY, THELMA HANSEN, MARIE McDOWELL, LAVERNE GUDGEL, MARGARET ANDREWS, DOROTHY KOEBEL, CHARLENE KIRK, ROSIE L. HIJOS, EVELYN JOHNSON, our chairman, HELEN McGEE, CHARLOTTE RYAN and JEAN MURRAY.

MARGARET ANDREWS does a lot of Airline flying as her two sons are with different Airlines. She explains it is the easy way to fly. She was quite delighted to fly with her daughter-in-law, MARYLIN ANDREWS who lives in Las Vegas and is a 99 member of the Phoenix Chapter.

CHARLOTTE RYAN is our candidate for Amelia Earhart Scholarship—she has a great Hawaiian tan. Since home from her Hawaiian trip she has been busy instructing student pilots.

MARIE McDOWELL attended the Pendleton Round-up in Oregon, then visited her parents in Idaho. MARIE WAS OUR REPRESENTATIVE IN PASADENA TO PAY LAST RE-

ONE FROM NINETY-NINES

Is life more truly ours than yours, Loved friend we toast tonight? Are you less present here than we Who share the candlelight? Must life be certified in years And memory by authentic tears, Or may we hail with valiant cheers The living . . . not in sight?

Bright spirit of the blue frontier
Where silver navies ply,
No place on all this rolling sphere
Can claim that there you lie.
Though wind and tide may have your wing
They cannot quench that living thing,
That deathless passion which must sing
Its song against the sky.

— Gill Robb Wilson (Written for 20th Anniversary Dinner Dance in New York City — 1939) SPECTS TO OUR LATE 99'ER (POLLY STOEHR, WHO WAS STILL AN ACTIVE PILOT AT 79). MARIE attended our Mendicino fly-in with BETTY PIERES and FERN ATTWOOD as guests. MARIE'S friend, JEAN HUSMAN and MARY McBURNEY (JEAN MURRAY'S Sister-in-law) were taxies awaiting our arrival at the airport—we thank them.

RENEE NEALON took three guests to Mendicino fly-in. RENEE hasn't been able to make the last two meetings due to family with the flu etc. She did send rummage with Thelma Hansen for our very successful sale in November. Renee and family flew to a wonderful day at Disneyland. The little Bonanza worked great after its blown gasket which kept them from the Air Sheriffs fly-in in El Cajon, California. RENEE was in charge of taxi services when the Sheriffs meet was in San Mateo last month (VAN NEALON being San Francisco Commander) . . THELMA HANSEN helped her out by driving (Elwood being Commander of the 11 western states).

THELMA HANSEN was planning to fly to Mendicino for their good time but had just returned form San Diego where she did her first true instrument (back course) approach into Lindberg Field, San Diego — her co-pilot was her instrument rated husband (thank God).

THELMA just returned from 10 days in Arizona where they visited Sedona, Scottsdale, and Tubac. Final destination, an air sheriff meeting in El Cajon.

HANSENS have flown into the Vanderford airstrip in Yuba City for a fresh watermelon feed—into Rio Vista on the Sacramento River, for a weekend on friends yacht, then to a private strip on 'Ranch Mt. Diablo' for a sheriffs' meeting. I'm glad the Skymaster can make great short field landings and take offs.

I'em: Since June, LAVERNE GUD-GEL has over 100 hours flying time—way over. 'Man! — what a woman'!

SAN LUIS OBISPO CHAPTER Wanda Strassburg, Reporter

Caution! Moderate to severe Clear Air Turbulence due to wagging tongues. San Luis Obispo is organizing!

July, '69 found 14 women pilots in

San Luis Obispo, California gathering at the home of OUIDA GLICK to welcome returning PPD contestants WAN-DA EWING, HAZEL JOHNSON and Barbara heroine JOANIE STEINBERGER. Talk of forming a local chapter had been prevalent for several years, but no one qualified had been willing to spend the time and effort needed to organize. That day, WANDA EWING took the big step, fired up all present, and it was decided to set a preparatory meeting. WANDA was honored by being chosen our first Chairman.

Meet, we did, flying out for luncheon. Our charter date was October 1 and plans are set for a Charter dinner, January 17, 1970.

We begin with 16 members, some of which are new 99's and some drawn from Santa Barbara, Monterey, and San Joaquin chapt: BETTE ADAMS, MARCI BARNET, PRISCILLA BERGER, EMILY CLETSOWAY, OUIDA GLICK, CAROL HALLETT, HAZEL JOHNSON, DOTY KIRSCHNER, VEL KREIDER, GRACE McCHESNEY, CRISS MOULIN, INGE ROSE, KATHY SHERMAN, LAURIE SINTON and the two WANDA'S.

Included in our roster are 12 Private ASEL pilots, 1 rotorcraft, 4 commercial fixed-wing, 1 instrument, and 1 CFI. A new commercial fixed-wing pilot is HAZEL JORDAN (already rotor-rated) and soon to join her is EMILY CLET-SOWAY who is also taking welding classes in order to help husband, Dr. Bill, build a glider. CAROL HALLETT and reporter are planning an instrument rating soon. LAURIE SINTON is now checked out in her (and Jack's) v-model Bonanza. Monterey Chapter is kindly aiding us on Charter night by initiating our 49½ ers.

It is the wish of San Luis women pilots to be good 99's and to extend welcome to all of you who would like to visit and get acquainted. We shall meet the 2nd Wednesday of each month. A telephone call from any of our county airports will put you in touch with a 99 known locally. If you are weathered in, don't stall . . . call.

To further acquaint you with our members, here's number one in a series of Bird Biographies from San Luis Obispo:

WANDA EWING, first chairman of San Luis Obispo Chapter is originally from Texas and is employed as Assistant Sec'y of the Central Savings and Loan Association. She soloed here in 1955 in a J-3, acquired Commercial rating in 1963, and her instrument in 1969. She and co-pilot HAZEL JOHNSON flew AWTAR for the first time this year and captured the class award for 145-165 hp planes.

Thank you, WANDA, for the propstart. We're unchocked and rolling, thanks to you.

Today, SAN LUIS OBISPO! Tomorrow, the world!

SANTA CLARA VALLEY CHAPTER Bennie L. Seymour, Reporter

Because of the one month rest between publications there's quite an accumulation of information about our chapter. We have been busy and having fun too. We have a new slate of officers and an impressive list of committee chairmen. Chairman VERNA WEST. Vice Chairman MARY SMITH. Secretary CAROL LUSHBAUGH, and Treasurer EVELYN LUNDSTROM head up a very active chapter of 99's. It is no accident that we have a large working executive board. We need everyone of them, because we are hostessing the Spring Sectional for the SOUTHWESTERN 99's. We are all very excited, thrilled, and terrified! We have so many fun ideas for this meeting that the problem lies in time: there isn't enough time in one weekend to do all the things we have in mind. We promise a fun and fascinating weekend. You will be hearing more on this

We had a really fun party to welcome our newest 49½ ers, and entertain and honor all of them. On October 10th, we pinned our newest "co-pilots" and then spent the evening at a "mock" gambling hall. Everyone had a great time, especially the winners of the unique prizes.

In case you think we are all stuck on the ground, we aren't! Eighteen members and guests enjoyed a fly-in to Stockton for lunch. Some of those enjoying the food and flying were: MARION ROBINSON, JANE BAKER, JACKIE PETTY, EVELYN LUND-STROM, PAT APPEL, TONI KUHNS, JOAN HANSEN, VERA ARNOLD, MARY SMITH, LAYNE HACKET, and BARBARA KNAPP.

Many members have enjoyed flying trips with friends and family this fall. One thing we can usually boast, is comparatively good VFR flying weather in the fall months. HELEN MURPHY and 491/2 er BILL flew to Los Angeles in September for the annual symposium of Experimental Test Pilots. HELEN is still thrilled at meeting our astronauts, and said meeting CHAS. LINDBERGH was as thrilling to her as if she had met George Washington! PAT APPEL, recently won her Commercial rating, and flew the Pacific Air Race with TONI KUHNS. JEANNE McELHATTON won her multi-engine rating and with 49½ er DAVE sparked the program at the Charter presentation of the newly formed Alameda County Chapter. Friday, November 21st, our chapter will have a Treasure Hunt Flight. The flight will depart from San Carlos Airport and from then on it should be fun to see who will find the (??) treasure. JEANINE CECCIO and 491/2 ER PETE, spent quite a bit of their vacation flying time trying to get their King transponder working. They needed it badly because the weather was mostly IFR through Eastern New Mexico, Texas, Oklahoma, Illinois, and Missouri. They finally got it fixed in Opa Locka, Flori-

DOROTHY ASDEL earned her FAI Gold Soaring Badge with Diamond Goal. She flew 196 miles from Truckee, California to Battle Mountain, Nevada in her Schweizer 1-23G. Few glider pilots earn this award because the requirements are so very exacting and stringently enforced. DOROTHY made an approximate altitude gain, after release, of 9600 feet. (Without an engine!) This very feminine mother and grandmother has her private SEL as well as commercial glider rating with hundreds of hours in her log.

HAPPY THANKSGIVING, because we can travel "over the fields and over the woods, to Grandmother's house to-day."

TUCSON CHAPTER Ginny Cook, Reporter

THE PACIFIC AIR RACE—"they" thought we were going across the Pacific! But we fooled them, we made a fly-by at Havasu at some 200 odd feet and they were very odd, with the wind gusting 50 knots on the ground. The planes that were landing there for fuel were being blown off the runway. I kid you not, one plane came into Avra Valley Airport at Tucson, over



MARDO CRANE (L) and DALE GRAVES (R) got a big welcome from Chamber of Commerce President. John Gargen, when they made a gas stop at Kearney, Nebr. during the last AWTAR. Mardo and Dale made it to Huntington, W. Va., and are now proud members of the DBA Society (Disqualified But Alive). They were sponsored by the City of Cupertino, Calif., and received a generous donation from the Santa Clara Valley Chapter. Before the race people were saying of Cupertino -"Where's THAT?". Now you gotta believe they know it is somewhere in California!

the finish line for the race, with a Palos Verde Branch wedged in the tail. This happened to the same gal who a short time ago lost an engine and dead sticked it into VAN NUYS. She better keep on flying because with a guardian angel like she has, providence, look out.

There were 46 entries, two scratched, and two decided that discretion against the forecast winds, were necessary for their airplanes, so 42 made it into Avra Valley, 2 were disqualified, one crossed the finish line in the opposite direction, and the other was too far away to be identified. Of the 40 finishers, the following were the top ten: first HELEN McGEE and LAVERNE GUDGEL, second GINNY WEGENER and PAT INWOOD, third, MARA CULP and DEBBIE HERMAN, fourth PAM VANDERLINDEN and DAUGH-TER, fifth JAN GAMMEL and SARA LEE FISHER, sixth TRISH MARKS and CONNIE HOOD, seventh BETTY WHARTON and LOIS BARTLING, eighth MARY PEARSON and BAR-BARA JOHNSON, ninth MARGARET MEAD and FRAN BERA, tenth MARY PINKNEY and LEE TITLE. BONNIE BAKER won the strobe light and FLORENCE STANTON and MARY

DREYFUS, won the free week-end at the Hilton. It was a great race in spite of the turbulance. Most of the gals got whopped by luggage, one popped a door, and all stood on their wingtips several times. There was a hangar party furnished by Avra Valley Air and it was just what the doctor ordered. CARL SWANSON, the chief of the Tucson Tower delivered a delightful talk and JIM PREBEE presented the awards at the banquet.

Tucson's PENNIES-A-POUND air lift took place Sunday, October 19th at Ryan Field. In spite of the competition from a visiting glider club, all went well. Avra Valley Air, Hudgin Air Service, Mercury Aviation, Stroud Aviation and Tucson Aero furnished the planes and MAGGIE SHOCK, NORMA WILCOX, VIRGINIA EDWARDS, JAN ENGELHART, and SHIRLEY MARSHALL did the piloting. Chalk up one more very successful fund raising venture, Tucson's eleventh.

The Pacific Air-race terminus was at Avra Valley, Tucson this year. Not only did the Tucson girls have a warm welcome awaiting the participants, 8 girls from the Tucson Chapter competed. The Chapter was especially proud of CHRIS RUCK and Co-pilot JAYNE HUNTER who, flying their first race came in 14th and placed highest among the entries from Arizona.

JAYNE HUNTER'S plane is flying with a new coat of paint, and flies beautifully too.

Another pennies a pound, 19 Oct. '69, is past and it was a very successful day with 10 airplanes participating.

BARBARA WELCH and 49½ er were the only Tucsonians to participate in the Kachina Doll Races. BARBARA didn't tell me their scores, but she said it was a lot of fun.

JAN ENGLEHARD is now MRS. CHARLES STUTESMAN. MR. STUTESMAN, better known as the Flying Dutchman, operates the Down Town Airport, and flight school with JAN'S help. The honeymoon was postponed, however, while JAN underwent some emergency surgery. I understand all is fine now and JAN is home.

MERZA CLARK has been flying some photographic missions over the Tumacacori Mountains.

NORMA and NATE WILCOX are vacationing in Oregon, and California, but due to the uncertainty of weather along the coast are driving.

UTAH CHAPTER Barbara Dunkley, Reporter

Question-What has ten wings, five tails and 30 legs? Give up? Five planeleads of 99's going to an airmarking! And what a beautiful day it was too. Not only was it CAVU, we had the added benefit of viewing the beautiful Fall colors that Utah is so famous for. Our destination was Escalante, and those helping out were NANCY REUL-ING. LILA FIELDEN. VIVIAN YARDLEY WILMA NICHOLS, TERI WOJCIK, VIRGINIA WILKONSON, BARBARA BARLOW, BECKY WIL-KONSON, JANE PATTERSON, DAR-LA TOWNLEY, ALBERTA NICHOL-SON, GINI STREETER, ELEANOR IRVINE and BARBARA DUNKLEY. We had as our guest Jean Powell, who went along to help out.

On October 4th there was a 2c per pound airlift at Ogden, with proceeds going to a workshop for Mentally Handicapped Persons. It was a great success and a lot of fun. Besides local male pilots, NANCY REULING, ALBERTA NICHOLSON, MAUREEN RICHARDS and BARBARA DUNKLEY donated their time and gasoline to this worthwhile project.

LILA and NANCY participated in a proficiency test between Salt Lake, Delta, Price and back to Salt Lake and came in second. They were just 45 seconds off on their estimated time and .6 of a gallon off on their fuel consumption. If space allowed I would go into detail on how the winds aloft first put them behind time and then ahead of time and how they managed to compensate for it. Believe me, it was funny. We think they did a great job though, and we're real proud of them.

We held our annual Birthday Dinner at the Heidelberg Restaurant on October 8th, and had a great time. It is a very quaint German restaurant just loaded with atmosphere. I have one comment to make, however. If they take as long to do everything as they do to serve their meals, it's no wonder they lost the war! We had a very nice turnout. Those attending were ELOISE WILCOX, JOAN WILLIAMS, JANE PATTERSON, MAUREEN SHURTLEFF, JO WINTERLING, BARBARA DUNKLEY, GINI STREETER, VIV-



Under the wing—Darla Townley, Gini Streeter, Eleanor Irvine, Becky Wilkonson, Virginia Wilkonson. Back row—Jane Patterson, Barbara Barlow, Jean Powell, (unknown). Front row—Wilma Nichols, Teri Wojcik, Vivian Yardley, Nancy Reuling.

IAN YARDLEY, TERI WOJCIK, LILA FIELDEN, WILMA NICHOLS, MARION O'LEARY, MARGE PETERSON, KAY HOWELLS, MAXINE NIELSEN, ALBERTA NICHOLSON, BARBARA BARLOW, VIRGINIA WILKONSON, BECKY WILKONSON, ELEANOR IRVINE and DARLA TOWNLEY. We had as our guests JEAN POWELL, SUSAN LEWIS and PHYLLIS WILLIAMS.

A Fly-In breakfast at Salt Lake Airport Number Two saw the following 99's shivering and cooking breakfast simultaneously. VIVIAN YARDLEY. ALBERTA NICHOLSON, JANE PATTERSON, LILA FIELDEN, BARBARA BARLOW, VIRGINIA WILKONSON and BARBARA DUNKLEY. Working with us were our guests JEAN POWELL and CAROL BUCK.

October 25th found us winging our way over to Jackpot for a day of fun. I'm short on space, so will say the usual gang went.

JO WINTERLING and HARRIET BRIN came in 14th in the Kachina Doll race in Phoenix and had a great time. They had a few mishaps along the way, such as losing their brakes, losing their radio and having the engine cowling come loose, but upon returning to Ogden, things got worse. An uncontrolled plane got loose after a "prop" start and ran into Jo's 170, ripping into the wing and strut. No one

was injured, fortunately, but Jo will be without a plane for a while.

ALBERTA NICHOLSON flew down to the Bay Area to charter the new Alameda Chapter, and had fun shopping and visiting with old friends.

After travelling on business most of the summer, DONNA ODEKIRK and her 49½ TOM, had a marvelous vacation in Hawaii.

Congratulations to BECKIE WIL-KONSON on her recent engagement.

After getting in just six hours flying time since getting her private license, ELEANOR IRVINE reports her plane is in for a major. Tough luck!

DARLA TOWNLEY and her $49\frac{1}{2}$ flew to Atlantic City to attend the A.O.P.A. Plantation party. She got in $13\frac{1}{2}$ hours of flying time and had a grand time.

VIVIAN YARDLEY and her 49½ flew to Dallas, Texas, and VIVIAN says they had to come in on a 35 mile final! Now that's what I call sequencing!

An airmarking at Roosevelt winds up the activities for this report. Those attending were NANCY REULING, BARBARA HANSON, WILMA NICHOLS, LILA FIELDEN, JANE PATTERSON, BARBARA DUNKLEY, PHYLLIS WILLIAMS, VIRGINIA WILKONSON, BARBARA BARLOW, JO WINTERLING, ALBERTA NICHOL-

SON, TERI WOJCIK, ELEANOR IRVINE and VIVIAN YARDLEY.

Bye for now.

SANTA BARBARA CHAPTER Margaret Mead, Reporter

October's meeting mixed business with pleasure as the Santa Barbara Chapter gathered at the Colonial Inn in Oxnard, California for dining and musical entertainment. Approximately eighteen members and guests attended.

Our November meeting was held in Santa Barbara at the Colony Prime Rib House where Mr. John Kemp, Director of Sales for Aero Spacelines, Inc., and TIFS, Inc., was the guest speaker. Mr. Kemp discussed the background and birth of the famous Guppy aircraft (based at Santa Barbara), and explained the concept of "Total In-Flight Simulation," another project of the company.

Regarding activities of Santa Barbara Chapter members, Billie Herrin just returned from a week's hunting (?) trip in Boise, via Skylane; Margaret Mead attended the charter meeting of the Women Airline Transport Pilots Association on Oct. 3rd in San Jose (see news release elsewhere in this issue). Mara Culp provided transportation for Fran Bera and Margaret to the meeting in a Cessna 310; the trio had a little difficulty finding San Jose. - otherwise the flight went smoothly! Erma Christian has joined the ranks of the "air show" followers by attending demonstrations in Phoenix and at Pt. Mugu. Della Abernathy also took in the events at Pt. Mugu and was Santa Barbara's representative at the Fall Sectional meeting. Shirley Syndrak, Ann Louise Swanson, and Joan (Bitsy) Steinberger all attended the recent air show at Santa Maria. New member Arcile Martin just returned from Grand Canyon with 491/2 er Vern and sister. Etheyl in the family Aztec. Margaret Mead participated in the Pacific Air Race with Fran Bera as co-pilot. (First time Frannie has flown co-pilot since 1946!) The team placed 9th in the Race, but took first in crosswind landing competition at Lake Havasu; in an effort to keep the wing of their Aero Commander 100 down in 50 knot gusts, both pilots applied left aileron pressure with such intensity that the wheel stuck! Joan (Bitsy) Steinberger again received national publicity when the FAA awarded her with a medal for last summer's incident in the Powder Puff Derby. Her sponsor, Mac Truck, would not be out-done, so they also gave her an award: "Best of Breed, Order of the Growl". Helen Beck, new pilot and new member sat through her first slow roll in an airplane with her son at the controls.—Another flying family.

HOUSTON CHAPTER Aline Bush, Reporter

The Fall Sectional at Oklahoma City was well attended by Houston Chapter members and husbands. Among those attending were ALICE SEABORN, MARY BYERS, DELLE and GENE HIGHTOWER, BETTY FRITTS, LOUISE and MYRL BICKFORD, MABEL EDITH OLIVER, SALLY COX, ADELLE BAKER and MAYBELLE FLETCHER who extends thanks to all the girls who made the sectional a great one.

Along the airways this Fall could be seen BETTY and CHARLES FRITTS continuing on to Denver after the Sectional for a vacation; DELLE HIGHTOWER and GENE, flying to Searcy, Arkansas for a weekend visit; RUTH HILDEBRAND zipping to Del Rio and Sonora for the TSAA Fly-in; ADELLE BAKER accompanying the Texas Air Tour in her Citabria while MACKIE and ERVIN FUSELIER were winging their way to Dallas and on to the Bahamas for a week of fun and business. If any of our 491/2'ers are left out of the activity reports, remind your better halves to mention you were there. We know you don't stay behind very often.

SALLY COX is buzzing 'round and 'round in her newly acquired Mooney. M. E. OLIVER hopped a ride with SALLY to the Ok Cy Sectional and yours truly went for a cruise with her just to see if she could fly it. She could. MABEL EDITH has been busy with Civil Air Patrol encampments and teaching ground school at Mont-

We're Having a Clam Bake

You All Come to New England

July 12-15, 1970

Ninety-Nines Convention Bretton Woods, N.H.

gomery Co. Airport. A night owl, she flies down to Houston Hobby for meetings.

MARY JANE NORRIS has been getting ready to take her instrument check ride, and should be instrument rated by now.

PHYLLIS MORGAN turned her eyes from the skies temporarily to learn English hunt seat riding, hoping soon to ride her daughter's horse. Had fun riding in their stable horse show recently.

JACKIE KELLY attended CFI Clinic in Euless October 9, 10, 11. She has passed her instrument written exam and received Basic Ground Instructor rating. She also flew part of "Bring 'Em Back Alive."

MARY BYERS acted as chairman of "Bring 'Em Back Alive" sponsored by American Automobile Association. Ninety-Nines patrolled highways from the air, reporting on traffic conditions and density.

A recent fly-in to Longview was attended by five of the Houston members and two 491/2'ers. Fifteen Shreveport members were there and approximately ten from Dallas, among them Dist. Governor D. WARREN, ex-governor PAT JETTON and ELEANOR JOHN-SON. The girls were met at the airport by the Longview Chapter; TV coverage was provided and rides were given in the Piper Navaho. Introductory flights were available in the new Piper Arrow. Everyone rendezvoused at KATHY CASTON'S home for a delicious spaghetti lunch. It was a very successful and enjoyable day. (Ed Note: Someone was supposed to bring ye ole Ed's lunch back to Dal FSS. It never got there! By any chance did my lunch go to Hou.)

SAN DIEGO CHAPTER Evelyn Trimble, Reporter

This is from your new reporter, and here's hoping that this will be as interesting as they have been in the past.

MARION BANKS has been traveling again, she and THON GRIFFITH of Orange County, flew to Cape Girardeau, Mo. for the installation of the Board of Directors of the National Pilot Association. MARION was elected to the Board of Directors. Quite a busy gal, this MARION of ours, with all her energy pointed towards women in aviation.

BETTY WHARTON and her 49½ er have bought a new plane. a 1965 Cessna 210, and after getting acquainted with the new lovely, BETTY has plans of entering next year's Powder Puff Derby with it. Good luck to BETTY!

A great many of our members are not planning on cooking the traditional turkey this year-MARIE and JACK LEWIS and their friends, MAUDE and JACK GORDON are flying to Mexico for the holiday, VIRGINIA and ED SEAVERS are taking their Debonair for a holiday a farewell trip (temporarily we hope) leaving on the 20th of Nevember and flying to Mexico, with stops at Puerto Vallarta, and then on further south during the Thanksgiving holiday. Wonder how tacos taste instead of the lovely bird? We are sure that they won't be minding it one bit. Right after the first of the year, they are leaving us here in San Diego and moving to Honelulu because of a transfer of the 4914er. The big problem is how to get the Debonair over there. The problem of gas would make necessary the installation of aux tanks in the back seat, affecting the CG, and this in turn would make the Debonair unsafe for flying, so the task of having to have the plane dismantled and crated and shipped over is the problem of the day. Wonder what size crate Ed will have to build to accommodate the fuselage? They also have purchased a trail bike that folds up and fits in the back seat of the Debonair, and on their trips to the other islands, they will have their built-in ground transportation What a way to live!

MARGRIT GOODRICH has received her commercial license in the past month, congratulations . . . and now, what next MARGRIT?

BETTY WHARTON, MARIE LEWIS and LOIS BARTLING are going to fly to Sedona for the week end, and with the lovely weather we have been having, they are sure to have a wonderful trip.

Our San Diego Chapter is having a pot-luck supper for our Christmas party this year at the home of BETTY WHARTON, and it promises to be great. BETTY is a wonderful hostess, and we are all looking forward to it.

Will try to do a little be'ter next time, this reporting is quite a new thing for me, but it sure is a lot of fun, and I find out all of the local news—I sure have been missing out on a lot of things, and this is a wonderful way to catch up on all of the news.



Marie Richardson, Reporter.

There is much excitement here. MARGARET KENTLEY and PETER, leave Sydney this week-end to fly to London to compete in the England/Australia Air Race. MARGARET has bought a Mooney Executive and has had long-range tanks fitted. She will be the only Australian woman to compete. A farewell Surprise party was given her by Ninety-Nines and friends in Sydney, when a tiny toy Koala was given her as a lucky Mascot. Congratulations are due; to CHRISTINE HENDERSON and sister KATHERINE, upon Graduating from N.A.S.A. at standard equialent to that of Senior Commercial, and to LOUISE (PIE) HODGES, daughter of RUTH HODGES, upon gaining her Restricted Private Licence, PIE has now passed her Ground subjects and has to complete her cross-country work to get the coveted Private Licence-Unrestricted.

RUTH HODGES, ELVA RAPER and MOIRA ROBINSON, fly weekly Formation practice. RUTH has her I. F. R. Rating test coming up again in a few weeks so is working hard on that too. I. F. R. ratings carry flight tests every six months to maintain currency.

The Annual "Warana" Air Race, held in Queensland, this year attracted some 100 aircraft. ROSEMARY ARNOLD with co-pilot, flying a De Haviland "Chipmunk" came in 20th open competition, RUTH the ROGERS and ELVA RAPER flew "fastest time for Woman Pilot". On HERBERT and DOREEN McLEOD, As Handicap the Award went to DOROTHY wlel as flying the V.F.R. Section, RUTH and ELVA also competed in the Night V.M.C. run, a 4 hour flight. Being the slowest aircraft, they went off last (safety rules) and checked in around midnight. They had to get up again at 4:30 a.m. for Briefing for the second day's flying.

ROSEMARY ARNOLD, our only woman Helicopter Pilot, has been very busy flying a Hughes 300 on T.V.

Commercials and Dept., of Immigration Documentary Movies. When reporting for one T.V. job recently ROSEMARY encountered strong opposition to the idea that she could possibly be the Pilot, she "didn't look the part." When her offer to change into slacks met with the same resistance she finally lost her patience and informed the woman in question that as she (ROSEMARY) was the only HUGHES Pilot available, if they wanted the job done they'd have to put up with her. At this point the Big Boss arrived, a portly gentleman with heavy European accent. He took one look at Rosemary in her Orange leather mini-suit with white blouse, with blond hair piled white blouse, with blond hair piled high and declared there would be NO change "you are gorgeous, but gorgeous". We agree.

In almost perfect weather conditions, MARGARET KENTLEY and MARIE RICHARDSON spent 3 weeks of September on a Round-Australia filght of 4 aircraft and a total of 17 personnel. With 8 of the party licenced to fly two or more of the aircraft, the pilot one day would become navigator the next. The tour covered over 6000 miles, from Sydney through the Centre to Darwin and down the west coast to Perth, along the southern coast to Adelaide and home. Temperatures ranged from 70 degrees to high 90 degrees as they enjoyed the tremendous variety in scenery, vegetation and industry. The Centre is a photographers paradise with its magnificient colouring. From Darwin MARGARET and MARIE did a side trip, flying out to a wild game camp where they saw herds of water buffalo cooling off in the quiet waters of inland rivers. At BROOME they saw PERAL shell being unloaded, sorted and packed for over-seas markets. visited the American Iron Ore processing plant (MR. NEWMAN) at Port Hedland, a district famous also for its salt production. Blue Asbestos mining, Whaling Station and Digestor, Agricultural Research Station, Magnetic Ant Hills over 13 feet tall, the Carnarvon Tracking Station which is 180 degrees through from Houston and jointly operated by NASA and Australia on the Apollo flights, a brand new town at the sight of a newly opened Nickel mine, a Gold mine where they held for a few minutes a freshly poured Gold "brick", incredibly heay and worth \$20,000, huge irrigation scheme were some of the places and activity seen. The tour was very pleasant too for the contacts made with women pilots along the route, including Clara Aldrich, whose husband kindly arranged the visit to the Mt Newman plant, ROBIN MILLER, SUE FOLKS, MIKE FOGARTY, ANNE HATFIELD ROSEMARY DE PIER-RES, TIMMIE TIVER and BROWNIE WRIGHT

Ninety-Nines from the States, to visit us recently have been ELAINE SMITH of San Joaquin Valley Chapter and 491/2'er Dr. Lewis, RUBY TATMAN and BETTY ROGERS, El Paso Chapter. LORETTA SLAVICK and a friend from Greater St. Louis Chapter are expected next week. It is always great fun and real joy to welcome visitors. We only wish they could stay longer to give us more opportunity to show Australia to them.

Until next News. Happy flying.



Janet Ferguson, Reporter

We start this report with a simulated fanfare of trumpets and a whole heap of cheering and similar noises-of-if you could but hear it on your side of the water-in recognition of the special 40th Anniversary edition. What a wonderful organisation the Ninety-Nines is, and how happy we are that the British Section is a part of it.

Now to more mundane matters. . . . Our new officers for the coming year are as follows: Governor GILLIAN CAZALET, Vice Governor PAMELA HUNTLY, Secretary JANET FERGU-SON, Treasurer DAWN TURLEY, We wish our new Governor the best of British luck and thank our outgoing officers (in particular ELIZABETH OVERBURY) for their marvelous work over the past two years.

At the time of our last report SHEILA SCOTT was in the midst of her record-breaking flights to Africa and back. After breaking the London-Nairobi record she took part in the East African Air Safari, the extremely tough aerial equivalent of the famous East African Car Safari, and carried off the Coupe des Dames after a very rugged race. SHEILA then flew a record-breaking leg from Nairobi to Cape Town and finally completed the hat trick by knocking nearly 7 hours off her own Johannesburg-London record. A fantastic effort, adding to her already impressive list of record-breaking long-distance flights.

Immediateily on her return SHEILA attended the Woman of the Year luncheon, along with ELIZABETH OVER-EURY, and SHEILA was one of seven women selected to make a speech at the luncheon. The theme of the speechs was the proposal (in fun) to form an all-woman government, in which SHEILA'S role was to be Minister of Transport!

DAPHNE POYNTER flew to Holland and Denmark recently and while in Holland where she met MARGARETHA SCHERNERHORN, member-at-large, and had a couple of hours' chat with her at the airport. MARGARETHA is now engaged and is working toward her Airline Transport Pilots License.

LEMINA GORDON now has an "I.M.C. Rating". This is a "mini-instrument-rating" which will shortly be a requirement for various types of flying, including flying in controlled airspace in the sort of weather that requires a Special VFR Clearance.

Excitement is mounting as the London-Australia air race draws near, and at least one British Section Ninety-Nine is entering in her rather wellknown and well-traveled Piper Comanche. (No prizes for guessing who!) More news on this next time.

EAST CANADIAN SECTION

Anola Laing, Reporter

November 8-a beautiful fall day and we were guests of HELEN LOW and ELAINE WRIGHT at the Ponoka. Industrial Airport, Our meeting was talk, talk, talk concerning our bid for the start of the AWTAR in July 1971.

MARG BADMINTON, Edmonton had just got back from a two month jog-New York, France, Switzerland, the Rhine area, England and Toronto, Also overseas was IRMGARD RECH visiting relatives in Germany. IRMGARD and her family have just opened the "Ratskeller and Beergarden Restaurant" so if you're in Edmonton do drop in and say hello to Irmgard.

ROSELLA BJORNSON, Calgary is now instructing for North American Air Training College and working towards her instrument rating. DEE LANGE, Calgary, has an exciting new position at Eaton's as Special Events Co-ordinator. She even manages to do some modelling in her spare time.

JOYCE HRYWKIW and 491/2'er NOR-MAN were down to Ontario with their camper last month, What a marvelous time to go-all that beautiful fall foliage!

The weather really has co-operated. Our October meeting was held in Lethbridge at the home of MARG ROSS. Not a cloud in the sky or a breath of wind which is most unusual for Lethbridge. We welcomed our newest member GWEN CONROY who had flown down from Calgary in her "Blue Angel."

Our December get-together will be at the home of President JEAN BLENKINSOP. It is to be a social affair the evening of December 13 so bring along your 49½'er for a jolly good time.

Stand by for more news north of the 49th parallel. Big things are going to happen!

FIRST CANADIAN CHAPTER Wendy Smith, Reporter

Our chapter has launched upon a busy fall slate of activities. The September annual business meeting was a pleasant dinner affair at Toronto's Valhalla Inn. Both past and incoming executives are represented in the head table photo.

For the October meeting nineteen 99's flew into St Catherines Airport and were then driven to Niagra Falls. There, we split into two groups, one touring the Sir Adam Beck Hydro Power Station, and the other visiting "Canadia", a display of Canada's history in miniature. We reassembled for a lunch in the Hertige Tower which overlooks the Falls. The American Falls have been rerouted to enable the reinforcement of the lip of the gorge and this "turned off" fall feature provided almost as interesting a view as the magnificent Horseshoe Falls, After enjoying the sight from the topside, we donned rainclothing, descended the gorge, and walked under a portion of the Canadian Falls. The power and drama of this marvellous natural feature are so very real from this underside perspective!

In mid October ten of us spent a pleasant evening dining at the Toronto International Airport restaurant, as a farewell bid to GILLIAN CAZALET, the secretary of the British Section. GILLIAN had spent a day here and was enroute back to England after visiting Montreal, Winnipeg, Brandon and Toronto.

October 29, the Bahamas Tourist Association in conjunction with the Florida Women Pilots Association, gave a cocktail press reception in the Park Plaza Hotel, to officially announce the start of the All Women's International Air Race, from Toronto in May 1970. The Angel Derby chairman, MIRIAM DAVIS, and the president of the Florida Women Pilots Association CECILE HATFIELD spent several days in Toronto, and combined the press reception with the opportunity to finalize details for the race with our start committee. ESME WILLIAMS. ELAINE MAGEE, and BARBARA BROTHER-TON.

This year, we have again arranged weekly "Bunch for Lunch" fly-ins to various airports in our section of the province. Two of these Wednesday get-togethers, at Buttonville and Guelph, have had excellent turnouts; however, poor weather has thwarted all but the stalwart to several of the other lunches.

Our "globe flying" members this month are SHIRLEY MACDOUGALL and JEAN MACDONALD. SHIRLEY accompanied NEIL on a conference trip to Las Vegas. While there, the MACDOUGALLS rented a Cessna 182 and flew through the Grand Canvon and on to Monument Valley. Apparently this is a truly spectacular trip for scenery, but is also a rather tricky flying adventure with the many updrafts and downdrafts associated with canyon topography. Jean and David MacDonald are currently on their annual vacation to Mexico in their Cessna 172. I am sure we will have more more news of their flying adventures in north and central Mexico for the next newsletter.

MAPLE LEAF CHAPTER Jacqueline Frampton, Reporter

"It's either a Feast or a Famine" was a favorite expression at home and this fall has been a real "Feast" of flying activities for the Maple Leaf Chapter. There have been many local fly-ins which have seen the girls flying-in wearing their new Maple Leaf Tar-



(L-R) ELAINE MAGEE, BARBARA BROTHERTON, ESME WILLIAMS, HELEN BARTER, and JEAN MacDONALD, at the head table of our annual business meeting at the Valhalla Inn in September.



ROGER DAVENPORT, guest speaker at the October meeting is being presented with a Maple Leaf pin by HILDA DEVEREUX, chapter chairman, as a token of the group's sincere appreciation. JACKIE FRAMPTON on left.

tans, GUELPH saw an unofficial meeting of seven Ninety-Nines for hot breakfast and a day of fun flying.

October saw the girls flying to Sarnia for a joint meeting of Ninety-Nines and Experimental Aircraft Association Chapter 199. Western Ontario was well represented as nearly 100 people filled the hanger at Seneca Air Services to hear speaker ROGER DAVENPORT, president of E.A.A. Chapter 250 Aero Park, Wisconsin. We also enjoyed watching films from E.A.A. headquarters and discussing the static Displays presented by local aviation groups.

ROGER spoke of his experiences restoring and flying a 1940 Taylorcraft and as president of Chapter 250, spoke of the problems, progress and activities of the chapter. Following the films of the International Rockford Convention many of the girls felt motivated to start construction of their own aircraft.

The success of this joint meeting in providing a stimulating and informative afternoon for everyone interested in general aviation and fun flying has encouraged all of us to work toward more co-operative meetings.

November found 17 girls meeting for a bowl of chili at the London Flying Club to discuss plans for future meetings. Four prospective members joined us as we voted to hostess the Spring Section meeting and join the girls of the First Canadian Chapter for an Air Education Seminar.

The busy afternoon included a question and answer session during which the chief Air Traffic Controller at London Airport answered some of those knotty questions that were fouling up the beautiful radio work.

Plans for the spring include a Canadian Aviatrix Trophy to be presented by Canadian 99's to an outstanding woman pilot. The Maple Leaf girls are to appear on the local television station to discuss women in aviation. And never forgetting, somehow to Arrange to fly the Angel Derby. Toronto to Nassau this year, none of us want to miss this opportunity for fun, flying and friendship!

For all Canadian 99's, the Maple Leaf girls are selling gold Maple Leaves that attach by a chain to your 99 pin. For \$4.00 you can order your Canadian Maple Leaf from BERTHA SNELGROVE, 333 REYNOLDS, LONDON, ONTARIO, THEN WHEREVER YOU FLY YOU WILL BE DISTINCTLY CANADIAN.

With all our activities and plans, we haven't forgotten the Christmas season. BERTHA SNELGROVE is arranging a Christmas Cocktail Party at her home Saturday Dec. 6th with everyone going on for the evening to share the festivities with the London Flying Club members at their annual Christmas party.

With the holiday season on its way, for those who are thinking of family flying vacations there is a new 28 page publication which provides a variety of tips, checklists and information for a fun and worry-free trip. "Guide for Light Plane Travelers" is available without charge by writing to the Goodyear Tire and Rubber Company, Aviation Products Division, P.O. Box 9278 PR, Akron, Ohio, 44305.

OTTAWA -- MONTREAL CHAPTER Irma Selig, Reporter

The Ottawa - Montreal Chapter held a meeting in Montreal on October 24th at Miss Montreal at Dorval. Most important item on the agenda was the planning of a Poker Run to be held in June. Discussion of the airports to be used and delegation of workers took place. Attending this meeting from Ottawa were PEGGY BEEMAN, chairman; DOROTHY BOOK; and CARMEN MONTGOMERY who, due to weather conditions had to come by train. From



JEANNE McEACHERN and JACKIE FRAMPTON, co-chairmen of the October joint meeting of 99's and E.A.A., are looking at a 1939 Taylorcraft to be restored by members of the local E.A.A. Chapter 199.

Montreal were TONI RAMSAY, JEAN-ETTE CLIFTON who we welcome to Montreal from Seven Islands, BETTY ISSENMAN, and your reporter. Potential members were KAREN VILEN from Sweden, PENNY NAYLOR, MARIE BOURGEOIS and SUZY KAC-ZENDER who is presently working for her private license. ANITA NUNNS and her 49½er were out West in Seattle for a convention and so she was unable to attend. They had a very interesting trip - traveling for the most part with two other planes and having to make numerous detours because of weather. But they did make the convention and returned vowing to work on their instrument Rating this winter.

Your reporter and her 49½er have spent a very busy and interesting six months. We graduated from a Skylane to a Twin Commanche and have been very busy getting our multi-engine rating and renewing our instrument rating. I never realized how useful this last can be until we flew out

NEXT DEADLINE FULL ISSUE

Must be Mailed to be Received by the editor by Dec. 20 . . . Mail to Box 38499 Dallas, Texas 75238 West in June without it. We are now poring over maps planning our winter trip.

TONI RAMSAY who already has her SELS and Instructor's Ratings is working on her Instrument Rating and KAR-EN VILEN who holds a Swedish license is working to get her Canadian license.

BETTY and ARNIE ISSENMAN were in Yugoslavia during the summer where they cruised the islands. They had a wonderful time even though they had to leave their Skylane back home in Montreal.

Both Montreal and Ottawa are busy contacting potential members and it is surprising how many gal pilots have been discovered in our area. Two future 99's were contacted in the Moncton area and there are 10 to 12 girls in the Brockville and Kingston vicinity who are interested in joining.

On December 4th our Governor, JEAN MACDONALD, is to attend a meeting in Montreal at the home of JEANNETTE CLIFTON where plans will be made for the splitting off of the Montreal group from the Ottawa group. However, even though the Montreal girls will be forming their own Chapter, they will continue to join forces for projects such as the Poker Run in the Spring.

WEST CANADIAN SECTION

WESTERN MANITOBA CHAPTER Marjorie D. Stevenson, Reporter

99's of Western Manitoba Chapter hosted the well attended annual Canadian convention held in Brandon in September. BEA STEADMAN, the International president was our honored guest. We had a real "Fun and Friendship" time and were sorry it was over so guickly.

In October we were honored with a visit from GILLIAN M. CAZALET, governor of the British section. GILLIAN is an air line pilot - flying daily routes London to Paris - and sometimes Germany and Switzerland. The Mayor of Brandon presented GILLIAN with an honorary citizenship of Brandon certificate and a gold maple leaf pin with buffalo crest.

Our chapter provided doughnut and coffee service at the airport for the folks attending the United Appeal 2c a pound fly-in. All proceeds were donated to the United Appeal.

SOUTH AFRICAN SECTION

Yvonne Van Den Dool, reporting

The 99 Air Safari is going ahead very well. The exact dates of this trip: Saturday April 25th, 1970 — leave New York PA 150 1800. Sunday, April 26th, 1970 — arrive Jan Smuts Airport 1915 and transfer to Kyalami Ranch.

The tour then continues until May and lunch at Mala-Mala Game Reserve, 15th — after morning game-viewing fly to Jan Smuts Airport, Johannesburg, and nightstop, Johannesburg. Saturday, May 16th, 1970 — 0800 Leave Hotel for SA201 Johannesburg — New York via Rio de Janeiro, arriving New York the same day.

Just reading through the itinerary gives me itchy feet.

MOLLY LOWE, our member from Mica, Northern Transvaal, recently flew her Cherokee 180 to Cape Town. She reports heavy headwinds all the way down to the Cape, but she came galloping back. YVONNE VAN DEN DOOL recently spent a weekend at a



SHIRLEY MENNIE, GILLIAN CAZALET, governor of the British section, and DOROTHY ROSENMAN. SHIRLEY and DOROTHY both of Brandon. GILLIAN is trying to make herself smaller as she is so much taller than the other two. Maybe you could just use the top part of the picture.



B. Steadman and Hon. Len Evans, Minister of Mines and Resources at the annual Canadian convention held in Brandon in September.

sheep farm in the Karoo (Cape), flying people down on business. Seems the Cape has built-in headwinds.

MURIEL GARROW is now with an aviation company at Rand Airport, where she is in charge of their flying section. MARIE GODWIN is still busy building her ultra-light aircraft. We hope to have some pictures of her aircraft soon. DOREEN GREENBERG is collecting multi-engine hours daily, flying the length and breadth of the country.

Get APT

We have a very keen prospective member from Klerksdorp. She is PETRO DAWKINS who is 14 years old. PETRO has sufficient hours and skill to be sent off solo but due to her age and D.C.A. regulations, she has to wait another three years before soloing. In the meantime she is studying further. It is wonderful to see such keenness and ability in a youngster. What's the bet that she will be one of our country's top pilots one day?



CONNECTICUT CHAPTER Rose Ann Crim, Reporter

The Connecticut Chapter is in full swing getting ready for the New England Convention July 12 - 16, 1970 at Mt. Washington Inn, Bretton Woods, New Hampshire. This promises to be a fantastic week in beautiful New England so mark the dates on your calendar now.

At our meeting in October BOBBIE HERBERT, CYNTHIA KEMPER, and PRIL LOVERIDGE brought along some of the material they plan to use for the RUTH NICHOLS luncheon at convention. The old New England Section Newsletters, Clippings from newspaper in the 1930's, pictures of outstanding women in aviation, and one of the early Ninety-Nine Handbooks proved to be very interesting and thought provoking. We expect more plans from these gals at future meetings.

We are trying not to forget that any big project takes money so NINA HET-MAN is busy selling model airplanes and BOBBIE HERBERT is making custom made pitot covers.

MARILYN ASHLAND gave us the wonderful news that her husband BILL, is in order for congratulations. After watching MARILYN fly for 4 years BILL has now solo'd. He took the written exam three years ago and passed with flying colors — Now he must take the test again. We hope by the time this letter is published that BILL will have his license. Congratulations BILL!

With the Christmas party and many instructive meetings coming up, the Conn. Chapter will be busy-busy. In the meantime all of you "Think New England Clambake" in July, 1970.



Northern Chapter meets at Burlington, Vt. International Airport with Airport Manager William Shea as host and speaker. with Mr. Shea are HOPE RIEHLE, MADELINE BLIDBERG, SHIRLEY RUDMAN, JEANNE BENNETT who is the chapter's new chairman, JEAN BATCHELDER, ALMA SMITH, LOIS CHESTERLEY, JANE DEMERS and DRUCILLA SCHNEIDERHEINZE.

EASTERN NEW ENGLAND CHAPTER Katherine Tompkins, Reporter

The flying hasn't been what you'd call optimum around here, unless you're a duck that is. The last meeting at Barnes airport in Westfield, was well attended by disgruntled Ninety Nines grounded by an unpromising dawn. To spite us all the weatherman promised clearing after noon, which materialized about half way to Westfield in the four wheelers as we ruefully cast our eyes skyward to view the fluffy white clouds and blue sky we hadn't seen in many a day. We had a productive meeting, however, with many new faces and scrumptuous doughnuts. A new brand of pass the hat was started as everyone who drove kindly donated a quarter to the convention fund. Seemed fair enough to those who flew (there weren't any). The main topic of discussion was the proposed rule on traffic control areas which is strongly opposed. A telegram of private pilots against the proposal was started and carried through by

GEORGIA PAPPAS and the operators at Hanscom. Last I heard there were about 75 names on the list. Lunch at HOWARD JOHNSONS preceded a presentation by MONA BUDDING and CHRIS SEAVER complete with slides and photographs of the Powder Puff Derbys they have flown in. We all enjoyed their humorous accounts of adventures and trials across the country and secretly wished it had been us.

ANN PRINGLE has rejoined us as her 491/2 er ANDY has been stationed at Westover again. Their Stinson has been replaced by a Cessna 195. We're awfully glad to see them back. DOT PULIS has been soaring at Sterling airport and already has her glider rating. JAN WOOD GRAHAM is getting married soon to BILL HORTON. BILL is with TWA and will be carrying her off to the great Midwest. Best wishes to JAN, we sure will miss her. Transfer JOANNE OSTERUD hails from Seattle, Washington and is here studying political science and physics at MIT. She's been flying with Tech.

Flying Club at Hanscom and is quite accomplished in the Citabria. Our newest private pilot, GENE WOODWORTH, was warmly welcomed as an official member of our chapter at our last meeting. She's been a long time friend and supporter of our chapter known to many as a hostess with the most and a zany good humor. Naturally to show our faith in her already proven knack for organizing things she was immediately voted most likely to succeed as the chairman for the spring hanger sale.

GENE and 49½ er STUART (Chairman of the New England Air Derby) have a Cessna 182 which it is said has covered every square mile of air space in several hundred miles from Boston. I hear GENE had an interesting trip in Kansas last week and reports the flying is pretty good out there in the wide open spaces with all those big empty fields for impromptu landings. That's some way to get flying time, charter a plane and pilot and fly it yourself to make airline connections.

Another traveler ISAEEL BLODGETT is flying her Bonanza to Denver, Colorado to be with her daughter and family for Thanksgiving. We're sorry to hear MARIE LEPORE has been down and out again and wish her a quick recovery. We hate to have such a wonderful and devoted gal grounded.

Well, winter is definitely in about now and we're bracing ourselves for a long cold one. To help us along will be a festive Christmas party in December at BILLIE DOWNINGS. For the rest of you (even if you are in the sunny south), we wish you the jolliest of holiday greetings, and a Happy Anniversary Ninety-Nines.

NORTHERN CHAPTER Alma Smith, Reporter

Chairman JEANNE BENNETT is continuing the chatty newsletter which her predecessor, JEAN BATCHELDER started for the chapter to keep members au courant.

October's bright blue weather failed to hold for a luncheon session before the New England Air Derby's scheduled treasure hunt, so we missed a chance to see if Sunday is a better meeting time for our members. JEAN BATCHELDER and JOY BRICKER, chapter secretary, were the only representatives from the North Country at Hyannis for the Columbus Day event. They had to return home before the weather finally cooperated sufficiently for the race to be flown Oct. 13.

Lebanon, N. H. Airport was the scene of the Nov. 8 meeting and Manchester's Grenier Field has been selected for December.

LOIS CHESTERLEY has been named Section Membership Chairman, and JEAN BATCHELDER is serving on the Section AE Scholarship Committee. JEAN has moved up to vice president of Aviation Association of N.H. Northern Chapter was ably represented at the AANH fly-in at Twin Mts., an autumn tradition, by JEAN, Chairman JEANNE, DORIS WURSTER, chapter treasurer, and SHIRLEY MAHN, a past chapter chairman.



GARDEN STATE CHAPTER Mary Rose Myers, Reporter

The new officers of the Garden State

Chapter were formally installed to office at the New Yerk-New Jersey Section meeting in Rhinebeck, N. Y. The officers installed were Chairman, FLORENCE WALSH; Vice-Chairman, JERRY ROBERTS; Corresponding Secretary JANE MARTIN; Recording Secretary, ALMA HITCHINGS; Treasurer, DORIS DOLCE.

The first order of business conducted by our new Chairman was the establishment of a living memorial to the late Ocean County Freeholder, ROBERT MILLER. The living memorial is a Library in Aviation Education. JUDY MELTSNER, the out-going Chairman of our Chapter sponsored this memorial and the establishment took place at the Sectional meeting.

The first meeting of our new year was very largely attended and the beautiful day enabled a very large flyin attendance. The meeting was held in our official headquarters at Ocean County Airpark.

Freeholder JOSEPH PORTASH made photo album presentations to JUDY MELTSNER and FLORENCE WALSH and they were also presented inscribed framed photos of themselves being presented awards by New Jersey's GOVERNOR CAHILL. The photo albums were pictures of the dedication and also the first anniversary of the Ocean County Airpark.

Garden State Chapter will be airmarking three hospital Heli-Pads this month. The first to be painted will be Community Hospital, Toms River, N.J. The other two hospital Heli-Pads to be painted are Paul Kimball Hospital, Lakewood, N.J. and Point Pleasant Hospital, Point Pleasant, N.J.

GAY MAHER has been appointed to the post of Amelia Erhart Chairman . . . JANE MARTIN has passed her commercial flight test and now has her commercial rating . . . DONNA WILLARD is now instructing for Gay Maher's Aviation flight school, "GetSet" . . . DIANE SHAW is the happy, proud owner of a Cherokee 180 and SANDY DUMAS is one of our newest members.

One of our "Sixty-Six's" is our very newest full-fledged member. It was on our meeting day that STEVE GREST-EDT took her flight test and she came in to the meeting with the happy news. And her Hubby also bought her a Cessna 150. You know . . . our "Sixty-Six's" are not "Sixty-Six's" very long before they graduate to the ranks of

the Ninety-Nines. These student "Fly-Gals" sure are a great group.

The AWTAR Terminus has been changed to the Three M Airport at Bristol, Penna and the Eastern Penna Chapter is the Terminus Hostess Chapter. The Garden State Chapter will be all out a 100% to help our Sister Chapter. We Garden Staters sure remember the most wonderful help they afforded us when we chaired the Derby Start in 1967.

Garden State Chapter has received envelope orders for the Max Conrad Postal Cards that will be signed and mailed by Max Conrad on his Pole to Pole flight at Christmas Tide Time.

Speaking of Christmas Tide Time . . . our Garden State Chapter Christmas Party will be held in conjunction with the Ocean County Airport Christmas Party on December 13, 1969 at the Red Lion, Osbornville, N.J.

ALICE HAMMOND's Mooney "Susie Q" underwent major surgery" . . . like a new engine. CLAIRE KURICA is nursing a broken finger and "Yours Truly" is wearing a soft neck brace for an injured neck (car got clobbered in the rear by an un-alert driver). Like I say . . . FLYING IS SAFER THAN DRIVING.

Well this is all the "Chatter-Patter" from this "Neck-of-the-Woods" at this time . . . so Happy Sky-Hours to all and a very Happy Thanksgiving."

GREATER NEW YORK CHAPTER Mareb V. Hoke, Reporter

Welcome gals to a new year of flying fun, and friendship. This is the year for Aviation Action as well as flying fun. Our area has been plagued with problems of airport phase-outs and now the new proposed Terminal Control Area Rule. Just stop and think -40 years ago our Chapter's Charter members were faced with problems of recognition. Now with the tremendous growth experienced by general aviation, we are faced with the survival of our airports. Let's all get behind the newly formed Greater New York Chapter Aviation Action Committee and write to your Governor, Senators and Representatives. General Aviation needs all the help it can get!

Now to a lighter note and fun — MINA ELSCHNER, JULIE VOM SAAL, and HELEN EGAN all participated in the New England Air Derby at Hyannis, Mass. October 10th - 13th — The sea fog was very uncooperative and made the race rather uncertain.

Enjoyment was not variable - but steadfastly wonderful. Glad to hear we have such courageous flyers in our Chapter,

BETTY PATTON is starting an Aviation Orientation Course for a group of 20 students at Dwight Morrow High School in Englewood, New Jersey with hopes of getting a fully accredited course in the curriculum by next year.

KAY BRICK attended FAA Women's Advisory Commission in Washington D.C. and the National Pilots Associa-October. Much of the time was devoted to discussion of proposed plans for tion meetings in Cape Girardeau in flying in the terminal control areas.

Thanks to LOUISE GALFAS — Hear she was a big asset to the Long Island Penny-a-pound event. Louise made 25 flights in a Bonanza, carrying a total of 100 passengers.

SELMA CRONIN recently was vacationing in Japan — She had cocktails with fellow 99er YARNOZUKI.

RUTH BLISS recently represented the Greater New York Chapter at the Washington D.C. Meetings pertaining to the Terminal Control Area Rule of 99ers, FAA officials and various Congressmen. Thanks, RUTH, for representing us. Understand she also took an active part in the Ramapo Valley phase-out meeting in New City, New York.

MARJORIE STRAUB made her first parachute jump on August 31st and also flew jump pilot for the Flying Dutchmen Parachute Club. Also recently returned from a month's vacation trip in Santa Catalina Island, Calif. She made the trip in her Tri-Pacer from Linden, New Jersey. It took her a total of 68 hours.

The program theme at the November meeting was "Weather to Go or Not to Go". An FSS representative was on hand to answer questions. The film shown was entitled "THE UNCHAINED GODDESS".

Welcome New Member — JANE JACOBUS of Kinnelon, New Jersey. JANE flies out of Caldwell Wright Airport and has recently earned her private pilot's license. Young appearing — I was informed she is the grandmother of two. Nice to hoye you with us, Jane!

Congratulations on New Ratings — PEGGY SHINN received MEL rating on November 4th. MARJORIE STRAUB recently received a glider rating and commercial rating. Also she has two hours of 707 Pan American simulator time from CAPTAIN JOHN HARRIS



Seated: Ellie McCullough, Ways & Means Chairman; Julie vom Saal, Co-Chairman; Doris Renninger, Chairman of 40th Anniversary Convention; Honey Kate Trattler, Chairman of Amelia Earhart Luncheon; standing: Dee Mosteller, Publicity Chairman; Kay Hilbrandt, Chairman of Anniversary Banquet; Ruth Dobrescu, Favors Chairman; Louise Galfas, Transportation Chairman; Judy Meltsner, Registration & Hospitality Chairman; Selma Cronan, Treasurer. 1969 Convention Committee chairmen meeting at Teterboro Airport with Progress Report on their committees' plans for the 40th Anniversary International Convention . . . these gals made it all happen.



Left to right—Julie Vom Saal and Mina Elschner at New England Air Derby, at Hyannis, Mass.

at the Pan American Terminal, Kennedy Airport.

Airport News in the Greater New to try to keep all chapter gals informed York Area — This reporter would like about what new facilities are available on or near the airports in our area. Hope this will be of help to you.

Morristown Airport (New Jersey) is lengthening Runway 22 approximately 500 feet. Newark Air Service recently broke ground for a huge new hangar for Corporate Jets at Morristown Airport. Cobelt Airport (9 miles northwest of Stewartsville, New York) hopes to reopen their restaurant shortly. Princeton Airport (New Jersey) says restaurant is under new management and hear the food is real fine.

HUDSON VALLEY CHAPTER Doris Fitzgerald, Reporter

October was a busy month for our entire chapter, but especially for me. The first weekend, October 4 and 5, JOAN WAGER, BETTY HURD and I worked at registering aircraft at the Annual Antique and Experimental Aircraft Show at Kobelt Airport, Wallkill, New York. JANE THEURER and 49½ er JOHN flew in on Sunday for the show. I had a picture taken for the 99 News, but it just didn't come out — one of us must have broken the camera???

The next weekend was the Northeast Aero Historians' meeting at Rhinebeck, New York. I was pleased when I was asked to be on the Committee to plan next year's meeting, and suggested that they have some 99 Charter Members who were a part of aviation history to address the meeting next year. This suggestion was favorably met with.

On October 18, the event that we had all been working on took place at the Beekman Arms, Rhinebeck, New York - the N.Y. - N.J. Sectional Meeting, which our chapter hostessed. We feel that it was a huge success and presented a varied, interesting program, starting in the morning with an Aviation Medicine Seminar and Open Forum headed by DR. WILLIAM W. MILLER A.M.E. from Schenectady, N. Y. After our business meeting and lunch a panel discussion whose theme was "Up With General Aviation" included JOHN MURPHY, Supervisor Air Traffic Spec. at the Boston Center, AL HALL and AL LEROY, Chief Specialist and Supervisor, respectively, from the Albany Control Tower and Sgt.

JOHN RYAN, with the Aviation Branch of the New York State Police. The featured speaker was MAX KARANT, SENIOR VICE PRESIDENT A.O.P.A.

New officers of our chapter are: Chairman, MADEYLN EYLES; Vice Chairman, DORIS FITZGERALD; Recording Secretary, KATHY HEIDRICH; Corresponding Secretary, JOANNE PERKO; and Treasurer, JANET LIVINGSTON. Your new News Letter Reporter will be ELLEN SIVACK, and our Air Age Education Committee will be headed by GALE BROWNLEE and NANCY MOORE.

We now have our second Whirlygirl in our chapter—Congratulations to GALE BROWNLEE who now has her helicopter rating and is Whirlygirl No. 141

Other doings of our chapter: NANCY MCORE passed the Commercial Written, KATHY HEIDRICH flew (commercially) to Los Angeles and got on the flight deck of the 707 she boarded in Chicago. She said this was very interesting and the pilot wasn't bad either! MADELYN EYLES and husband, IRV, have been to Hawaii and back on vacation and had a wonderful time.

WESTERN NEW YORK CHAPTER Doris Culp, Reporter

Both CECELIA KENNY and AGNES DENLER, were well-equipped with materials and know-how to finally put our 99 banner together after our dinner meeting October 13 at the Airways Motel. CECELIA's design is truly a work of art and a "high" ole time was had by all involved in its construction. JEAN VALVO displayed great physical dexterity - and stamina - which in no small way contributed to the building of the banner and the success of the flight - I mean, meeting.

BETTY WALKER reports that the blustery weather in this area has provided plenty of opportunity to concentrate on her crosswind landings, News from ETHEL FEDDERS: JERRY PAINE has been vacationing in Newfoundland. LOIS RINCK will be with us again as soon as she is settled in her lovely new home in Williamsville.

Fun-A-Plenty in Seventy
Ninety-Nines Convention
Pretton Woods, N.H.

July 12-15

Our international travelling 99, ELLEN TAYLOR, has just returned from her second trip to Europe this year. DOR-ITA NORTON is still with us in spirit, but her busy program as Director of the Research Foundation doesn't coincide with our meeting night. Those of us who remember Dorita as a most enthusiastic and energetic Chairman are looking forward to having her at our meetings as soon as her schedule permits.

A warm welcome to JOANNE LANDIS who has moved with 49½er, RON, from East Lansing, Michigan to the Euffalo area. She was a member of the Michigan Chapter, and we are very happy to have her with us now in New York,

KATHY POTOCZAK and 491/2 er, HENRY, flew to Walkill for the air show at the Kobelt Airport, KATHY is getting closer to her Commercial test every day. (HENRY has already passed his exam.) ARLENE BRAY received her Instrument Rating the very day of our meeting, October 13. She used it immediately to co-pilot an Apache to Marion, Indiana. Last month she and 49½er, MILFORD, attended the A.O.P.A. Plantation Party at Atlantic City, New Jersey. TERRI PIR-RUNG continues to make us proud of her and has now received her Instrument Instructor Rating. anxious to see what she will tackle next! Would you believe they are standing in line to get into AGNES DEN-LER's Ground School class at Kenmore Adult Education? With 34 people enrolled they had to turn them away. Her reputation must have preceeded her! Incidently she had a great flight to Boston to visit her grandson on his first birthday.

Our dinner meeting with 491/2 ers and invited guests at the Airways on November 10 was highlighted by the presence of our special guests, MR, and MRS. WARREN HALL. WARREN presented a most informative illustrated talk concerning two projects tested at Cornell Aeronautical Laboratories. One was an FAA project on Stability Augmentation System for light airplanes. This was conducted by C.A.L. with 26 non-instrument rated and 5 instrument rated pilots in a specially equipped Beech Debonair. By means of automatic cameras and recording instruments the performance of each pilot was measured under VFR and IFR conditions. Several cross country runs were made with the SAS on and with

it off to evaluate it under various conditions. The results demonstrated great improvement in control of the aircraft with the SAS on, increasing the flight safety for non-instrument rated pilots. A color sound film was shown on the same subject dramatically emphasizing the value of SAS. The other subject discussed by WARREN was the variable stability aircraft which have been developed by C.A.L. These are used to simulate such as the Learjet, Saberliner, and other corporate type jets. By means of these specially equipped aircraft the response of the new designs can be closely simulated to predict actual results and train crews. One of the more interesting variable stability planes has the nose portion of a Boeing 747 grafted onto the regular nose of the test plane. With this a test crew can fly the plane and get the feel of response even under extreme conditions with complete safety. Because of WARREN HALL's knowledge of his subject and superb presentation, all 23 members and guests present were most impressed with what Cornell Aeronautical Laboratories and the FAA are striving to do for us as pilots in a world of aviation.

The report to the Chapter on the Section Meeting at Rhinebeck, N.Y. with Hudson Valley Chapter the hostesses made us all sorry that we couldn't be there. Those fortunate enough to be able to attend were TERRI PIRRUNG, KATHY POTOCZAK, ELLEN TAYLOR and NELL DUTCHER.

We are glad to hear that VIRGINIA SCHWEIZER is back in action again since her cast was removed in June. She and her husband, PAUL, went to Europe in September and visited 8 different soaring and gliding sites in England and Germany, met many soaring personalities and observed much activity where all launching methods are still used (airplane, auto and winch towing with all types of sailplanes). They also visited sailplane and instrument manufacturers and had an interesting flight in an auxiliary powered sailplane, The Falke, at Lasham, England site. A thrilling experience was their flight at the Dunstable site in an open cockpit glider from a winch two, and as they went skimming along the ridge right by the gliderport, picnickers waved at them from below, A memorable flight was over the Wasserkuppe in Germany where they trained pilots for World War I. Should be an exciting time in Texas next summer where the

International Meet for gliders will be held.

A wonderful, exciting New Year to you all and best wishes for a year of happy flying.

Until next time - fly like angels!

LONG ISLAND CHAPTER Marilyn P. Hibner, Reporter

Help Wanted/Female - Pilots - Fulltime "friendship" positions with Long Island Chapter Members - no experience required - fringe benefits - "fun" position with a future - salary strictly on a "profit sharing" basis!

Late Edition Bulletin: Our Penny-A-Pound, November 1st, was a "weighty" success — 11 tons of female weight, to be specific! Our thanks to all the 49½ ers, Wing Scouts, MacArthur Airport personnel, aircraft contributors, volunteer pilots, news media, and many others who assisted in this successful event.

Public Notices: Be it known that -DONNA FLAUM, our A. E. Scholarship winner, has done it againjust received her Basic Ground Instructor Rating. Whatever DONNA wants, DONNA gets! PEGGY FORD's gone under (the hood, that is), as her 491/2 er husband filed the instrument flight plan and PEGGY flew the wobbly course to the Rhinebeck Show. Congratulations to MARGE GRAY-promoted to Lt. Col. of the Air Force Reserve. MARGE attended the International Congress of Reserve Officers, this past August in Holland. IRENE BRUNKS now with 20 hours of Helicopter instruction and solo behind her. The Fall Section Meeting, October 18th, at Rhinebeck, N. Y., was attended by ELLIE McCULLOUGH, Governor; RUTH DOBRESCU, Chapter Chairman; NINA CLAREMONT, Vice retary; IRENE HENRY, Treasurer; Chairman; SHERRY O'KEEFE, Sec-BARBARA EVANS, JO O'BRIEN, DAISY POSS, HELEN MOXIM, GUS ANDERSON, and JOAN FLEISCH-MANN. Let's give some lift to our new line of officers. JOAN FLEISCH-MANN and 491/2 er, ARTHUR, making pleasant habit out of frequent family trips to Block Island, Nantucket in their 172, MARGE GRAY, BARBARA EVANS and RUTH DOBRESCU attended the WIAA tea.

Weaver Airline Training School has, as its Area Manager, our NINA CLAREMONT. Our "Low Altitude" award goes to HONEY KATE TRAT- TLER for winning the Hunter Championship at the Old Mill Farm Horse Show—only member I know of who wins while grounded! Congratulations, HONEY KATE. I understand the trophy is a beauty.

Personals: Apologies from "Unpredictable" to the teams of ELLIE Mc-CULLOUGH and ANNA DIETRICH (and ANNA's Piper Cherokee), and THELMA and DOTTIE BOCK who planned to tie for first place in the New England Air Derby, had it not been cancelled due to weather.

Feature: "Long Island Chapter Plane Mate of the Month"—Our one and only "gymnastcyclistchairman" RUTH DOBRESCU. And . . . I hope . . . a good sport!





VIRGINIA CHAPTER Toby Lehman, Reporter

The Virginia Chapter is celebrating this fall their third anniversary. Although we did not receive our charter until April 1967, a small group of women pilots were holding regular meetings. This enthusiastic group was busy during these early months exchanging ideas and forming a constitution to be followed in the months and years ahead. From the original 15 charter members 9 remain in our chapter.

This fall our chapter sponsored a general aviation dinner and dance get

acquainted party. Circulars were sent to all pilots in Virginia through our State Division of Aeronautics. We feel the response was very good and the need for getting acquainted with other pilots all over the state does exist. We hope to have started a tradition which will continue once a year.

Our congratulations go to AMY MORRIS who recently got her instructors license. Amy has been sharing her knowledge with us by providing our chapter with very informative programs.

April 11, 1970 has tentatively been selected for the Middle East sectional. VIRGINIA CHAPTER will be the hostess and historical Williamsburg will be our meeting place. Keep this date in mind and you all come.

CENTRAL PENNSYLVANIA CHAPTER Martie Pool, Reporter

September is Central Pennsylvania's best flying month. We found ourselyes very busy getting ready for another Poker Run, this year holding it in the south-central part of our chapter area. September 14 dawned a beautiful day and by ten A.M. pilots were taking off for the first stop, either Farmers' Pride, Carlisle, Selinsgrove, Lancaster, or Harrisburg. The turnout was trethe air traffic controllers busy. We mendous and really kept our 99's and 100 came to lunch at the Harrisburg had 105 entrants, about 45 planes, and take-offs and an Allegheny jet goterminus. Except for some delayed around, there were no traffic problems. It shows our private pilots are keeping their eyes open and looking, and not glued to things inside the cockpit. The local EAA chapter 122 gave us full support in joining the game and, of course, their homebuilts landing at each strip created a lot of interest. Winner of the first prize (an AM-VHF receiver) was DR. HELEN ZUBROW, a 99 from Eastern Penna. Chapter. Everybody had fun and a safe journey. Dealing the cards at these stops were: BETTY STAECK and SHIRLEY WEINHARDT at Carlisle, BOOTS HUSTED and HAZEL BARTOLET at Selinsgrove, JO and BILL WRIGHT at Farmers' Pride, BARBARA WATTS and MARIE SALLADE at Lancaster, and FRAN DeHAAN and MARTIE POOL at Harrisburg.

We proudly announce and congratulate these chapter members on acquiring new ratings—KAY TALLMAN —Instrument, FRAN DeHAAN—Flight Instructor, MARTY OWENS—Commercial.

A change of Administration has taken place and the following have taken office:

Chairman—SHIRLEY WEINHARDT, Vice-chairman — RONNIE JOHNSON, Corresponding Secretary—BOOTS HUSTED, Recording Secretary—KATHY HIGGINS, Treasurer—FRAN DeHAAN, Membership—ALICE FUCHS, Newsletter—MARTIE POOL, Public Relations—HAZEL BARTOLET, Plane Talk editor—ESTHER MICHAUD, AMELIA EARHART Scholarship—MARY HULL, Nominating Committee — HELEN SHEFFER, Flying Activities—BETTY STAECK, Historian — MARIE SALLADE.

Nine of us flew into Baltimore for the October Middle East Section meeting hostessed by Maryland chapter. At Tilltop Inn, an intensely interesting and important business meeting was held. Our own EDITH KUZMICKI was praised for returning her AWTAR expense check to Washington chapter and her commendable and inspiring letter was read. MARY ANN JESSUP had an exciting idea for a Sectionwide project—a Triangular Trophy Race of 700 to 1000 miles just for girls. Read the Section Report for the important business. We had a lovely lunch and thank Maryland Chapter for their traditional hospitality.

As many of us as possible will fly or drive into Washington, D. C. on Tuesday, October 21 to protest in Congress the new proposed FAA rulings on restricted VFR flying in high density areas.

Central Pennsylvania Chapter sadly reports the last flight of ROBERT DUNLAP, staunch 49½ er of our charter member and past treasurer, MARION, both of whom have been very active in 99's projects and officers in the Civil Air Patrol and other aviation octivities. MARION will continue to operate the Bellefonte Airpark, which we airmarked just last summer. Fly in there and see the marvelous job she is doing.

ESTHER MICHAUD has already published her first issue of "Plane Talk", our chapter news bulletin. Very nice, ESTHER. Our next meeting is at her airport, Johnstown, Pa.

Get APT

EASTERN PENNSYLVANIA CHAPTER

Ginny Merrion, Reporter

Our September meeting was a flyin to the vacation home of RACHEL HOPKINSON near Burlington, Vermont. The weather cooperated beautifully and, although not exactly CAVU, it was about as perfect as the northeastern section of this country can provide. Nine members and three 49½ ers made the trip and are the envy of all the others who, I am sure, will go next year if RACHEL can put up with us again. The lucky members were ALICE MEISENHEIMER and 49½ er RAY, KATE MACARIO, ANNA SPIVEY and 49½er JIM, ELYSE CHAPMAN, MERLE TARER, BEV HOWETT, ADELAIDE TINKER from the Washington Chapter, yours rtuly and 491/2 er JOE, and, of course RA-CHEL. Saturday afternoon for some was spent climbing Mt. Mansfield (from the top of the Gondola Ride). The rest of us had to forego the pleasure of this invigorating hike to provide transportation for the weary climbers once they reached the top. This was not a case of separating the women from the girls; right BEV? Everyone expected to party Saturday evening but by 2200 we had all headed for bed. Sunday dawned just as beautiful and, after tidying up, the party divided-some for more higing while the rest of us decided to visit historic Shelburne Museum. We all met again at 1500 at Burlington Airport for the flight back. Thank you, Rachel, for a wonderful weekend.

KATE MACARIO, EDIE BULLITT, ANNA SPIVEY, BETTY WAY, prospective member ADEL PARSONS, and your reporter all appeared at the October meeting of the Delaware County Aviation Association to hear the program which was presented by LOUISE SACCHI, our transoceanic pilot. LOUISE presented a very interesting and amusing account of her entry into the ferry service and of her experiences. She accompanied the talk with a slide presentation of the three routes she follows across the Atlantic with some particularly beautiful pictures of the icefields of Greenland, the icebergs breaking off into the north Atlantic and a rarely seen view of the Irish countryside on a clear day. Louise mentioned that she would be making her 125th crossing in mid-October but by the time this goes to press she may have made several others.

Congratulations are in order to ANNA SPIVEY who obtained her instrument rating, 49½ er TOM MACARIO was her instructor.

The chapter was well represented at the sectional meeting in Baltimore by Chairman MERLE STARER. LOUISE SACCHI, HELEN ZUBROW, BEVERLY HOWETT, ANNA SPIVEY, KATE MACARIO, ANNE SHIELDS, ELYSE CHAPMAN, BETH STURTE-ALICE MEISENHEIMER. yours truly, and Life Member JEAN RUTLEDGE who has been among the sadly missed for many years. We hope you are back to stay, JEAN. We also had the pleasant company of three prospective members: JOAN ZAHAR-FY and JOANNE MALLOY who were both attending their second meeting and fly out of North Philadelphia, and flies out of Wings and was attending HELENE BUTLER, student pilot, who her first meeting. The Amelia Earhart Medal was presented to ANNE SHIELDS for her hard work in furthering air safety and education both in her job as flight service specialist and in her extra curricular activities as instructor, lecturer, Wing Scout leader, as well as chapter activities and flying in her spare time. ANNE was honored as the Flight Service Specialist of the Year by the National Association of Air Traffic Specialists and is truly an inspiration to all of us.

The October meeting was held as a in Philadelphia with a good attenddinner meeting at the Anchorage Inn tive memers and guests. The new ance of forty-one memers, prospecoutgoing chairman BARBARA FARchapter officers were installed and our QUHARSON thanked all of her sister officers for their fine work and cooperation during the past year. After dinner our attention was held by our guest speaker MR. WILLIAM REP-PERT, air traffic control specialist and radar operator at Philadelphia International and chairman of Philadelgestion we went directly into a quesvate pilot. At MR. REPPERT'S sugphia Tower PATCO. He is also a priconcerning the FAA proposal for tertion and answer period particularly minal areas which was very much an issue at the time. A lively discussion followed.

LOUISE SACCHI made a presentation to ANNE SHIELDS from the chapter for her outstanding work and for the honor of being named the Flight Service Specialist of the Year by NAATS.



Left to right: John Shaffer, Administrator FAA; Hazel McKendrick, Editor & also Nat'l Secretary of NAATS; honoree Ann Shields; Arvin O. Basnight, Director Western Region FAA. Ann was named outstanding specialist of the year by NAATS. Later Ann was awarded an Amelia Earhart medal for her outstanding work in all fields of General Aviation.



Chairman MERLE STARER (left) accepting the gavel from outgoing chairman BARBARA FARQUHARSON during the installation of officers of the Eastern Pennsylvania Chapter at the Anchorage Inn.

LOUISE SACCHI WAS INSTRUMENTAL IN ARRANGING THE FLY-IN TO WASHINGTON NATIONAL AND THE VISIT TO THE FAA IN PROTEST OF THE PROPOSED TERMINAL CONTROL AREAS. FOUR PLANES AND FIFTEEN MEMBERS FROM THIS CHAPTER TOOK PART AND THEY WOULD LIKE TO THANK PARTICULARLY MARYANN JESSUP, THE WASHINGTON CHAPTER, AND FOR THE ADVANCED PLANNING AND THE ARRANGEMENT FOR INTERVIEWS WITH THE CONGRESSMEN.

Our deepest sympathy is extended to JOYCE ROGGIO whose husband VIC died very suddenly in September. Happy Holidays and Safe Flying to all.

MARYLAND CHAPTER Lois Baty, Reporter

Greetings from the Land of Pleasant Living! Seems like many of us have been traveling since you last heard from Maryland. For some of us Kansas City saw lots of action this summer (and rain and tornadoes). Early in July, LOIS BRUCE and LAU-RIE ANNE BATY, IFR, attended the National Society of Professional Engineers Annual Meeting there. Later that month LENORA EATON repreas their Queen at the IFF Convention sented the Maryland Flying Farmers in Kansas City, CATHERINE GRO-VER, husband TOM, and scn JOHN were there, too, perhaps as moral support for LENORA.

The Eatys Four reported two great tent camping trips—one at Sherando Lake in Virginia, the other at Pinchot State Park in Pennsylvania. Right now they are trying to figure out how to trailer their 14-foot Javelin (sailboat) behind their Cessna 180.

CATHERINE GROVER and family made their first international flight this summer, CAVU (both ways) to Canada. What a difference weatherwise from the trip to Kansas City.

DORIS JACOBSON, husband JOHN, and family flew to Wisconsin for two weeks in July. LEAH and RAY STINCHCOMB flew their Navion to the Navioneers Convention in Boise, Idaho. They greatly enjoyed a float trip on the Snake River, Returning East they visited the Experimental Aircraft Show at Rockford, Illinois. JUNE HANSON co-piloted an Arrow to Montreal with a load of explosives! Prospective member HELEN DOWNS

and husband CLARK flew to Paris and Athens for part of the summer-commercial, of course. MARGE and MORRIS LAKE and daughter CAROL had a most interesting trip (by car) to Colorado, New Mexico and Arizona in late September and early October. Highlight of their vacation was a mule trip down into the Canyon.

The BATYS, sans children, visited Bryce Canyon, Zion, Cedar Breaks, Utah. Landed at Oljato, Utah, and on to Durango, Colorado, to ride the narrow gauge railroad to Silverton. Put in 30 hours flying time in 8 days. Thought the FSS at Bryce Canyon was great. Met GORDON REIER of Towson, Maryland-it turns out his uncle is the medical flight examiner for many of us. KAY BAYS, our newest member, and her husband JIM, were in the same southwest area at the same time as the LAKES and BATYS. None saw the other, although their paths crossed, KAY'S husband sat out a snow storm on an Apache reservation in Arizona. KAY reports having rubbed elbows with JOHN GLENN in Las Vegas.

LENORA EATON was pleased to meet MARY ROSE MYERS, Garden State Chapter, at Atlantic City, who told her all about their Chapter's work with the OAPA Plantation Party in early September. ADA MITCHELL'S drum corps, Police Department Youth Group, sponsored by Chesapeake Beach, Maryland, won four trophies in parade competition this summer. RENE and PHILIP BIRCH and children enjoyed a cruise in the Bahamas in November. NICKI BONNER, a new member in September and holder of aerobatic wings, has graduated from the University of Maryland and is now a public health nurse in College Park, Maryland.

Chapter meetings have been very interesting. In August we met for a picnic lunch at Aldino Airport, A big thanks to MR. FRED BEYER for the wonderful hospitality and the great program of aerobatics and skydiving he provided for us. Even the weather was glorious. Our hostesses were JUNE HANSON and DORIS JACOBSON. Their desserts were yummy (and fattening). Our September meeting proved exciting. DOLORES EIRICH, her brother PAUL, and MARION POLING provided glider rides for us at Cumberland. Both girls have their glider ratings as well as SEL. A great day was reported by all.

Maryland was hostess for the Middle East Section Meeting October 11. We were delighted to have such a nice group attend. A very interesting business meeting developed concerning new FAA restrictions. As a result of this, a meeting was held in DCA on October 21. Your International Officers were present at that meeting. APPROXIMATELY FORTY 99s CON-VERGED ON DCA AND MET WITH INDIVIDUAL CONGRESSMEN AND THEN WENT AS A GROUP TO SPEAK AGAINST THE FAA TER-MINAL CONTROL AREA PROPOSAL, DOCKET NO. 9880, NOTICE 69-41. THIS MEETING WAS WITH MR. DAVID THOMAS, DEPUTY ADMIN-ISTRATOR OF FAA. (Did you know that last year 2359 persons were killed in railroad accidents? In contrast, 351 died in airline accidents. Information in August 1969 Civil Engineering Magazine. (Ed Note: According to AOPA 55,800 were killed in cars).

In November were experienced something different once again. We met at Pier 7, Annapolis, all wondering will the fog lift and will it or won't it rain. CATHERINE GROVER arranged for half-hour rides or instruction in a Citabria floatplane for anyone who wanted to try it. HENRY DAVISON, instructor to some of us, was Pilot in Command. This too was a fun day. But for those of us who like to get get a little altitude before doing any maneuvering, we could not quite admit to liking flight 50 feet over the water.

Our new officers for 1969-70 are: CATHERINE GROVER, Chairman; MARGE LAKE, Vice Chairman; JUNE HANSON, Secretary; DOLORES EIR-ICH, Treasurer; DORIS JACOBSON, Membership.

WASHINGTON, D. C. CHAPTER Jacqueline Vierling, Reporter

The 1969 POWDER PUFF DERBY is now history. It was blood, sweat, toil, tears - and we wouldn't have missed it for the world. As a finale to the Powder Puff, a buffet supper was given on October 28th for the Women's Advisory Committee Aviation of the FAA. This event, held at the American Newspaper Women's Club, honored those women of the FAA who worked so hard on the derby. So many of the Ninety-Nines helped us in so many ways that it would be impossible to do justice to you all. Instead we offer you a heart-felt THANKS!! Now its on to 1970.

As a tribute to their outstanding capabilities and prodigous efforts, our chapter re-elected JACQUELINE SCOTT as chairman, and MARY ANN JESSUP as vice-chairman. In addition, JEAN COFFMAN was elected recording secretary, LUCILLE MELLAMA corresponding secretary, and DORIS WHITE treasurer. Our congratulations to all of you.

The fall activities are now in full swing in Washington, EVELYN MAH-LE-our new activities chairmanorganized a fly-in at SKY BRYCE on Sunday, October 26th. The weather cooperated and approximately planes piloted by members of the Ninety-Nines and WADDA took part in the festivities. Sky-Bryce is indeed a lovely spot for a fly-in. The fixedbase operator and his wife are friendly and cooperative. The airfield is surrounded by wooded trails suitable for hiking and of course there is the ski lodge. It all started with a spot landing contest and it was climaxed by a delicious chicken barbeque. This reporter was indeed pleased to take first place in the spot landing contest and receive the prize-a toy SNOOPY all dressed for flying! In short, a wonderful time was had by all.

I spoke with JEAN ROSS HOWARD the other evening and there is a Whirley Girl who is a whirlwind! She had just returned from Portland, Oregon where she gave a speech entitled "Help is the Helicopter" to the Ambulance Association of America. The previous Sunday, she was awarded the 1969 LADY DRUMMOND-HAY, JESSE R. CHAMBERLAIN Trophy by the Women's International Association of Aeronautics. The ceremony took place at Floyd Bennett Field, New York. In addition to the trophy, JEAN was presented with a lei "in the tra--courtesy of the Whirley Girls of ditional manner"-that is, with a kiss Hawaii. JEAN is a constant inspiration to us all.

FRAN NOLDE is writing her congressman and so should you. New legislation has been proposed (FAR 91.67 and 91.70) which would be severely restrictive to general aviation. This legislation is being promoted under the pretext of safety, but statistics do not support this claim. If you have not already done so, find out the facts and write or call your congressman. We need your support.

That's all till next month,



CAROLINA CHAPTER PS, Reporter

At the October beach meeting, Ocean Drive, South Carolina, Carolinas members voted our ATR examiner, Syl Roth, to a new position of prominence. She is now Chief, Carolinas Aviation Folk Music Committee. The owner of a brand-new Gee-haw Whimmy-Diddle, Miss Roth is requesting all musical scores hidden among the belongings of 99s.

Our November meeting, though weather was discouraging, brought 12 members to Miller Aviation, Columbia Municipal Airport, South Carolina. LOUISE THADEN, LOUISE SMITH, and EVIE HYMAN flew; alas, the others drove. 'Twas a good meeting, however, with much conversation—and pride—over the official stand made by President Steadman, in the name of the 99s, to FAA on the proposed rule making on the "upside-down wedding cake" terminal control area,

High on our agenda of importance—the December 10th Treasure Hunt put on by our sister chapter, Spaceport, in Orlando and the charter presentation of our newest sister, the Kitty Hawk Chapter.

Kitty Hawk, formed of 8 members, is chaired by ex-Carolinas member,

NITA MELVIN. Our loss is their gain, but we are glad to have a new Chapter formed of our eastern half. Kitty Hawk covers the area east of US Highway No. 1 in North Carolina; we hold to the western half of that state and all of South Carolina.

This charter presentation is scheduled for December 17th, the Anniversary of Flight, at—where else? Kitty Hawk, North Carolina.

Due to those two important meetings, the Carolinas Chapter plans no formal chapter meeting for December. January's will be listening to an aviation insurance man. We're gonna learn something!

Due, doubtless, to the luck of the Thompson Snoopy, your reporter is mighty proud to be able to now answer to Whirly Girl No. 142. The Doris Mullen Memorial Scholarship started it, and Les Hembel, S. C. Helicopters in Saluda, finished it. Praise be to both!

(You better forward the Snoopy to me or your head will roll. 'Twas really mine anyway!!! . . . No can do re Treasure Hunt. Uncle Whiskers has priority on my time . . . If the wx is severe clear and the airlines promise to "watch out", Mike and I will be in NY over Christmas . . . Will personally stomp you you R. F. at that time . . . ED)

FLORIDA GOLDCOAST CHAPTER Helen Mennitto, Reporter

Our new chairman, LOIS PORTER, has announced the aim for the year as the upgrading of all members. Leading

A Ninety-Nine is many things
But best of all she's a girl
She'll tackle anything with wings
Tho the fact is — she's a girl

She's a teacher, lawyer ,housewife, chief or pilot—but a girl A merchant, model, doctor, nurse or lover — but a girl She writes, she paints, she runs the store, she'll even iron your shirt

She'll drive your dragster to Sunday school — dressed in a mini-skirt

She may love you and hate you within the same hour Accompanied by sun or a thunderstorm shower She's a doll — she's a hussy — in an aeronautical whirl But 99 Allahs be praised — she's a girl!

- PETE YOUNG

the list this month is DOROTHY RITTER who has recently acquired her commercial license. Congratulations, DOTTIE! Kudos also to RUTH FLEISHER for acquiring that additional facility rating at Homestead Air Force Base to pin onto her Air Force Air Traffic Controller's certificate and to CONNIE STAFFORD for nailing down her multi-engine rating.

LAURIE SPENCE got her flight instructor's rating last May, spent the summer instructing in Edgartown, Mass. and is presently working on her instrument instructor's rating. How about that!

"BB" SEDLACEK, who is already a flight instructor, obtained her instrument rating and ground school instructor's rating for Basic, Advance and Instrument. Additionally, she's enjoying co-ownership of a Mooney M-21, having flown it in the last five months to N. J., Kansas, Arizona and to the Bahama Islands twice.

KRIS LUDINGTON reports finally passing her instrument and now working on her multi-engine rating. For fun she attended the soaring meet in Mulberry, Fla., Nov. 1-2 where she crewed for her husband Fritz who took first place in the open distance. She also ran into our daughter Donna who was crewing for her daddy.

MIRIAM DAVIS, Race Chairman for the Angel Derby, has made two trips to Toronto, Canada this fall, starting point of the 1970 race next May 1-8. The first one was made in an Aztec with CONNIE ST'AFFORD. Route Chairman. They had a chance to visit 99's in Detroit, Cincinnati and Huntsville, Alabama and agreed that they're all the greatest! The second trip via airline with CECILE HATFIELD was to meet with the First Canadian Chapter, sponsors of the start of the Derby which will terminate in Nassau, going via Fort Lauderdale. CECILE, by the way, just passed her commercial written with an impressive score of 95!

Second week in November was memorable for two big feature stories in Miami newspapers on two of our members—the first account told of FRAN SARGENT's career as a professor in the Aerospace Department at Miami-Dade Junior College and the second one highlighted our own "flying nun" (much as she wrinkles her nose at this description) — SISTER MARGARET MARY, the former PEGGY BOREK of Eastern Penn. chapter.

In line with the new policy of varying the meeting places, our October

20th meeting was held at your reporter's home and we were pleased to have a dozen members attend, including KATY BOYD from far away Clewiston, Fla. and long-absent JEAN MINDEN. It gave yours truly a chance to show some slides on sailplanes and make a few general remarks on the subject.

The November 17th meeting at Opa Locka airport was even better attended (16) and was partly concerned with planning the Christmas party for December 20th at HELEN SMITH'S home in Fort Lauderdale. DOROTHY DAVIDSON, who has returned from a year of travel while on sabbatical leave, related that flying is not second nature but first nature for all Alaskans regardless of weather.

ELAINE HARRISON tells tales of mountain climbing and soaring in Europe this past summer. The ascent of the Matterhorn took her to 15,000' with no oxygen and she reports great gliding and aerobatic activity in the viciniety of Gstaad, Switzerland. Also spending the summer in Europe were Lee and Vera Bratz.

HELEN and BALLARD SMITH's vacation consisted of flying their 206 to Canada with the Flying Physicians, getting as far north as Gander, Newfoundland.

SUNCOAST CHAPTER Dotty Birdsong, Reporter

The Florida Suncoast Chapter's regular monthly meeting was held Wednesday, October 8th. Whatever the reason for the good attendance is not known since we have been plagued by bad weather, vacations and illness for the past few months. The eleven members and three guests that flew into Ft. Myers included host 491/2 er RILEY McGRAW and hostess member BETTY McGRAW from Clearwater who set up the meeting, transportation and luncheon at their newly purchased Howard Johnson restaurant and motel, A prospective Ninety-Nine, ROBLEY GEDDES from Ft. Meyers and a nonpilot, MARGARET ROOKS from Brooksville who had just had her first plane ride, were other visitors.

A most enthusiastic meeting was held by our new Chairman, ETHEL

Fun-A-Plenty in Seventy
Ninety-Nines Convention
Bretton Woods, N.H.
July 12-15

GIBSON, followed by swimming in the motel pool. The luncheon was very elaborate with its sail boat centerpiece carved from ice and loaded with shrimp for the shrimp cocktail.

After the meeting some of the girls couldn't resist the beautiful dress shop a block away and were joined there by two other pilots from Ft. Meyers who are prospective members.

There were eight planes at the flyin with girls from Sarasota, Lake Wales, Tampa, Brooksville, Clearwater, Largo, St. Petersburg and Ft. Meyers.

MASON LYKES will pilot her plane in the October 18th Flying Petticoats' Fifth Annual Proficiency Derby at Huntsville, Alabama and DOTTY BIRDSONG will be co-pilot.

The Florida Suncoast Chapter regular monthly meeting was held Wednesday, November 12th. Twelve members and one guest brought seven planes to the Cedar Key 2,400 foot strip for the meeting and a seafood lunch. Vice-Chairman Pearl Alward presided over the meeting until Chairman and nurse ETHEL GIBSON could close an operation and join us. Chapter by-laws were read and some changes made for rereading at the January meeting. Also chapter insurance and projects were discussed.

FLORENCE BEAMON, our newest member, received her official Ninety-Nines pin from International. She is getting check out in the family Skymaster.

Pilot MASON LYKES and co-pilot DOTTY BIRDSONG placed third in the Alabama "Flying Petticoats' Proficiency Derby" the 81th of October in Huntsville. One leg prize and first time pilot and co-pilot best score won trophies and lovely map case from Epps Flying Operation. Ninety-Nines DOTTIE EPPS and DICEY MILLER and their Flying Petticoats had a wonderful program planned for the contestants

I have just returned from Wichita and Flying Farmer Workshop where I had a long visit with ARLENE WALKUP and husband HOYT from Stillwater, Oklahoma.

December 10th, our regular meeting, will be substituted by joining the Spaceport Chapter in their annual Treasure Hunt in Orlando. This is the "fun" meeting of the year.

GEORGIA CHAPTER Betty W. McNabb, Reporter

After a few news letters, JEAN VOYLES has got so busy she just can't

do it—so here goes old Betsy again. Sorry 'bout that.

Ninety Nines met in Savannah for their November meeting, a bcautiful flying day. JEAN Cessna 210-d in with somebody we're delighted to have with us—MAVIS CHEEK, formerly of the Oklahoma Chapter, now living in Atlanta. A warm welcome to Mavis!

CAROLYN DUNN and JOYCE SOX, both members of Marietta CAP squadron, donned flight suits (Georgia is a strict uniform wing), and flew the Cessna 150 over.

EETTY McNABB, ESTHER WRIGHT and our very newest member, SHIR-LEY NESMITH, on whose private ticket the ink has just dried, flew over in the Solid Gold Bonanza. (BETTY's new name for the Bonanza after having to replace another fuel cell.)

PAULINE, PETE, and "Buster the Poodle" Mallary Musketeered in from Atlanta.

Hostesses were JENNY PREETOR-IOUS and ALYCE STRONG, backing them up were 49½'ers Bill and Byron, and helping was student JOYCE KING.

LEE REIS flew in the Georgia Aviation Day Rally, got second place, made 16 airports in the four hours alloted.

ESTHER and SHIRLEY flew in the Huntsville Derby, had oil pressure trouble, were presented with Snoopy pins for getting themselves back together and continuing the race. Said it was a fun race as always. BETTY couldn't participate, had to be in Oklahoma City for the Ninety Nine Board Meeting and the first meeting of the Museum Accessions Committee of which she is interim chairman. On top of this, in O.K.C., she had a touch of the flu and then she, B. STEADMAN, and PAGE SHAMBURGER dashed up to Washington to talk with MR. THOMAS about the wedding cake busi-

And the following weekend, BETTY went back to Washington to the WACOA committee meeting, which she says is extremely interesting and informative.

Georgians are having some troubles: JEAN's husband must undergo surgery soon; CAROLYN KENNEDY's husband AND daughter have been in and out of the hospital in Albany for the past couple of months, are both improving as this column is written.

BETTY enjoyed a brief visit with TERRY LONDON from Long Beach who came down to fly an AeroCommander Lark back to California.

November ETA prize was won by

ESTHER WRIGHT.

GEORGIA is enjoying brand new chapter year books prepared by SHIR-LEY NESMITH, purse-size, containing bylaws, roster, point system, and cumulative material.

JEAN VOYLES, ALYCE STRONG and JENNY PREETORIOUS attended an FAA weather seminar in Atlanta.

ESTHER has presented the 99s with a feather in our collective caps—she is the first woman elected to the Holiday Inns International Board of Directors, will go to Mexico in the early spring for a Board meeting.

JEAN plans a trip to Mexico soon, will fly down to Yucatan solo and be joined later by 49½ er Roy.

JOYCE SOX and CAROLYN DUNN are off for Europe soon.

In short, Georgians are busy and happy and flying, and come see us.

MEMPHIS CHAPTER Netta Holden, Reporter

On September 18th, my 49½ er and I attended a meeting held by the FAA Central and Southwest Regional at Marion, Arkansas. They very interesting session consisted of talks and films on "Safety in the Sky".

JENNY COOK flew to Dickerson, Tennessee in a Cherokee 140.

ROSEMARY WILLIAMS flew to Charlotte, North Carolina. Daughter, ROSEMARY, JR. and son, JIMMY, went along

Our annual Membership Luncheon was held in Memphis on October 4th. Memphis 99's in attendance were: INA WALKER, JUNE PENTECOST, JOSIE HOWSER, MARY OLIVER, POLLY DUNCAN, HILDA SAVAGE, CHRIS BROWN, GLADYS ESTES, MARTHA TOBEY, JENNY COOK, JEAN THACKER, JOANNE MUR-DOCK and yours truly. VIRGINIA PROCTOR came in from Wynne, Arkansas and brought her daughter-inlaw, SANDY, MARY STANLEY came in from Augusta, Arkansas and brought GENE HUENEFIELD and PAT Mc-ELEVEE. Others attending were: new licensed pilot, BETTY DUNN of Memphis; Instrument pilot, WENDY MAR-CUS, formerly of Washington, D.C.; CHARLOTTE MORRISS, private pilot, flying out of DeSota Air Park; HELEN MAY, private pilot; ZOE EV-ANS, private pilot formerly from Nashville, Tennessee; and JOY McNABB, student pilot, flying at Memphis Flite Center. After lunch VIRGINIA PROC-TOR welcomed one and all and INA WALKER gave a talk on the 99's beginning and activities.

MARY and JOE STANLEY have been on the go trailing the Arkansas Razorbacks.

HILDA SAVAGE just returning from off again to Marrakech, Morocco, Spain, Holland, Rotterdam and Amstera week's stay in the Bahamas was dam. That girl "do get around".

On Sunday, October 19th, the Ninth held at Memphis International. My fa-Annual March of Dimes Airlift was vorite pilot, DOUG, flew 34 Tango for a total of nine hours in the airlift.

MARTHA and FRANK TOBEY flew to Fort Meyers, Florida.

GLADYS ESTES and JENNY COOK are now flying a Cherokee 180—N6463J. These two fly-girls have really been covering some territory in the Mid-South

ROSEMARY and BOB WILLIAMS went pheasant hunting at Mitchell, South Dakota.

Couple of more hunters are GLADYS and GEORGE ESTES. They went to Red Field, South Dakota.

CHRIS BROWN attended the meeting of the Women's Advisory Committee on Aviation.

Congrats to VIRGINIA PROCTOR on getting her Instrument Rating, As her instructor said, "She's a natural".

JOANNE MURDOCK and BETTY DUNN and their husbands flew formation to Heber Springs, Arkansas.

CHRIS BROWN and JUNE PENTE-COST flew to Huntsville, Alabama to watch the Petticoat Derby.

On November 1st, we had our monthly fly-in to Horseshoe Bend, Arkansas. We were met at the airport by members of the Horseshoe Bend Development Corporation, who took us to the Horseshoe Club for lunch and a meeting. Those attending were CHRIS BROWN, MARY OLIVER, JUNE PEN-TECOST, GLADYS ESTES, JENNY COOK, JOANNE and JOHN MUR-DOCK, BETTY and WINFIELD DUNN, MARTHA and FRANK TOBEY, VIR-GINIA and EVERETT PROCTOR, ROSEMARY and BOB WILLIAMS, ROGER WILLIAMS and DOUG and NETTA HOLDEN. Sure was good seeing Everett Proctor looking "hale and hardy" after a brief stay in the hospital. The trip was enjoyed by all, especially those touring Cherokee Village Airport before coming to Horseshoe Bend. On the way home, saw a flight of geese at about 6000 feet. Watch those migrating ducks and geese. Bye now. Happy Holidays to one and all.



25th Anniversary of Flying celebration for EVELYN JOHNSON, October 25 at Morristown Country Club. Left to right: MRS. JOHN M. REID, Chairman Tennessee Chapter; MAYOR C. FRANK DAVIS, Morristown; MRS. EVELYN BRYAN JOHNSON; MR. JAMES W. "PETE" CAMPBELL, Chief Flight Instructor, Refresher Unit, FAA, speaker; and MRS. JAMES W. CAMPBELL.

TENNESSEE CHAPTER Ruth W. Thomas, Reporter

On the first Saturday in October the Tennessee 99s met at the Knoxville Municipal Airport to formulate plans for 1969-70. Present were: Chairman BEE REID, Vice Chairman EDNA BROYLES, Secretary and Reporter RUTH THOMAS, Treasurer IRENE FLEWELLEN, JO CHANDLER, GENIE RAE O'KELLEY, MARIE HURLEY, EDNA DAVIS, JUDY COX, MARILYN AYERS, LADY McREYNOLDS, FRAN DAVIS and HELEN HAYNES.

The Calendar (schedule of meetings) was changed to include a meeting at Crossville next August and a visit to one of the Aerospace Installations in February.

The yearly fly-in to Dallas Bay Sky Park will be continued and this year the 4th of July falls on the first Saturday—how about that?

Since the International NEWSLET-TER is back on a monthly schedule the Tennessee ALTERNATE (chapter bulletin) will be published spasmodically.

Other plans for the year include: the presentation of an award to a Tennessean outstanding in the field of general aviation; participation in the

AWTAR and Angel Derby; visits to other chapters; representation at Sectional meetings and International Convention; increased flying proficiency through high ratings; continuation of sponsorship of Wing Scouts; additional education programs for monthly meetings; and printing of Calendar for distribution to prospective members.

Chairman BEE REID just won the City Golf Tournament in Chattanooga. The remark that went around the lunch table at our October meeting was: "Wonder which month we will meet on a golf course?"

IRENE FLEWELLEN is a student at BILL KIRSHNER'S acrobatic school in Sewannee, Tennessee. She referred to it as a 'confidence' school.

CHARLOTTE PARISH was so pleased with her acceptance into the 99s and

We're Having a Clam Bake

You All Come to New England

July 12-15, 1970

Ninety-Nines Convention Bretton Woods, N.H.

was so proud of her 99 ring that she forgot to put on her wedding rings. JOHN (husband) questioned her loyalty.

HELEN HAYNES, prospective member from Morristown, has 30 hours toward her private, HELEN is a kindergarten teacher.

The 25th Anniversary Celebration (Flying, of course) for EVELYN JOHN-SON was delightful. Nearly 200 friends poured in from all over. PETE CAMP-BELL, Chief Flight Instructor, Refresher Unit, FAA, was the main speaker. MAYOR DAVIS of Morristown was MC.

EDNA DAVIS handled all the details smoothly (as usual) and FRAN DAVIS and GENIE RAE O'KELLEY decorated the banquet room.

New Member: FRAN DAVIS has graduated from 'prospective' to member. 'Twere her home-grown orchids which decorated the shoulders of our honoree and guests at the head table.

New Rating: MARIE HURLEY has her Centerline Thrust Rating.

New Name: BEVERLY GIBSON is now MRS. HENRY COFRANCISCO.

New Title: MARY ANDERSON is now the Administrative Assistant to the recently reorganized Tennessee Aeronautics Commission.

Another New Member: DR. LURA ODLAND, Dean of the Home Economics College, University of Tennessee is our newest member. LURA was licensed in 1941. We initiated her into the chapter with the Fall Southeast Section meeting. She liked the heavy schedule assigned to her. LURA returned home from a Home Ec. meet in Phoenix in time to attend EVELYN's party.

MARY SAWYER, former Tennessee Chapter member, flew down for the party with greetings from the All-Ohio Chapter. BETTY THACKER, now residing in Memphis, brought congratulations from the Memphis Chapter. Another guest was MISS LILIAN WARD, first recipient of the Annual Award. Chapter members present were: the honoree, JESSIE DRAIN, JUDY COX. MARILYN AYERS, EDNA DAVIS, FRAN DAVIS, GENIE RAE O'KELLEY, LURA ODLAND, LADY McREYNOLDS and RUTH THOMAS.

The Calendar should be in your hands by now. All you have to do is cut on the dotted line and fold to fit your Roster—instant information. The next meeting is Dec. 6 in Chattanooga—Municipal Airport.



LAST FLIGHT

MARY SHUMWAY

November 8, 1969

ALL-OHIO CHAPTER Judy LaRue, Reporter

Well, that good old weather man did it again! With bad weather predicted for the weekend of the Achievement Award Banquet, several decided to pass it up. However, Saturday was good and Sunday was just perfect. Congratulations to CLARA THARPE, our 1969 winner. A big hand also goes to PAT FAIRBANKS, our hostess. She did a terrific job and everyone had a ball. 49½ER ED MOYER finally flew for the very first time with his 99, MARIAN, to the Banquet. Small planes actually do fly, don't they, ED?

Our new officers for 1969-70 are Chairman CONNIE LUHTA, Vice Chairman JOANN STYPE, Secretary ANNE ESSELBURNE, and Treasurer MARILYNN MILLER.

A hearty welcome to new members SHARON O'GORMAN, a transfer from Lafayette, Indiana, and CHRISTINE WINZER from Connecticut. Also we were pleased to have SANDY FISHEL of Kent, KAREN THOMAS of Akron, and RUTH TOCHTENHAGEN, JOSEPHINE LAAKSO and DOROTHY ADIE of Youngstown as our guests during the past couple of meetings.

The following significant milestones were achieved recently: MARILYNN MILLER passed her commercial written, MADELINE KESTERSON passed her instrument written, and SANDY WALTERS passed both the commercial and instrument exams. MARILYN HUTCHINGS, MARILYN COLLETTE, MERABETH ROTH and MARGARET WELLINGTON are all proud owners of new instrument ratings. Good work, gals!



Clara Tharpe of Dayton is the proud recipient of the 1969 Achievement Award which was presented to her at our Banquet in Cincinnati on October 18.

ROSALIE BRACHT and CINDI VO-GEL sponsored a Hawaiian Luau in Akron and were able to donate \$40 to the Amelia Earhart Scholarship Fund.

EDY and JOHN MAXIM, MARILYN COLLETTE and I flew to Hyannis for the New England Air Derby in October. However, the fog rolled in Friday evening and lasted through Sunday noon, at which time most of the contestants had departed New England. Better luck next year!

NANCY MILLS and her 49½ er flew to Exuma in their Baron, and I understand 'his' recently acquired instrument rating came in quite handy.

CONNIE and ADOLPH LUHTA drove to Florida after the Cincinnati meeting and flew home commercially; then just a week later they flew the Aztec to Denver and Seattle with CLARA THARPE as their guest.

GLORIA SCHAEFER of Western Michigan University won the ARLENE DAVIS Memorial Award for the top woman pilot at the NIFA Meet at Durant, Oklahoma.

RUTH and BOB SITLER are the proud owners of a Cessna Skylane. Was sure sorry to learn of RUTH'S automobile accident but it was a real pleasure to see her in Youngstown.

VI BLOWERS will be spending the winter months rebuilding a Piper Clipper as will JENNY DYKE with her L-2 Taylorcraft. And I have to sign

off now so I can work on my Breezy. Hope you all have a Merry Christmas and a Happy New Year!!

CENTRAL ILLINOIS CHAPTER Bobbye Kesterson, Reporter

Oct. 4th we met and had our business meeting at the airport in Macomb with DORIS ANN NORCROSS and JAYNE SCHIEK as our hostesses. The 49½ ers enjoyed a good show by JOHN NORCROSS while we slaved away at business; after which the girls, etc. took us all to the Holiday Inn for lunch. Then we went by to see the Cougar; then back to the airport for movies of the building of it.

MARGE KELLY is flying again after a couple of check-outs but didn't look like she had ever been away from it.

JAYNE and DORIS ANN attended the Fall Sectional at Lake Okoboji (Vacation Village) and recommended everyone make the Spring Sectional. DORIS ANN also got to Chicago for the EAA fly-in.

BARBARA JENISON was finally able to get back to a meeting. She has started auditing instrument ground school at Mattoon which MARTHA McMAHON is attending. MARTHA has been up to Oshkosh to the Zonta Convention and watched them give out AE Scholarships.

JEAN READ passed her gyroplane instructor written and is just waiting to take the practical test.

LIBBY DUNSETH still splits her time between flying the 182 and taking up her glider.

HELEN KIRK got a ride in a Bell Jet Ranger and recommends it to all.

ESTHER SALAMONE back from Tokyo and Hong Kong but didn't get a chance to tell us about it yet.

Our heartfelt condolences to GLORIA FARR for the loss of her husband.

November 2nd we met at Mattoon where MARTHA McMAHON arranged for our meeting room and table decorations. BARBARA JENISON had been to Washington to a meeting of the Women's Advisory Committee and briefed us on that news.

DORIS ANN NORCROSS and JAYNE SCHIEK didn't make it over because of the weather but telephoned us during the meeting.

HELEN McBRIDE had been out to San Francisco and Las Vegas by jet and DEED HOLCOMB flew Eastern to Hartford. BETTY FLOSKI has a Commercial license and is now studying for an instructors. Her guest, JACKIE FOOTE, from Springfield, is a student and member of the Flying 20 Club there.

SARAH ALEXANDER signed up for the Air Force and is off to Lackland A.F.B. Nov. 21st. She hopes to get into ATC work.

JEAN WEST is going to instrument instruction clinic at Springfield to keep pace with her instrument instructor's rating.

KATHLEEN WOOD is flying the Cossna 337 and husband, Jean, is putting a few hours on the 310.

LINDA BORUM finished with the festival at Rockville, Indiana, is now busy with a display booth at Kiel Auditorium in St. Louis where they are trying to interest teachers in their educational publications.

BESS WOLWEND, a student from Centralia, temporarily abandoned her flying to return to college to become a dental assistant. We are sure she will be back to the "patch" one of these days.

LEAH WARREN is going to invite several potential 66s to our December meeting at Champaign so we hope the weather will cooperate.

TERRY ANDREW, son of ROSE and FRANK, underwent surgery in Chicago October 29th for removal of both kidneys and is feeling much better now.

CHICAGO AREA CHAPTER Sandy Klock, Reporter

The November meeting of the Chicago Area Ninety-Nines was held Sunday, November 16th at Palwaukee Airport, Wheeling. Speaker was JOHN HUNT, FAA Accident Prevention Specialist. MR. HUNT showed some very informative safety films and brought with him for demonstration a "vertigo chair". Some of our braver 99s and 49½ers took turns getting disorientated.

MARION JAYNE reported a race board has been formed to hold an Illinines Round-Robin Air Derby out of Rockford Airport on May 22, 23 and 24 of 1970, in conjunction with the Central Illinois chapter.

MARION recently passed her ATR written exam, while MARCELLA RITTER received her multi-engine rating October 26th.



MARY SHUMWAY, standing by her beloved aircraft. I know that all the Ninety-Nines and Powder Puff Derby contestants who had the privilege of knowing her and racing with her are saddened by the news of her "last flight" ironically in an automobile wreck. The check, in her memory, sent to your editor will be forwarded on to the AWTAR headquarters.

Our chapter has been saddened by the loss of Sister 99 MARY SHUM-WAY, who died in a head-on collision on November 8th—not in the air, but in a car. HER FRIENDS AND FAMILY HAVE DONATED BOOKS ON AVIATION TO THE BATAVIA LIBRARY (HER HOME TOWN) IN MARY'S MEMORY. One of our most active racing pilots and nicest of all people, she will be greatly missed by all who knew her.

On a happier note, our Treasurer, ELLEN O'HARA, has a new son, TIMOTHY DANIEL, born October 28th. ESTHER NOFFKE was appointed to the Women's Advisory Committee on Aviation and attended the meeting in Washington, D.C. on October 27, 28 and 29.

GERRY and RALPH KRAUSE flew out to Phoenix to participate in the Phoenix Chapter of 99s air race, in which the gals competed in the morning and the men in the afternoon. GERRY came in second in the women's division, and RALPH placed 4th in the men's. GERRY also won best of Piper category, and they had a great time, despite fighting bad weather going down and coming back home.

SALLY STREMPEL and her 49½ er plan to spend the winter in Phoenix, where SALLY will finish teaching her grandson to fly.

MARGE THORNLEY got her first Canadian goose of the hunting season. She says, "Talk about a wingspread—wow!"

A recent transfer to our chapter is PAM STOWELL, formerly Treasurer of the Arkansas chapter. The Chicago Area racing girls had already met PAM on the Powder Puff Derby.

(Ed Note: It is always sad to receive a "Last Flight" notice. I am particularly saddened over the death of Mary Shumway. Over the years we have become good friends thru the 99's and racing. My heart goes out to her family. Her shoes will be hard to fill.)

GREATER KANSAS CITY CHAPTER ? Reporter

First place trophy in the Bomb Drop Contest at the CAVU Flying Club's Fall Picnic recently held at Hillside Airport was awarded to EVELYN ROTH-ENBERGER. CAVU (Clear And Visibility Unlimited) Flying Club is sponsored by Bendix Corporation of Kansas City where her husband Caryl is employed.

Competition consisted of all members and their immediate families. The bombs (3 ounces of flour) are aimed at a 10 foot target on the runway from 200 feet in the air. EVE-LYN'S bomb struck 2 feet 8 inches from the center of the target. Second place was awarded to one of the gentlemen in the club whose bomb struck 4 feet from the center.

In the spring contest, EVELYN was awarded second place in the bomb drop contest.

First place trophy in the spot landing contest was awarded to SHEILA JO GENSER, a student with 35 hours and a prospective 99er, for three perfect spot landings. Second place was awarded to a gentleman in the club.

EVELYN has been flying since June, '67, and has been a 99er since October, '67, when she achieved her Private rating in 38 hours. EVELYN and her 49½er husband are both working on their commercial ratings. They own a Cessna 172.

EVELYN is employed at Swift & Company in Kansas City as Plant Nurse.



EVELYN ROTHENBERGER with her first place award for Bomb Dropping Contest.

Our new officers for 1969-1970 are as follows:

ROSAMOND OLIVER, Chairman JOANN REINDL, Vice-Chairman JOANN MAPLE, Recording Secretary

KATI LETCHER, Corresponding Secretary

MARGARET REID, Treasurer

Our chapter brought back the attendance trophy from beautiful Lake Okibodji. ROSAMOND OLIVER wins the polar bear award, hands down. She actually swam in that cold, cold water.

We are certainly proud of our AES winner, JOANN REINDL. She certainly deserves the great honor.

NONA MARTIN is home after a long stay in the hospital following a car accident.

Unfortunately our airlift at St. Joseph was greatly abbreviated. The weather did not cooperate at all! Three plane loads were accommodated before it really got bad. However, eighteen 99s and six 49½s got back to Kansas City and we decided it was a better flyout than airlift. One family had driven down from Iowa and did not get their ride, so JOANN REINDL and DONNA RIDGEWAY have promised to go to their city to take them for a ride some sunny weekend.

We all feel that we have had an outstanding year under a fine board and leadership of BOBBI MILLER. BOBBI kept us hopping and we are so glad she stayed behind us and pushed. The entire membership looks

forward to another good year with ROSAMOND.

GREATER ST. LOUIS CHAPTER Fannie Jennings, Reporter

We had our September meeting and installation of officers at the Roundtable in Collinsville, Illinois, on Sept. 27. Jean Lennertson was our star of the day with some of her recently won trophies—Best Female Pilot in the St. Louis Aero Club Race, Cessna Trophy and 2nd Place in Sky Lady. We also gained a new member, Rose Mary Roth, who is piling one rating on top of another. She just recently got her Private and Commercial and is now working on her Instrument.

Val Johnson and co-pilot husband flew to Oklahoma City for the South Central Section meeting and open house for the new 99 Headquarters on Sept. 20. Val says we would all enjoy a trip to OKC.

Our hard working Air Pollution Committee has been very busy mailing literature. October 19-25 is "Clean Air Week" in St. Louis.

Don't know what Florida has that we don't have except a lot of Greater St. Louis Girls. Gerry Halton has moved to West Palm Beach. She'll be in the phone book and would enjoy hearing from any 99's in her area. Also, Grace Covyeau is now settled at her new home in Chicago, Illinois.

NEWS FROM SOME FORMER MEMBERS. Rose Joly is now a member of the Santa Fe Chapter and is secretary of same.

We have a group which calls themselves "The Fly to Lunch Bunch" (the group being whoever can make it from our chapter) who flies someplace at least once a month for lunch. That is if the weatherman will cooperate. On October 8 thirteen of our members and five guests had lunch at Four Seasons, Lake of the Ozarks. After all the goodies they exercised with PAT DIXON who gave them some pointers on keeping in shape.

We had a very busy and interesting October meeting at KETC Channel 9 in St. Louis. We saw an educational film on CHARLES LINDBERG and had a tour of the KETC studios.

RUTH LAKE and FRAN HENKE flew in the Michigan Small Race. RUTH says against some really tough competition—like they were 1/10 of a gal. and less than a minute off on

gas and timing and didn't even come close to winning.

Missed VAL JOHNSON at the meeting. She and her husband were in Puerta Vallarta, Mexico, for a few days of fun and relaxation.

MARY PETERS and husband, GEORGE, were in New York City the first week in October attending a medical convention.

On October 23 JEAN LENNERT-SON, JOAN LAMB and three non-flying friends spent the day at Kentucky Dam State Park, they reported beautiful CAVU weather and a very enjoyable day.

JEAN and RICH LENNERTSON just recently (Nov. 6) celebrated their 21st wedding anniversary and, also, they have just bought a 99 Blue and white 172.

SYLVIA BLOOM and husband along with some Aero Club friends attended the Missouri-Colorado football game in Boulder, Colo., on Oct. 25. The weather wasn't very good and Colorado won the game but, nevertheless, Sylvia says they had a nice weekend.

LOIS and ED SHAFER just recently purchased a 200 acre farm near Troy, Ill. (6 air miles from Troy VOR on 90 degree radial.) They are looking forward to the serenity of country living. Future plans include a private air strip.

JACK and AMY LAWS are the proud grandparents of HEATHER LYNN WILLIAMSON. AMY sure is glad that's over, don't think she could have made it another week.

SUE MATHEIS and AMY LAWS are participating in an Aero Study Group at Bi-State Parks and getting some instrument time compliments of the FAA. This is a program designed to see how well you retain your instrument proficiency after private license. Since starting instrument training, yours truly found out she didn't retain her's very well.

Some of the girls (JAN POCOCK, AMY LAWS, IRENE RAWLINGS and DEL SCHARR and a friend of DEL'S) got together at LORETTA SLOVICK'S on October 29 in honor of KAY BRICK. KAY and DEL were in the WAFS together and everyone had a delightful evening listening to them reminisce about yesteryear. KAY is chairman of the Powder Puff and a very active member of the NPA. Her purpose for being here was to attend the NPA

meeting at Cape Girardeau on 11/1.

BARBARA LINDAUER has a baby girl, LESLIE ANN, born Nov. 3—7 lb. 10 oz.

MERLE FRAME is now living at 885 Cook Road, Grosse Pointe Woods, Mich. and has invited all the St. Louis girls attending the Spring Sectional in Detroit to stay at her house (she must have forgotten how many of us there are, that's gonna be some pajama party.)

Until next time-Happy Flying!

INDIANA CHAPTER Dorothy Niekamp, Reporter

October saw us meeting at Bakalar-Columbus airport with perfect weather for flying and the fall color at its best. Our program offered a first for the 99's when we honored four members who have been 99's for twenty-five years.

TANNIE SCHLUNDT gave a brief resume of their flying careers, awarded them a 25 year numeral guard for their pins and then requested that each tell some incident concerning their flying experiences, and what tales were told.

JILL McCORMICK led off the group. JILL learned to fly in 1940 and during her flying career has logged hours in everything but an OX-5. During the war Jill had varied experiences working with the group who broke the Japanese codes, flying with the WASP's and ferrying aircraft around Europe at the close of the war. Now JILL is an instructor at Purdue University in the Professional Pilots Course teaching Airways Procedures, as she put it, instrument flying after the rating to future airline captains.

Next in line was FERN RINKER who got a license in 1943. FERN flew with the CAP for four years during WW II. Among FERN'S other achievemen's are flying in two Powder Puff Derby's in 1949 and 1950 and in the first Michigan SMALL race with Rae Cawdell in 1956.

Then we had JANE ROY who first flew on 8 July, 1943, and who was also a CAP member, eventually becoming a Major in the Indiana Wing. JANE has been busy as a 99 member having served as several chapter officers and in section duties.

Last, but by no means least TANNIE presented DOROTHA HENDRICKS as the oldest of our 99's, quickly explain-

ing old only in length of flying experience and service as a 99. DOROTHA first flew in 1935 out of a hayfield near Bowling Green, Ky. and eventually got her license in 1941. DOROTHA was also active in the CAP during WW II and joined the 99's in 1941. She helped to organize the Indiana Chapter and has served the chapter as its Chairman and also has held other offices.

So to these fine 99's a standing ovation was given along with the Chapter's wish for at least 25 more years of smooth flying and happy landings.

After awarding these fine members, we learned that we were to lose another outstanding member. SOPH PAYTON announced a move to Pittsburgh. Some of the Indianapolis members got together for a farewell luncheon prior to SOPH'S move and presented her with a cake, decorated with the words "SOPH, IND. 99 CHIEF PILOT." Soph's new address IS 408 SHARON RD., APT. 304 A, CORAAPOLIS, PENN., 15108.

IOWA CHAPTER Claudette Parker, Reporter

The Iowa Troops finally slipped out of orbit (after Okoboji moon jaunt) on October 19th. We fired our retrorockets for an 11:30 touchdown at Ottumwa, Iowa. With LINDA ARNOLD and RUTH SWANSTROM in charge, it was a great get together. Weather seemed to be in our way and quite a few drove. GERRI WALKER (Cedar Falls) and I flew over the day before, with our 491/2 ers in the back seat as usual. After a fun evening on Saturday P.M. Sunday (meeting day) soon came upon us. After our lunch we had our meeting. During this time the 49½ ers toured the Antique Aircraft Museum, with the Assistant Director, MR. HODGES. With fifteen members attending and two guests, who by the way became our newest members. A Welcome, to MARCIA GRISMORE, Corydon, Iowa; and MARY LOU WRIGHT, Webster, Iowa.

LUETTA WHITE (Bloomfield) flew to DSM in October to see the Beech show "Flying the Spanish Main."

PHYLLIS and HAROLD BARBER (Marion) recently flew to Detroit and picked up daughter CHERYL and husband, then flew to Mackanack Island for the weekend. PHYLLIS is also keeping busy shooting aerial photos

for her bosses. She will also be giving a talk at Underground Conf. in Minneapolis, Minn. in November.

ANNETTA HAACK (DSM) with husband BOB, and family recently flew over to Peoria. A beautiful day it was, and they ended up visiting Annetta's sister.

BEA JOBE (OTM) enjoyed her trip to Jamaica in September.

GERRI and DON WALKER (C. FALLS) flew over to FAA at Rockford, Illinois.

SUE POTTS (West DSM) made a business and pleasure trip to Alaska in August '69 and reports nothing but good about it.

November 1st, the Engineering Extension at Iowa State University, sent special invitations to all Iowa Ninety-Nines to attend the General Aviation Seminar. Our special friend, MR. BUD MARTINEAU, Accident Prevention Specialist with the FAA from Des Moines, was their to greet all of us 99's. Again weather was bad and only a very few of us flew in, with many drive in's. It ended up being a very successful day with the final talk given by FRANK KINGSTON SMITH. After the Seminar we were invited to an Open House at BETTY and DON JOHNSTON'S. Then off to dinner at the Capn's Galley. After dinner we went to MARY LOU and DON BLEDSOE'S where PHYLLIS and HAROLD BAR-BER showed slides on their flying trip to Alaska. Next morning, it was Brunch at KITTY and CLIFF HACH'S (Would you believe 5 doz. eggs?) followed by our November business meeting. Three more new members joined our group: JEANNE BEDINGER, Sioux City; MARCIA ANDREWS, DSM; and PAT HAYES, Urbandale. It made us feel rather proud to have these girls join us on this particular day—as November 2, 1929—forty years ago, the first Ninety-Nines got together.

It is always so nice to have VER-DAYNE MENZE with 49½ er WALTER join us from Omaha.

Thus our meeting ended and onward home again.

MARCIA GRISMORE (Corydon) flew full grown turkey bens (in her Bonanza) to the Diagnostic lab at Iowa State University. This job she gets elected to do by her husband, who raises them.

A BIG congratulations to KITTY

HACH (Ames). KITTY got her Instrument rating October 28th.

November 8th, MAURINE KAHLE (W'loo) and myself with 5861D flew to Davenport to attend the Quad City meeting. LINDA and BOB ARNOLD (OTM) also flew over. I have to say, BOB was a little outnumbered with all of us girls and when one of the Quad City girls offered him a car he seemed to think it was a good idea.

CAROLYN POBANZ showed slides on the PEE PEE DEE. We certainly enjoyed the trip with her and SHAR-ON EHRICH in TAR No. 49. By the way, after the meeting was over, MAURINE and I headed for home. BOB ARNOLD wasn't back yet when we left. Did you ever find him, Linda?

Next meeting is December 7th at Des Moines.

HAPPY 40th ANNIVERSARY NINE-TY-NINES.

See you next month.

KENTUCKY BLUEGRASS CHAPTER Rita LeNeave, Reporter

The Kentucky Bluegrass Ninety-Nines are busily making preparations for next fall's sectional meeting. We are proud to be hostess for this meeting and though we are a new chapter and few in number, we plan for each of you a supreme time! Make plans now to attend North-Central Sectional Meeting next fall in Ky.

Several of our girls took a Saturday flight to Lexington for an afternoon of racing at Keeneland. Not too many winners but lots of fun!

We are proud of our new commercial-rated pilot, DOT ARNETT!

We have a real COMER in our chapter. NORMA WORLAND is now flying aerobatics in her newly built "Pitts Special". She has entered competition at Fort Worth and Ottumwa, placing second in the "Antique" class at Ottumwa. Watch for her! We feel you will hear from her.

The Ky. Bluegrass 99's are happier and healthier by two new members, DIANE STAFFORD and BEVERLY TURNER. Help us make them welcome.

Fun-A-Plenty in Seventy
Ninety-Nines Convention
Bretton Woods, N.H.
July 12-15

MICHIGAN CHAPTER Maretta Simpson, Reporter

The Fourteenth Annual Michigan SMALL Race (sponsored annually by our Chapter) was held at Mt. Pleasant, Michigan, on Saturday, October 4, 1969. It was officiated by the Michigan Aeronautics Commission and sanctioned by the National Aeronautics Association.

Sixty-two airplanes flew in this round-robin event of 198.9 nautical miles—from Mt. Pleasant with check points at Houghton Lake and Montague, and it drew contestants from as far away as Australia, New Mexico, Florida, Georgia, Connecticut, and other nearby states.

JULIETTE AUERBACH of Dearborn Heights, Michigan, took first place in her Cessna Skyhawk. Her copilot was RUPERT BELL of Grosse ointe Park, Michigan, who is a student pilot. JULIE, flying her third SMALL Race, came within decimal points of having a perfect score.

JULIE, who is a design engineer at the Chrysler Corporation, is a private pilot with 450 hours, and is a member of the 99's, AOPA, MAOPA, and Ann Arbor Flyers.

In addition to having won the first place trophies and \$400 cash, they also received the Paul Bunyan traveling trophy, which was won last year by MARIETTA "POLLY" HUITT and JUNE A. PEPPAS of Kalamazoo, Michigan. They were also presented trophies for the best performance by non-professional (private) pilots, best performance in a Cessna, best performance by crew with male co-pilot other than husband, best performance by airplane insured by Airway Underwriters, and JULIE'S sponsor was also awarded a trophy as a result of her skillful flying.

Second place went to JOSEPHINE LEE of Saginaw, Michigan, who had her husband CHARLES as co-pilot. JO is a housewife and flight instructor. She also holds a commercial license and has approximately 400 hours of flying time. They also won a trophy for best performance in a twin-engine Piper. This was the LEE'S third SMALL Race.

Third place was taken by LYNN COOK with her husband DR. CARL-TON COOK as co-pilot of Tecumseh, Michigan. LYNN, who is a housewife,



JERRY and SANDRA LANKENAU of Westland, 5th place; DR. CARLTON COOK and LYNN COOK of Tecumseh, 3rd place; RUPERT BELL of Grosse Pointe and JULIE AUERBACH of Ann Arbor, 1st place; JAMES D. RAMSEY, Michigan Aeronautics Commission, Lansing; JOSEPHINE and CHARLES LEE of Saginaw, 2nd place; BEA and BOB STEADMAN and son DARRYL of Ann Arbor, 4th place; JANE and ROBERT WIGHT of Fort Wayne, runner up.

holds a private license with 180 hours. They also were awarded a trophy for the best fixed-gear Piper in the race. The COOKS flew in one other SMALL Race.

Fourth place was won by BERNICE STEADMAN of Ann Arbor, Michigan, who had her husband BOB as co-pilot. BEA, who holds an ATR rating, has in excess of 10,000 hours. BEA won the 1957 SMALL Race, and has won the AWTAR and IAR in previous years. They also won the trophy for best performance in a Beech aircraft.

Fifth place went to SANDRA and JERRY LANKENAU of Westland, Michigan. SANDY is a private pilot with 225 hours. She is a member of the 99's, AOPA, and Flyers Club. They were also awarded a trophy for best performance by a Bendix equipped airplane

JANE WIGHT and her husband BOB

won the sixth place runner-up trophy. The WIGHTS are from Fort Wayne, Indiana. JANE is a private pilot with 135 hours.

COLLETTE and LARRY DUNBAR of Traverse City, Michigan, won the trophy for 14th place in the 14th Annual Michigan SMALL Race.

BONNIE and PETER DE LOOF of Dearborn, Michigan, took home the "Tail End Tony" trophy.

LINDA COFFEY of Waterford, Michigan and KATHLEEN BENTLEY of Pontiac, Michigan won the best performance trophy by all-woman crew with less than 500 hours (private ratings).

The best performance trophy in a retractable-gear Piper went to HAZEL JACOBS and her co-pilot husband RICHARD. HAZEL has placed 5th twice in the SMALL Race in 1966 and 1968, and third in 1967.

MARGARET RINGENBERG of Grabill, Indiana, was awarded a trophy for best performance in a Mooney.

This was the first year for Michigan women to take the first five places and all the prize money.

MINNESOTA CHAPTER Betty Kuechle, Reporter

Since this is my first attempt at reporting for the Minnesota 99s, I hope all will bear with me until I can "get my feet wet". FLORENCE ROBINSON'S shoes will be hard ones to fit. September started with a new slate of officers: PEGGY JOHNSTONE, chairman; DOROTHY BOLANDER, vice-chairman; PAT CARL, secretary; and MARION FREDLUND, treasurer.

September also found large Minnesota delegation at Lake Okoboji in Iowa for the Fall Sectional. Thirteen gals in all, eleven of whom arrived in

six airplanes went down to Iowa. However this was not enough to take home the attendance trophy which again found its way to Kansas City. A special treat at the meeting was the appearance of Minnesota's own MAX CONRAD who had flown in in his "St. Louis Woman", the plane he will fly around the world pole to pole starting November 30th. We gave him a special invitation to our plane wash October 4th and 5th with the guarantee to wash the "St. Louis Woman" with tender loving care.

October arrived and found us ready for our second plane wash in four months. SIMA PERRY, our plane wash chairman set up Crystal Airport as the site for the wash and having learned much from the first one, we approached this one with enthusiasm. Much to everyone's surprise and delight, MAX CONRAD and the "St. Louis Woman" were waiting in line when the gals started washing the morning of October 4th. He had flown all night from his last speaking engagement in Seattle, Washington, just to have his plane washed by the Minnesota 99s. This plane wash turned out even more profitable than the first one in June. The rain on Sunday did not keep the profits from mounting. ONIE LUGER set up her hangar for company and served "moose meat chili" with all the trimmings to the hard working Saturday crew including special guest MAX CONRAD. Sherm Booen of WCCO TV's "World of Aviation" program came out and caught the girls in action for a later showing on his program. That same night many of us attended the MATA meeting at the Inne Towne Motel as guests of SHERM and heard the featured speaker, MAX CONRAD tell of his proposed trip.

MARION and BOB AUBURN, courtesy of Gopher Aviation, came to Minneapolis with their latest film, "Flying the Carribean". SIMA PERRY, DOROTHY BOLANDER, PEGGY JOHNSTONE, RITA ORR and BETTY KUECHLE assisted at the showing by ushering and helping with the registrations.

November 12th was the date of our last meeting. This one was held at the FAA Building at the Metropolitan Airport. H. W. (JAKE) DEMMERLY,



Minnesota 99s in uniform awaiting Max Conrad's autograph. Sally Woodburn and Dorothy Ryan patiently wait while Max gives his autograph to our new chairman, Peggy Johnstone.

General Operations Inspector and Accident Prevention Specialist for the FAA, spoke on the proposed user tax and the proposal to establish terminal control areas. Along with a good 99 turn out, a warm welcome was given new member MADELINE NIOSSI and seven prospective members from the area. GOVERNOR LeVANDER declared December General Aviation Month for the state of Minnesota, This will mark the beginning of "Project Safe", whereby pilots can attend 2 day seminars throughout the state, and for a small fee, have their flying ability evaluated by the FAA.

Work continues on our Spring Sectional in '71 but we plan to take time out on December 10th to wish one another a "Merry Christmas" at our annual Christmas Party at the North Star Inn. SALLY WOODBURN and her committee guarantee us an exciting evening.

We're Having a Clam Bake

You All Come to New England

July 12-15, 1970

Ninety-Nines Convention

Bretton Woods, N.H.

QUAD-CITY CHAPTER Gina Millar, Reporter

The Quad-City Chapter held its October meeting at Waterloo, Iowa. It was a delightful day for a flyout, and six members of the group were present. Two 99's, MAURINE KAHLE and CLAUDETTE PARKER, from the Iowa Chapter joined us for lunch in the Convair Room of the airport restaurant.

A lively meeting followed the luncheon. Several matters were settled, and a Christmas party for December 13, was planned. LINDA NORMOYLE assumed duties as Publicity Chairman for the Chapter.

CAROLYN POBANZ and SHARON EHRICH have agreed to show their slides of their participation in the Powder Puff Derby. We're hoping for a good turnout at the next meeting, so what do you say, girls? Let's all support our Chapter.

Before I forget AGAIN, LUCILLE WALTERS of D & D Aviation at the Quad-City Airport was the winner of our radio raffled off at the June meeting.

GIGI KATZ was all ready to take off for home after the meeting when she noticed an oil leak. Assistance was summoned, and it turned out that there was apparently no problem. GIGI took off and landed safely at the Quad-City Ariport.

See all of you at the November 8 meeting, girls.

WISCONSIN CHAPTER Katie Conkling, Reporter

HELP! Wisconsin Chapter sells shoulder patches to raise money—here lately we are giving them away due to bounced checks and closed accounts—even a 99 Chapter stopped payment on a check—yet they received over \$17.00 worth of patches. As a courtesy to you, our customers, we fill orders before waiting for checks to clear the bank. We again as always ask that checks be made payable to Wisconsin Chapter 99's.

JANE CARYER, an interior designer in Madison has been using her flying ability for transportation in her work. JANE has been working on an Art Gallery in Georgetown and a home in Hyattsville, Maryland. JANE is all for mixing business with pleasure and seeing the country as a bonus.

ETHEL WESTERLUND has received

an award from the Milwaukee FAA Lancer officer for her help in promoting flight safety. ETHEL is our Chapter Chairman and in return for us keeping her busy—she never gives us a dull moment at meetings.

The November meeting was held at the Hartford Municipal Airport, Hartford, Wisconsin. KATIE CONKLING and 49½er John furnished a 99 40th Anniversary Cake and coffee—all members and guests brought their sack lunch. MARTY ZIVKO, the Airport Manager, showed us the excellent facilities which are now being completed—of prime importance is to be a carpeted aircraft showroom—heated in winter and air-conditioned in summer. Whow! Can any of your local airports match that?

MARILYN and HERB RITZMAN, KATIE and JOHN CONKLING and MARGE DUNNE attended an evening seminar conducted by Jim Mertins, head of the FFA Lancer Program in Wisconsin. The evening seminar was directed at accident prevention with emphasis on safe landing principles.

DR. ANNE ROETHKE has flown off to Florida for a three week vacation. ANNE will hostess our January dinner meeting in Milwaukee—this will be a fly-in week-end.

FLORENCE FINTAK is now airborne again—since FLORENCE retired from the USAF she has been busy completing her Master 3 Degree and didn't have time left for flying.

JANICE THOMAS and DAVID are now tail draggers. They have purchased a Citabria and had to learn to fly all over again. JANICE hasn't made up her mind about the slow flying—she likes to get up and go—me—I think nothing is more pleasurable than a nice slow flying—tail dragger—Piper cub.

DOROTHY PAULSEN flew to the November meeting in her green Cessna 150. MARILYN RITZMAN and FLORENCE TONEY—as usual—flew in MARILYN'S little blue Luscombe. Wisconsin weather gave us a crazy weekend—many of us drove due to fog—and the ones that flew—flew in beautiful weather.

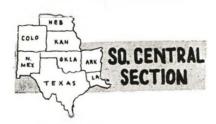
WALTRAUT OHSER, one of our newer members flies out of Cedarbird Field, Grafton, Wisconsin.

Two prospective members attended the November meeting. CAROLINE



Presenting good luck Road Runner pins to JOY FEAK and BEVERLY MUR-PHY prior to take-off for the Pacific Air Race are the Albuquerque Chapter Chairman WANDA COTHRAN and Secretary NAIDA BORDER. JOY is also Vice-Chairman of the Albuquerque Chapter this year.

DIETZ flies a Cessna 172, private pilot since September 1969, and with the Milwaukee Telephone Company 28 years. LINDA HIMES, received her private license in February 1969 on her 17th birthday. LINDA flies her dad's 172 and is a senior at Hartford High School.



ALBUQUERQUE CHAPTER Lily Sandoval, Reporter

Albuquerque had 2 entrants in the Pacific Air Race, Oct. 11. Our vice-chairman, JOY FEAK piloted the family Bonanza with BEVERLY MURPHY as co-pilot. It was the 1st race for both gals who hold Commercial with Instrument ratings. The Chapter presented the gals with good luck "Road-Runner Pins" prior to take-off for the race. Joy had to fly her 49½er husband to Las Cruces, New Mexico for the State Insurance Convention before getting to the race impound. He in turn

had to ride a BUS to Tucson to see the girls land. How's that for co-operation! JOY and BEVERLY visited the famed Aviation Museum in Balboa Park while in San Diego and particularly enjoyed the "99" display there. While pre-flighting the plane for race take-off a surprise visitor stopped to chat. His name was MR. STINSON, whose sister is a charter member of 99's. Seems he was also a race official and the girls felt it was quite an honor. JOY reports the reception at the terminus, Avra Valley Airport was great and the enthusiasm was infectious. The race committee and members assisting did a super job as far as New Mexico's only entrants were concerned.

Congratulations to SHIRLEY and BILL MORRIS on their new addition, a Cessna Skylane. They immediately took to the air to attend the dedication of the new airport in Taos, New Mexico.

RANDA and JACK SUTHERLAND are "gone fishing" again, this time to Havasu arriving just as the last of the Pacific Air Racers flew by. They reported local residents thought that all the planes were being evacuated due to high and gusty winds when they saw all the racers in the area.

Congratulations again to BEVERLY

MURPHY on earning her Instrument rating. Last but not least the Albuquerque Chapter welcomes the TWO new chapters Santa Fe and Las Cruces to the 99's. We have a darn good excuse to fly around the state now . . . on 99 Business!? Lots of success to both.

ARKANSAS CHAPTER Marge Nielsen, Reporter

Malvern Municipal Airport in Malvern, Ark. was airmarked in October by Ark. 99s, RUTH GRAY, RAMONIA SLOAT, CARY HUNT, BEVERLY HARP, DONNA HARRIS, & BETTYE BOLLEN. The girls were assisted by guest CORRINE ROGERS, CLARANCE & TOMMY HARP, & DR. SLOAT. The write up they received in the Malvern Daily Record was very nice.

RUTH GRAY, Chairman & BEVER-LY HARP are making plans for our chapter to fly Thanksgiving Traffic Watch in Little Rock with the Arkansas State Police. Our members who live in Little Rock are working with the school board there to promote Aviation by offering a free plane ride to the student who writes the best theme on "Why I am Interested In Flying."

Arkansas 99 of the Month is RA-MONIA SLOAT. Last month Arkansas 99 was MARGE NIELSEN. RAMONIA spent several days weathered in while visiting her home folks in Louisiana. DELORES & MARGE flew in the Flylady Derby & upon landing at the new airport in Bristow, Okla, found there will be a Fly In Sat. before Thanksgiving. DELORES, RAMONIA, BEV-ERLY, & MARGE attended C.A.P. open house in Ft. Smith. BEVERLY has been elected 2nd V.P. of LIT Unit W.N.A.A. & also Secretary of Cloud Nine Flight Club. She also flew in to St. Louis this month, ALINE NEWTH has been elected 1st V.P. of LIT Unit W.N.A.A. DELORES MITCHELL & Husband DR. BOB flew in the Fall Foliage Tour of Eastern Oklahoma. DELORES DEAM, RAMONIA, SAL-LIE SIMMONS, & MARGE flew to Petit Jean Mountain for fried chicken & a tour of Gov. Rockefeller's Antique Automobile Museum in Morrilton, Ark. with the Ark. Valley Aero Club. DE-LORES & MARGE attended an Aviation Safety lecture in FSM given by Tom Hancock FAA of LIT. Due to IFR



ARKANSAS 998 AIRMARKING MALVERN MUNICIPAL Airport, MALVERN, ARKANSAS Left to Right: BETTYE BOLLEN, RAMONIA SLOAT, CARY HUNT, BEVERLY HARP, DONNA HARRIS, & RUTH GRAY, CHAIRMAN.

COURAGE

Courage is the price that life exacts for granting peace The soul that knows it not, knows no release from little things;

Knows not the livid loneliness of fear Nor mountain heights, where bitter joy can hear The sound of wings

How can life grant us boon of living, compensate For dull gray ugliness and pregnant hate Unless we dare

The soul's dominion? Each time we make a choice, we pay With courage to behold resistless day And count it fair

Amelia Earhart

even by car in LIT our APT day was cancelled and another one will be scheduled in the near future. Happy Flying & Happy Holidays. (Ed note: Understand Marge was named 99 of month in Ark. Congrats!)

AUSTIN CHAPTER Peggy Dougal, Reporter

Hello, from the Capitol of Texas—af'er a long, long period of silence! I was away from Austin for the past two years, during which time I eagerly searched each issue of the 99 NEWS, for word about my favorite chapter. I had almost reached the conclusion that perhaps it no longer even existed. Upon writing to inquire about it, and inform my friends that I planned to return, I received word that indeed the chap'er was still active (though silent!) and that I had been chosen to take my turn again as reporter!

So, after that great in roduction, here goes:

Our new chairman, SOPHIA TAP-LEY, set us to thinking. We shouldn't be content to just eat lunch, talk flying, or sit around twirling the cute little prop on our 99 pins. We should get actively involved in some major projects.

At the very least, she said, we could make our luncheon into a combination eating and learning session. Whereupon she proceeded to pass out paper and pencils and give us all a cloud test. We were to decide, from the 40 types of cloud formations pictured, which ones would constitute a "go" or "no go" situation. The learning part came when we discussed each type of formation, while checking our answers. The winner, MARY HELEN BRATTON, received an attractive little game that our talented chairman had made.

Guess we'd better brush up on some of the Federal Aviation Regulations. I hear we may have a quiz over that in the near future.

COLORADO CHAPTER Deedo Heise, Reporter

ITEM 1: Should any of you be stopping over in the Denver area, particularly if it is an unscheduled RON, feel free to call one of us and, hopefully, we can make the "weather watching" ordeal a bit more pleasant. (I happen to live 4 miles SW of Jeffco Airport

and HERM and I love to collect pilots. Just phone 424-5972.

ITEM 2: The October Fly In to Trinidad was accomplished on the second try, and thoroughly enjoyed by ANITA HESSON and 49½ER WILLIAM, CHARLOTTE CLEVE, HELEN MAXSON, SARALEE FISHER, GRACE MAYFIELD, MIRIUM HANNA, MARION TANKERSLY and PEANUT, LYN PFLEEGER and guests DEBBIE HOWELL and JANE HOLLEMAN,

ITEM 3: The November Chapter meeting was a buffet supper at DON-NA MYERS' home, co-hostessed by MARYLIN NORDSTROM with an attendance of 30 members and prospective 99s. Why is it so much nicer to sit around in clusters on the floor tather than formally around the Board of Directors big table at Stapleton?? We had much fun and accomplished all necessary business with little pain.

ITEM 4: During said business, among other things, we officially welcomed new members and approved a Poker Run to be held in July 1970. We will give you details later in the hope of enticing many of you to come fly with us.

ITEM 5. November 16th the newly chartered Spanish Peaks Chapter invited us to a special 99c "Get Acquainted" lunch at Pueblo in the new Eagles Restaurant in the airport terminal. Weather cooperated and it was a most enjoyable get-together with the opportunity to see old friends and make new ones. From Colorado Chapter we had PAT LUTHER, MAR-GARET DWELLE, JAN and HANK GAMMELL, EULALIA NICHOLS and HERM and DEEDO HEISE. EULALIA flew with us and was giving me pointers on roll clouds and other local "attractions".

ITEM 6. Potpourri: RETA BRAD-LEY flew her Cessna 150 to Minneapolis and return, then to Las Vegas via Paige, Bryce and Zion National Parks. She then followed these jaunts by flying a Mooney 21 to Victoria B.C. returning on the Canadian via Banff. In her spare time she has joined the C.A.P. and participated in three search and rescue missions.

BETTY JO and CARL REED are figuratively and actually up in the clouds these days with a beautiful Cessna 320 Skyknight. They visited with

"old Wasp Buddies," RUTH SCHAF-FER FEISHER and her husband while attending a business meeting in Miami with only one fuel stop between Denver and Homestead, Florida.

DALLAS CHAPTER Janie King, Reporter

The Dallas Chapter extends a proper welcome to our two new members, SALLY BRADFORD and CARLA TAYLOR. SALLY and her 49/er BRAD enjoy flying to Mexico to go scuba diving. CARLA has been very busy; she received her private license on May 15 and is now working on an instrument rating.

Speaking of new ratings, RUBY ROGERS received her commercial license on October 14, and now WOOD-ROW, her 49½er is even venturing up into the wild blue yonder on his own.

PAULENE & JACK WINDTHROP and PHYLLIS & GLENN DUKE went to Georgetown, Texas for the annual Experimental Aircraft Association flyin. Aerobatic, home-built, and antique airplanes were on display.

The Dallas Chapter received the attendance award at the South Central Sectional meeting in Oklahoma City. Twenty-nine of our members had an enjoyable and an educational time. LIL TAFEL and ELINOR JOHNSON were privileged to go through the oxygen chamber while at the sectional.

PAT JETTON went to Washington DC for the Women's Advisory Meeting on Aviation.

The Texas Air Tour was great . . . so the grapevine has it. PAT and FRAN CLARK led the pack. BEV and HAR-OLD TAYLOR won the Cessna award for landing at the most airports and carrying the most passengers, HELEN WILKE, KATHY LONG, and DOR-OTHY WARREN got the "Yak-Yak" award—whatever that is??

The ABI fly-in breakfast found HELEN WILKE, KATHY LONG, and DOROTHY WARREN joining PHYLLIS DUKE there with GLENN via ground transportation.

The Dallas Doll Derby proved to be a very successful one . . . the weather provided by HAZEL McKENDRICK "severe clear". RUBY ROGERS, with co-pilot DENNIS GRAHAM, won second place! Sixth place went to PAT JETTON and RICHARD COSTELLO, and there was a tie for seventh be-

tween PHYLLIS & GLENN DUKE and SALLY OLDHAM & CO-PILOT GER-ALD FINDLING. HELEN WILKE and KATHY LONG received the highest scoring Beech award. A total of twelve Dallas 99s were entered in either the left or the right-seat category.

PAT and FRAN CLARK are really checking out various forms of transportation. They flew the Bonanza to New Orleans, climbed aboard a special overnight Pullman bound for St. Louis, and then boarded the "Delta Queen", a Mississippi riverboat, for their return to New Orleans.

Speaking of airmarking, it took an IFR flight to get to Dumas, but PAT CLARK, with co-pilots/painters ELI-NOR JOHNSON, BEV TAYLOR, and LOU MARQUESS were up to the challenge. This painting venture was a joint one with the Top Of Texas Chapter. From the reports that came back it must have been a splashingly good time.

Our editor, HAZEL McKENDRICK, was in Washington representing the National Association of Air Traffic Specialists at the NTSB Mid-Air Collision hearing. She has not been seen at any meetings lately because, she reports, her son Mike plays "down and dirty" for the Lake Highlands High School "B" team and she attends the games as a member in good standing of the "hard core fanatics". I'm also told she plays a very bad charge on the bugle at these games. SHE ALSO REPORTS THAT THE NAATS HAPPILY JOINS THE NINETY NINES IN THE "CORRIDOR CON-CEPT" AS OPPOSED TO THE WED-DING CAKE THING.

EL PASO CHAPTER Lois Hailey, Reporter

We are very proud of NORMA KUDIESY who recevied her Masters Degree in Library Science from Texas Women's University at Denton, Texas on August 22.

A very interesting Pilot Safety Clinic was held in El Paso for three nights. Those with perfect attendance were RUTH DEERMAN, MARY NAGY, JACKY FAGIN, MARILYN PITTMAN, NORMA MCREYNOLDS, JEAN BYARS, JUANITA BURDICK, LOUISE CROSS and NORMA KUDIESY. DORIS SHREVE and CHERI SPIER attended part of the sessions. Another clinic was held in Alamogordo, and was at-

tended by three of our chapter members, MARGARET McFARLIN, HESTER OAKES, and DELORES DYVAD.

NOEL and MARY OLMSTEAD have just returned from a five weeks tour of visiting old friends around the country. They went via Wichita, Wheaton, Ill., Green Bay, Wisc., Oyster Bay, N.Y., Morristown, N.J., and Eastern Maryland, where they had a cruiser trip on the Chesapeake Bay. They returned via Little Rock and Dallas, and ran into instrument weather in some spots. They had 38 hours of flying time, and 37 lbs. of mail when they arrived home. Bills or love letters? MARY reports that they had seen beautiful fall colors all over.

CHERI SPIER and her 49½'ER, DR. WERNER, spent a week end recently at the Newport Beach, Calif., Movieland Museum of the Air at Orange County Airport. They recommend it highly.

BETTY ROGERS and RUBY TAT-MAN left Nov. 1 for a three week vacation to Australia and New Zealand

We have four new members: DOR-IS SHREVE, MARILYN PITTMAN, PHYLLIS McCARTHY, and CAROL HART. We are happy to have them, and sorry to lose LIZ FELLABAUM who has transferred her membership way up Alaska way.

RUTH DEERMAN won the spot landing contest for Nov. 1. After the contest our meeting was at the tower where JIM HAIRE gave us a very interesting program and tour.

APT has acquired four new people: MARY FRAN SEIDL, DELORIS DY-VAD, HESTER OAKES, and RUTH DEERMAN.

EMMA and JOHN UDOVICH attended the graduation of their son from basic training at Lackland AFB, and then accompanied their sons JOHN and FRANK, they spent 10 days in Colorado deer hunting.

WANDA GARSON and family have moved to Florida, and MARY FRAN accompanied Wanda on a fly trip to Fla. They encountered much instrument weather, and spent a lot of time waiting.

WANDA CREAMER and PHYLLIS McCARTHY flew to Dallas for a CAP meeting, and NORMA McREYNOLDS spent a weekend in Princeton, N.M. with her husband, MAC, who was in school there.

FORT WORTH CHAPTER Tony Page, Reporter

The past sixty days have been active for the Fort Worth Chapter. Two dinner meetings and the delightful experiencing of co-sponsoring the Tiny Broadwick luncheon for the OX-5's in annual convention here.

October meeting started with a bit of cheer, excellent steak dinner, discussion on the luncheon for TINY BROADWICK, credited with nearly 1,000 jumps since her first one in 1913. At 75, she has retired from the jump biz.

BARBARA McEACHERN, Chapter Chairman presided. Program Chairman YVONNE TURNER, then introduced a local Police Officer, who spoke to us on "How a Lone Woman can Protect Herself"—a chilling though,, but necessary during this restless stage of the game.

EDNA GARDNER WHYTE presided during the OX-5-Ninety Nine Luncheon for TINY BROADWICK. At the head table, former recipients of the Tiny Broadwick Award, JIMMIE KOLP, Electra, Tx., and MELBA BEARD, Arizona, at the head table, with BARBARA McEACHERN and BLANCHE NOYES, WDC. LLOYD PRESTON, Fort Worth Aviation Director was the lone male at the head table. Others attending were OX-5's.

Instead of a formal speaker, EDNA called on each of the former winners, to tell a little bit about their early flying. Everybody was enchanted. TINY herself was a delight and in a tiny voice told of some of her 'best jumps'.

Other Ninety Nines attending from out of town, included STELLA PRIEST, San Antonio, and VIOLA GENTRY, Florida. There were eighty-five at the luncheon.

MRS. RUTH REINHOLD, Phoenix, Arizona, personal pilot of SEN. BAR-RY GOLDWATER, and of course a Ninety Nine, was presented the top award for "promotion and development of aviation for her encouragement of women throughout the world to participate in aeronautics."

In November, our steak and trimmings dinner meeting drew a large group, including ANITA and AL REILLY; LOUISE BIRD; BOB and CAROLYN MERRITHEW; EMILY DOWLING, of Ohio; BOB and RUTH SUT-

TON; TOM and JEAN BISHOP; BARBARA and J. D. McEACHERN; JACKIE WHITE; BETTY PARSONS; HELEN MORRIS; PAT SHILLITO; JOYCE KEEN (a prospective member); BONNIE LENORD HYSEN; VERNA and JOHNNIE STUBBS and TONY PAGE.

Our speaker was MAX E. SHAFFER, Compliance and Security, Federal Aviation Agency, with what he calls his "medicine show". Truly fascinating subject 'hard drugs', and presented just great.

SHAFFER has 23 years investigative work in his field, including ins'ructing CID subjects, working in the Far East, Europe, Africa, specializing in narcotics, homicide, sex crimes and military/civil intelligence in US and overseas, just to mention a small part of his background and qualifications. One item: 50% of the 'hard drugs' come into the USA by air.

BARBARA McEACHERN, conducted the business of the day. Included: announcement of a European tour for the Ninety Nines and Lost Angels, of Houston, scheduled for August '70, returning in September, visiting eleven countries at under \$1000 each. (Interested? Write: Sally Cox, 103 West Deepgrove, Houston, TX, 77037.

TIDBITS: DR. DORA DOUGHERTY STROTHER, named President of the Tarrant County Physiological Ass'n, '67-'70 . . . DODY McLAUREN, recovering from the National Aerobatic Competitions held at Oak Grove Airport in October (MARY GAFFANEY won the women's division, CAROLYN SAILSBURY was 2nd, DOT ETHE-RIDGE 3rd) . . . EDNA G. WHYTE, with student RILDA CAUDLE, age 16, took 4th place in the Fly-Lady Derby, Fairview, Oklahoma, Nov. 11th . . . HELEN MORRIS is working at GUS SIMPSON'S OWL-STOL firm, Meacham Field . . . TONY PAGE on a special press flight to Colorado Nov. 19, for briefing and tour of NORAD Cheyenne Mountain Complex and Air Force Academy tour with briefing . . . JACKIE WHITE, BARBARA and BET-TY PARSONS, attended the Bazaar Internationale held by the Wichita Falls Chapter, where each bought one of the treasures at least, from all the exotic places, India, Egypt, Tibet, Thailand, Korea, Greece and Turkey. Champagne was served to those not flying. BETTY PARSONS flew up with

King Airlines, a commuter serving Wichita Falls and Dallas, drove back with BARBARA and JACKIE. TONY PAGE RON'd with J. KOLP, Electra.

Happy 40th Anniversary, to the Ninety Nines from the Fort Worth Chapter.

GOLDEN TRIANGLE CHAPTER "Penny" (Vivian) White, Reporter

Mark November 22, 1969 on your calendar for that is the date set for our charter; the scene is Steak and Wings, Southwest Airmotive, overlooking Love Field at noon. DOROTHY WARREN and PAT JETTON will be doing the honors.

What was our inspiration? Just as a starter, the warmth and encouragement of RUTH DEERMAN, DONNA MYERS, PAT JETTON, and DOR-OTHY WARREN and oh so many of you Ninety-Nines, during our Spring Sectional in Arlington, not to mention the perseverance of our chairman, BRENDA STRICKLER and our small group of loyal supporters. While at International Convention, we were again inspired meeting our charter members and actually getting to know THEA RASCHE, of Germany whom we helped sponsor. The climax for this reporter was talking to a fellow teacher, MURIEL EARHART MOR-RISEY.

Returning from convention, I too, started a refresher course at GREAT SOUTHWEST AIRPORT, and succeeded in getting our new chapter meeting facilities, with the assistance of FRIENDLY AVIATION people known as TRAFFIC CONTROL. Their film library is available to us, together with projectionists and speakers.

On November 11th, we invited nine prospective members to TRA CON for an instructive session on the history and meaning of being a Ninety Nine. There were five private pilots: CLYDENE BISHOP, KAREN BUCKHEIM, HELEN LANCASTER, GINNY SHAW, and BETTY STOCKSTILL.

Near future possibilities include: ROSALIND KAY, FREIDA LUMLY; NELDA VAUGHN, and DARLENE HAWKINS.

Flying activities include attending the CONFEDERATE AIR SHOW, and the INT. ACROBATIC meeting at Oak Grove Airport, just to mention a few. BRENDA STRICKLER took in all the activities in San Francisco where 49½er, FRANK, was meeting with the Board of Directors of the American Airline Pilots Association. DIANE BARNETT mixed flying with skiing trips in New Mexico. BOBBY Mc-CLARDY and her 49½er are mixing business with pleasure with trips to Colorado and points west.

When you receive this, we will be official and mighty proud to have you visit us at Great Southwest TRA-CON.

HIGH SKY CHAPTER Mildred Goodson, Reporter

Our High Sky chapter is on the beam! Since electing new officers in September there hasn't been a dull moment. Not a lot of flying in the air . . . but gobs of it "hangar-wise"!

Our November meeting was held at Midland-Odessa Air Terminal. We were most fortunate to have with us a good speaker and very worthwhile. He is an Accident Prevention Specialist with the Lubbock district, MR. OTIS W. SMITH. He had a very good program, showing us slides on Safe Flying.

A certificate of merit for service in Active Accident Prevention was presented to COLONEL BANKS stationed at Midland Terminal, by MR. SMITH. This was the first award of this nature ever given in the Midland area, quite an honor.

VELMA COPELAND was in OKC the week before sectional meeting. Looks like it could have been that week—however when cupid calls that makes a dif. Her son, CRAIG was married there. He is a senior at OU.

Chairman FRANCES COLLINS is busy getting ready for her daughter's wedding Dec. 20th. This gal is a good one . . . busy as a bee and keeps all in the same boat.

NANCY BRUMLOW was unable to attend this meeting. She is another busy one; instructor, charters, flies for an oil company and keeps husband's office.

BETTY ROGERS, our newest member will be our reporter for the rest of the year since CHARLOTTE HUNTER is in Corpus Christi most every week-end with her new boat.

MILDRED GOODSON stays busy... keeping books for the jewelry store, selling and now has gone into the cosmetics business on the side. Jack of all trades and "fairly-good" at some!

We had two prospective members as visitors at our meeting, HETTIE CURRIE, a former member and BET-TY EPSY. We are looking forward to these girls being one of us.

Bulid enthusiasm, be happy . . . keep flying . . . safely.

Hello! Just dropping in to let all know we are getting down to business and are active!

Our Sept. meeting was held at Midland-Odessa Terminal. New officers were elected for the coming year: Enthusiasm was all over the place. To be successful in any category, first there must be enthusiasm.

FRANCES COLLINS, our new chairman, is chief pilot for her hubby, DR. O. C. COLLINS. We are happy to have VELMA COPELAND with us again. VELMA is our Vice-chairman, and with these two we can expect to have a busy year.

Those present were FRANCES COLLINS, VELMA COPELAND, MILDRED GOODSON, PAT BATOSKY and a guest, DOLLYE WILLIAMS.

Since I am pinch-hitting for the reporter I will get the October meeting thrown in for good measure.

The meeting was held at Rich-Air hangar at Midland. We had a good business mee'ing. Our capable chairman and vice-chairman are planning on a busy year for us! The monthly programs have been made for several months ahead . . . that is good work.

Our guest speaker presented us with a very enlightening talk. MR. JOHN ROGERS, chief mechanic for Rich-Air, spoke to us on "Preventive Maintenance". Did you know we all have three free-tools to use in maintaining our planes? Eyes, noses and ears . . . sensible isn't it?

We welcome our newest member, BETTY ROGERS. BETTY just recently came into our midst, having lived in Anchorage a short time back.

We have had a frequent visitor at our meetings for the past ten years, since getting our charter. We have decided to make her an honorary member, since she is willing to sit through the meetings with us, encourage us in our undertakings and is understandable. She is seventy-five years young, MRS. LILLIE SMITH, mother of MILDRED GOODSON.

Have fun; fly to the meetings; if you can't fly . . . drive, but attend.

Be seeing you . . .

KANSAS CHAPTER Charlotte Russell, Reporter

Our October meeting was fascinating! NORMA TURNER, a new transferee from Cedar Rapids, Iowa, showed her marvelous slides and told about her June 1967 flying trip into the mountains of Mexico with some osteopathic physicians to visit the Tarahumara Indians who receive very little medical attention except for the occasional visits from various doctors going there as a part of the DOCARE project (Doctors of Osteopathy CARE). She told of her flying experiences into and around Sisoguichic and Creel in the Sierra Madre Occidental Range of mountains southwest of El Paso. It all sounded like a rugged and awesome adventure to us who watched and listened

At the South Central Sectional Meeting in Oklahoma City in September, MARILYN COPELAND and PAT Mc_EWEN were the recipients of Toughbird pins for their outstanding contributions to the 99's and aviation. They were the only members receiving pins from the Kansas Chapter and we are definitely proud of them.

MARY AIKINS flew in the Tulsa, Oklahoma Air Show the weekend of October 18th and 19th and then MARY JO OLIVER and JOYCE CASE were in Washington, D.C. from October 27th to 29th for a meeting of the Women's Advisory Committee on Aviation. We are certainly proud of these members.

After the Fort Hays, Kansas Summer Aerospace Workshop this summer, MARILYN EKEY, IDA and RAY SCHLITTER, KAREN WILLIAMS and ALYCE BLACKHALL joined the group who went to Cape Kennedy to tour the space complex and museum. While they were there, they were fortunate enough to witness the launch of a Solar Orbiting Laboratory.

HELEN and REX LEE left on October 8th for an eight day vacation in Rio de Janeiro. After a twelve hour chartered flight to Rio (it's twice as far as from Wichita to London), they had a beautiful time basking in the sun and touring the city. HELEN said that the Amazon River is unbelievably enormous!

MARGARET YOURDON, our new Aerospace Education Chairman, chaperoned six girls and one boy on an International Culture Exchange School trip this past summer. A total of 250 students participated in the program. MARGARET and her group toured Rome, Austria, Switzerland, Paris and London by bus. Their bus driver was an Italian who spoke no English so they had to communicate by sign language! MARGARET reports that they had many tours, a few lectures and met many interesting people.

The OLIVE ANN BEECH Wing Scout Troop No. 149, under the guidance of ALYCE BLACKHALL and her assistant KAREN WILLIAMS, met on October 15th in Wichita. MR. C. E. NEAL, Aerospace Education Director for Sanderson Films, gave the girls an introduction to aviation and air age education.

According to ARLIENE DANDO, our busy Airmarking Chairman, there was a happening at Longton, Kansas when she an dher parents airmarked one of the buildings at the fairgrounds. All the townsfolk turned out to watch!

NEBRASKA CHAPTER Marion Larmon, Reporter

Five Nebraska 99's made their way to OKC for a fun week-end attending the South Central Section meeting October 19, 20, 21. PAULIE PERRY, BFF, and MARION LARMON, MCK, flew together, arriving in time for Paulie to be one of the lucky 16 to participate in the altitude pressure chamber ride. Others from Nebraska Chapter attending were EVELYN SEDIVY, ROSEMARY HARVEY and JAN HEINS, all from LNK. We congratulate the Oklahoma Chapter for a most successful meeting! Congratulations, too, to the newly elected officers!

Our October meeting was to have been held at Wayne, Nebraska; and plans had been made for a welcome committee a tour of the Wayne College campus and a free lunch at the college cafeteria. But the weather said "no go", so a quickly organized group gathered at the Lincoln General Aviation garage (we meet any place) and a total of 10 members were present. This included 4 from OMA who drove down (JUDY WESTBROOK, PAT WOLFE BETH HOUCHIN and MARY CONLEY) and MARION LARMON, MCK, who was in LNK for an AOPA course. Those from LNK were EVE-LYN SEDIVY, JAN HEINS, DONNA BRUMMER, PAT UNDERWOOD and VERA BARTUNEK. Since this was MARY CONLEY's second meeting, she

was presented a membership aplication. Will be counting on this addition to our membership.

Our chairman, EVELYN SEDIVY, announced the appointment of DONNA BRUMMER as the new membership BARTUNEK remains our air marking chairman. We are also making plans to adopt the 66 program for student pilots. We believe this is a worthwhile project and a nice introduction to 99 membership.

On November 1, Nebraska 99's tried for a fly-in again at Wayne, Nebraska, and this time in spite of a low cloud cover nine members and five guests arrived for our meeting . . . EVELYN SEDIVY, MILDRED BARRETT, VERA BARTUNEK, MIMI HAWORTH and JAN HEINS, all from LNK; JEANNE GIVEN and SUE ALLEN, OMA; JUDY KAUFFMAN, Cozad; and MARY CON-LEY, Nebraska City. Guests were BETTY JOHNSON, wife and assistant of airport manager, DON JOHNSON; MARILYN DENDINGER, Wayne; IONE STORY, Pender; MARILYN SE-DIVY, and JEANNE GIVEN, students at Wayne State.

Our December meeting will be at the LNK Officer's Club on the 13th for a party and 14th for meeting. March meeting will find it devoted to everyone getting APT . . . airport to be chosen later. Airport marking of El Mira, a private air strip, will be done at a spring meeting.

We also approved of the allocation of \$50 to a student to attend a future NIFA meeting, \$10.00 to AWTAR and \$10.00 to the AE program when they are requested.

JAN HEINS, LNK, was awarded the traveling trophy earned for this quarter. VERA BARTUNEK and son, visit VERA's brother. Eleven year old, STEVE, flew to Bozeman, Montana, to STEVE did a fine job keeping mother on course! JEANNE GIVEN and husband JEROME, flew to the Reno air races. JEANNE writes it was IFR until they could get on top in Wyoming and that JEROME had to take another plane which was going as the pilot was not IFR rated. Now she has another instrument student! The air race was spectacular, she writes, with such low flying planes (pilots were penalized if they flew below 25 feet!) and the loops, rolls and "vertical" climbs. Jeanne took some movies and we hope to get to see them some time.

Congratulations to The Ninety-Nines on their 40th anniversary!



Oklahoma Ninety-Nines acting as hostesses at the National Intercollegiate Flying Meet held in Durant, Oklahoma in October. Left to right include NORENE LAPSLEY, ARLENE WALKUP, BRONETA EVANS, MARTHA THOMASON, SANDRA NIX. Also pictured is GLORIA SCHAEFER, West Michigan, winner of the Outstanding female pilot award. BRONETA presented GLORIA with her award during the banquet that climaxed the activities.

OKLAHOMA CHAPTER Dolores Pasierb, Reporter

A variety of activities are keeping the Oklahoma Ninety-Nines involved in aviation. Many have participated in Aviation Education programs of some degree. PAM EUGG has been consulting with the local school board in her area and is pleased to report a continuing progress and cooperation.

Teachers throughout the state have been informed of 99's living in their area and are encouraged to enlist their assistance. ANN CATLIN has been doing some early recruitment for the 99's by introducing aviation to Girl Scout groups. DOLORES PASIERB and PAM BUGG assisted an elementary group with their science section on aviation by presenting a film and conducting a visit to a local airport, giving each child an opportunity to sit at the controls of an aircraft, BEBE EARRETT has given airplane rides to students in her area as a reward for academic achievement in aviation.

Our marvelous Indian Summer provided an excellent day for airmarking the town of Washington, Okla. on Nov. 5. Our chapter is airmarking towns as well as airports. The airport in Stillwater is next on the agenda where our gals will be refreshing the runway markins and numbers. On the same

day, members and 49½ ers will enjoy a Christmas party at the home of Arlene Walkup.

Nov. 11, Fairview Fly In and Air Race: RUBY KNIGHT, flying a Cessna 172, placed third. Other members participating included ANN CATLIN and MARGE CULWELL in a Piper Arrow, CONNIE JONES and JAN MILLION in a Money, NEMA MASONHALL in a 172, BILLIE JO KINNARD flying a Musketeer and CAROL WADDELL with ARLENE WALKUP entering with a 182.

Welcome into the Oklahoma chapter. MARGE CULWELL and JAN GREENE who received their pins at the October meeting. Guests attending included SHARON YOUNG, and BARBARA AT-TEBERRY, both of Oklahoma City, HELEN HOLLAND, Norman, who is a former WASP. The meeting which was held at the home of MARY LESter Oklahoma City, was highlited by the presence of BLANCHE NOYES, PAGE SHAMBURGER, BEA STEAD-MAN, CHARLOTTE FRIESEN and LORAINE McCARTY, all well known and distinguished 99's who were in Oklahoma City as part of a committee to plan a national museum to commemorate the contribution of women in aviation.

It is always a delight to hear from our Oklahoma 99 WALLY FUNK who resides in California and we were most pleased she attended the Sectional meeting in Oklahoma City. Her most recent correspondence informs us she has received her Advanced and Instrument Ground Instructor ratings, passed Instrument Instructor flight check and awarded the Gold Seal Rating, and is anticipating taking her ATR written this month. At the present time, she is teaching at Redondo High School, 5 courses of Aeronautical Science to Seniors. Needless to say, we are proud of this gal and wish she was around more often.

Holiday Season is almost here. A time to reflect upon our Blessings and include in our prayers, those less fortunate than we.

OMAHA AREA CHAPTER Georgiann Rynearson, Reporter

Since the last newsletter, our chapter has had two meetings. The October one was co-hosted by JANICE BESCH and BETTY JARVIS at JAN's home with ten members and two 66s present. The girls who had gone to the Fall

Sectional gave reports on same and tried to induce more to attend in the future. Janice Kneifl discussed an aero-space project she assisted with in her daughter's classroom.

The November meeting was attended by thirteen members and one 66 at CAROLYN GRANGER's home with GEORGIANN RYNEARSON assisting. Among items discussed were liability special fund-raising activities, and fees, insurance covering the 99s in their regulations and restrictions on general aviation being considered by the F.A.A. Members were urged to write to their congressmen expressing their opinions.

After all the serious business was taken care of, fun business was discussed, namely, the Christmas party on December 7. MARGARET SOBECK has grociously offered her lovely home 49½ ers are invited. Then LT. COL. GRANGER showed a film on vertigo for our dinner party, to which all the and answered our questions on the subject.

Going back to the Fall Sectionalhow to put on a great one, and we those Oklahoma girls really do know want to thank them for a weekend of fun. Five of us were able to attend, ROSEMARY BLOCK, INEZ STOCKER, VERDAYNE MENZE, BETTY JAR-VIS and GEORGIANN RYNEARSON, and we took along our husbands and families. All of us were kept busy and entertained. We met many interesting girls, renewed acquaintances with some we had met previously, and came away with new ideas, prizes and a desire to attend the next sectional. After the appealing invitation from "Daisy Dimwit" of Tulsa, who can stay away?

Good flying weather has been held to a minimum the past two months by an early flurry of winter with much drizzle and fog. Our Poker Party went by the wayside because of rain on two successive Sundays.

On one of the few sunny weekends, seven members, VERDAYNE MENZE, BETTY JARVIS, HELEN EHRLICH, JANICE BESCH, ROSEMARY BLOCK and GEORGIANN RYNEARSON, helped the Stratus Seekers Flying Club host a fly-in breakfast at Flightland Airport. Their assistance was greatly appreciated in serving the two hundred people who attended. The second prize in the spot landing contest went to a fellow 99 from Kansas, HELEN SIMMONS.

The first weekend in October GEOR-GIANN and BILL RYNEARSON and

INEZ and HERB STOCKER flew to Minneapolis to attend a couple of football games and to visit relatives. They found the foliage in Minnesota at this time of the year breathtakingly brilliant. Such gorgeous reds and golds are scarce around Omaha.

GEORGIANN and BILL RYNEAR-SON participated in the Civil Defense Air Force Evaluation Test held by the Civil Air Patrol in the Wahoo area on October 12. They flew an assignment as pilot and observer.

INEZ and HERE STOCKER poked a few holes in the sky the first weekend in November and made their way to Kansas City, HERB on business and INEZ for fun

Let's hope this next month offers betends. We don't want a little, old weathter flying weather, especially on weeker-man folding up our wings.

PIKES PEAK CHAPTER Janie Oesch, Reporter

I would like to introduce you to our newest member and new Private Pilot, Linda Watson. Here in her own words is how she got started in the aviation world.

"I was born in Bakersfield, California in 1946. I have one brother two years older ond a little sister 14 years younger. I was married the weekend before was 16 years old. I went on to graduate my senior year of high school when I attended 1½ years of college. I quit at from East Bakersfield High School. I that time to join my husband in Texas who had received his draft notice and decided to go Air Force.

We arrived in Colorado Springs in May 1968 and we hope to remain here until September 1970 when my husband's Air Force discharge is due. Then we will return to California and back to civilian life again.

I was living with my parents when I got my start in flying. (My husband was stationed in Greenland on a remote tour.) I can still remember that one day when I was sitting in the Bakersfield Airpark's coffee shop. My dad and I just got back from a short local flight in his Aeronca Champ, He turned to me and said, do you think you can spare a couple of nights a week for ground school, and of course I said okay. Shorts, barefoot and all he then took me over to the ground school class which was just starting. I had gone as a passenger with my father and brother but I really hadn't thought of flying myself. But while my

husband was in Greenland, Dad got me started in flying to keep me occupied and help the time go by until my husband returned home.

I had 25 hours when my husband returned back to California, and then moved to Colorado Springs. I thought my flying had ended, because at home my dad financed everything for me. But now that we were in Colorado we would have to pay for everything ourselves. Richard, my husband, was just a two striper and we just couldn't afford it really. But my husband knew how I really enjoyed flying and wanted to fly long enough to at least get my private. So he said we would take money out of our savings so I could finish. I was so glad I could continue to fly, because if I waited until he got cut of the service, my written would have expired, and I didn't want to have to go through that again! So to finish up I joined the Ent Air Force Base Aero Club. I got to know the secretary and manager pretty well, and when the secretary left the club, they asked my if I wanted to take her place. I was so thrilled about it because now I could spend more time around the planes and the people who fly. It was through the Aero Club that I was told about the 99's.

I can remember when I was learning to fly. What a time! My instructor and I were in the pattern, I was pulling off power on down wind—the engine died—talk about being scared! So of course the instructor took over and we just barely missed the fence in front of the runway. So we landed okay, he jumped out and gave the old propeller a spin to get her going again.

And not too long after that the instructor was stalling the airplane for a spin-it died again. And with no automatic starter on the Aeronca the only way was a dive and a hope. It started thank goodness. He told me to take over once he got it level, my knees were so weak I didn't think I could. Dad had worked on the plane and there was a short somewhere because neither the air speed or altimeter were working. So we had no idea of the speed in our dive. I was so thankful it held together - I found out later that the plane's fabric wasn't too good. Testing on annual it had to be re-covered.

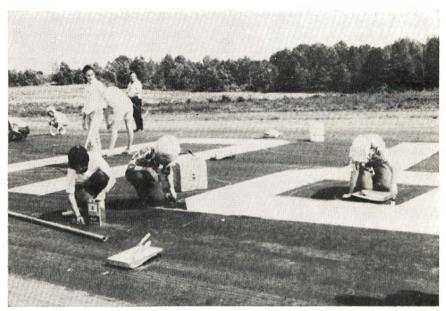
One other experience I can recall happened after I got my private. I had my license about 11 months, but only had a total of 9.7 hours logged since I got my license. So I wasn't too con-

fident and a little rusty. I had to fly the Club's mechanic and another passenger to the Academy Aero club. I was nervous and wanted to do well. I was flying a Cessna 177/Cardinal. Taking off I let my air speed get to 60 - 1/4 flaps. But when I took off I didn't have enough air speed. We were floating, rocking back and forth and going off the side of the runway. Finally Holly, the mechanic, told me to get the nose down so I did. The right wheel touched the ground and bounced about two times, up again an dthe wheels hit again, finally we're off! I was so embarrassed-it never fails, when you want to make a good impression—the worst happens.

So far I've flown 28.3 hrs. in an Aeronca Champ—65 hp., 18.0 hrs. in a Cherokee 140, 35.8 hrs. in Cessna 177 Cardinals (2 hrs. in a super Cardinal), and 1.0 hrs. in a Beech Musketeer for a total of 83.1 hours. When I return to California, I do plan to work for a commercial rating and maybe an instructor's rating.

SHREVEPORT CHAPTER Patricia Gustine, Reporter

This chapter has been on T.V. twice since the last report was sent in. On Saturday, November 15, KATHY CAS-TON was hostess in Longview, Texas, to the Shreveport Chapter and some members from both Dallas and Houston chapters. Several husbands were also present. The weather was beautiful and KATHY really organized a pleasant day. Welcoming guests with KATHY and husband L.P. were dignitaries from Gladewater, Kilgore, and Longview. Shortly after arrival, we took turns going for a demonstration ride in a Navajo. This was enjoyed by all-especially those who got a chance to sit in the right seat. We were able to look over a 1970 Cherokee Arrow 200 and a 1970 Cherokee 180 E. Special guests from Dallas were DOT WARREN. Governor of South Central Section and PAT JETTON, former Governor, A cameraman from KTBS TV in Shreveport took pictures of some of us arriving and of all of us greeting DOT and PAT. Those flying in from Shreveport were HELEN WRAY, who brought this reporter in her Comanche; KAY ALEXANDER, JOAN CARROLL and HAZLE NEALEY flying with HELEN HEWITT in her Ballanca 260,



Members of the Shreveport Chapter working hard at airmarking the airport in Ruston, Louisiana. Photo credit: Mrs. Alexander, member of the Staff of The Ruston Daily Leader.

JERE SAUR and SARAH HENLEY who came in the CAP's Cessna 172, EVELYN SNOW and MARY L'HER-RISON in a Cessna 150, DOTTIE PORTS who flew over with husband Bud in their Citabria, and SARA CALD-WELL in a Cherokee 180. I'm afraid I did not write down the names of those who flew in from Dallas and Houston and for that I apologize. We certainly did enjoy meeting and visiting with them. Many thanks go to KATHY and L.P. for providing such a delightful day. (I UNDERSTAND THAT THE TV COMMENTATOR CALLED THIS AN ANNUAL EVENT WHICH CAME AS RATHER A SHOCK TO THE CASTONS).

On Saturday, October 11, we went to Ruston, Louisiana, to airmark their airport. Hostess for this event was JENNY McWILLIAMS, whose husband Don manages the airport. JENNY provided lunch for the hardworking painters. Again a TV cameraman filmed the occasion and the Ruston newspaper gave us a good write-up. Those who should be given credit for this beautiful job of airmarking are PAULA PARNELL, MARY L'HERRISON, KAY ALEXANDER, HELEN WRAY, EVE-LYN SNOW, JERE SAUR, DOTTIE PORTS, SARAH HENLEY, MARTHA CHRISTY, and JOAN CARROLL, Airmarking Chairman.

On Saturday, October 4, we treated ourselves to a celebration luncheon.

We were naturally quite proud that for the second consecutive year we had won the Range Trophy (Achievement Award). The chapter received an engraved gold bowl and each member received a charm.

Two couples representing our chapter met with members of the South Louisiana Chapter at Leesville, Louisiana, where they were taken on a tour of Ft. Polk. HELEN WRAY and husband CHARLES flew down in their Comanche and JOAN CARROLL and husband DAVID drove down. They were shown through a model Vietnamese village which is used in the training of troops bound for Vietnam. HELEN and JOAN reported that it was most interesting and they enjoyed visiting with the South Louisiana group.

EVELYN SNOW and JENNY Mc-WILLIAMS have received their ground instructor ratings. Congratulations, ladies.

DOTTIE PORTS is being given instruction in aerobatics by husband Bud in their Citabria. Bud has already taught another Shreveport 99, HELEN HEWITT.

On October 13 another in our chapter became a grandmother. HELEN WRAY flew out to California to see little granddaughter HELEN LEE ANDERSON and present her with pink 99 booties. HELEN says she plans to go out for a visit again before the end of the year.

SAN ANTONIO CHAPTER Marian Burke, Reporter

The San Antonio Chapter had a monthly meeting at Laredo Saturday night, Sept. 13th. Everyone enjoyed dinner in Mexico that was hosted by KAY BAKER and husband DAN. Thanks DAN and KAY for such a nice evening. During the meeting the Chapter voted on new officers for the coming year and we all enjoyed listening to a full report from MARY ANNE and JOHN GREER on their vacation in San Juan. It really sounded like a great trip.

MARIAN BURKE received a recent letter from EVE KERR, one of the chapter members who is now stationed in Japan. She says her assignment is an interesting one and she is looking forward toward meeting some of the 99s in that area. Anyone want to drop her a note? . . . MAJ. EVE KERR, OT Section, 106th General Hospital, APO SF 96503. We will be looking for a complete report from you EVE when you return. With your planned trip to Australia, Hong Kong etc. I know you will have lots to tell us.

BILL and BETSY HOGAN were unable to make the Laredo trip. They both just got out of the hospital after curing a case of pneumonia. We hope you will both be back to normal soon BILL and BETS. "Old Man Sickness" also prevented VEL KIKER from attending the meeting. We missed all of you that were unable to attend.

The October meeting was held at the lovely home of JOHN and MARY ANNE GREER where a delicious patio luncheon was enjoyed by all. The yard is so large that being at the GREER home makes one feel that they are completely in the country. I'll bet it takes a busy yard man to give it the proper care . . . would you know anything about that John?

BILL and BETSY HOGAN hosted a pre-holiday Saturday night party at the Nov. meeting. Excellent food, a colorful fireplace and a most attractive party room helped make it a most enjoyable event.

Any of our members that missed the Oct. or Nov. meeting really missed a lot. We hope that you can plan to join us next time.

Our sincere sympathy is extended to ARLENE FELDMAN. Her mother recently passed away. ARLENE is now in Philadelphia and we certainly miss having her with us. She went back to her mother and father's home after ARNOLD left for a tour in Viet Nam.

The holiday season is just around the corner . . . have a safe Thanksgiving, Xmas and New Year's. Fly safe, stay APT and encourage all of your friends to do the same . . . Let's finish up 1969 with an excellent 99 safety record!

SANTA FE AREA CHAPTER Margaret Lamb, Reporter

September brought the issuance of a charter to the Santa Fe Area Chapter, and this column will introduce the original members.

Chairman is MAJOR MURIEL E. GUGGOLZ (RET.), whose nursing career has taken her all over the globe. Now living in Santa Fe, she is active in the AAUW and in the art of weaving.

Vice-Chairman is LIZABETH DAMPF of Albuquerque. In addition to raising her family. Liz is occupied professionally in aviation, being a commercial pilot, ASMEL, certified flight instructor and basic ground instructor. LIZ and MEG GUGGOLZ jointly own a Cessna 172.

ROSAMOND RAGLAND, of Santa Fe, a legal secretary, serves as secretary of the new chapter. ROSE has a commercial license, ASMEL.

The treasurer is MARTHA BARNES of Los Alamos. MARTHA, who is the office manager of a local school, operates a turquoise Stinson 108-3 along with her husband.

Other Los Alamos members include PAT DIETZ, an instrument-rated commercial pilot, who is a R.N. PAT and her husband own a Cessna Skylane. POLLY DOW, who shares a Bonanza 35 with her husband and daughter, and Regina Thornton, a teacher, complete the Los Alamos contingent.

The additional Santa Fe charter members are GAILYA IMPRESCIA, who works for the Santa Fe public schools, and MARGARET LAMB, an assistant attorney general with the State Highway Department. Margaret owns a Luscombe 8-E, and has an advanced ground instructor rating.

Since the formation of the chapter, we have had some interesting meetings. Flying down to Las Cruces to celebrate the charter, with El Paso and Las Cruces friends, was a bangup sendoff into the world of the Ninety-

Nines. For our first local meeting, BOB WHITE, Director of the New Mexico Department of Aviation, spoke of New Mexico's aviation needs and encouraged would-be lobbyists to help on his legislative proposals. On November 8th, we had a small flyin at Socorro. Plans for a zippy Christmas party are in the works.

Since the formation of the chapter, MARTHA BARNES has received her multi-engine rating and MARGARET LAMB has earned the commercial license. PAT DIETZ and MARGARET flew to Phoenix for the Phoenix Chapter's Kachina Doll proficiency race, and placed 6th. Everything about the race was fun, from the charming race name, to the sight of Picacho Peak looming, backlighted, through the haze, to the last-minute discovery of the airport at Globe, to the very willing ground transportation given by members of the local chapter. Phoenix Ninety-Nines: thank you for a great time.

SOUTH LOUISIANA CHAPTER Pat Ward, Chairman

After 40 years, and through thousands of women who have taken to the sky, I knew of no other group than The 99s, that is so thoroughly dedicated to what we are, what we stand for, what we are doing. Our very existence, I truly believe, is a tribute to the world that AMELIA EARHART opened to us 40 years ago. There is a deep sense of pride in each of us, for our individual efforts to enhance the image of the woman in aviation, and that makes each 99 a very special part of the aviation community.

In Sept., 8 of our Chapter and The Sultan (FRED COCKRUM) attended the SC Section meeting in OKC. It was there that CAL MEREDITH received word that her husband, HOSEA, had received fatal injuries in their Cessna Skyhawk. May we again express our deep appreciation to the OKC girls who were so kind in helping with arrangements for Cal during this tragic time. HOSEA was a real asset to our Chapter as well as a dear friend. CAL knows that we share her loss as only fellow aviators can do at such a time. Attending in OKC were CAL MERE-DITH, BEV TITZER, MOLLY STOCK-WELL, JANIE KIMBALL, ELINOR LOWRY, SHIRLEY BERNHARDT, DEE COMEAUX and PAT WARD.

In Oct., we held our meeting in Baton Rouge, at my home, with DR. GEO. BAQUET as guest speaker. DR. BAQUET gave us an abbreviated physiological course with the aid of slides obtained from the FAA. Many myths and rumors about women and their little peculiarities, aviation-wise, were dispelled forever. We all brought gift wrapped box lunches and auctioned them to each other. It was great fun, with DEE COMEAUX as auctioneer, and the "kitty" came away from the table \$25.25 fatter!

In Nov., we went to Ft. Polk Army Base for a tour of the Vietnamese Villages, the Viet Cong obstacle course, firing range and helicopter training area. This whole day was a series of delays, bus break downs (2 of them), etc. We sat on the side of a lonely back-woods road at one time for over 2 hours waiting for a replacement bus. This is where we held our business meeting. There were 32 souls on board, including guests from the SHV Chapter, HELEN WRAY and JOAN CAR-ROLL with their 491/2'ers and guests. We also welcomed a transfer from Memphis Chapter, EVELYN PARKER LYONS, just recently married to DAVE LYONS, another Delta Airline pilot stationed in N.O. Also from N.O., a prospective member, GRETCHEN BEALL whose husband, KEN, is a Cessna representative with the distributorship in N.O. GLORICE WILLS, from Marrero, a suburb of N.O. was also there. Was good to see LORNA and BOB WHITNEY (Lafayette) and hope to soon see their new baby, ROBINA, born Sept. 19. DOC and JIM LAFLEUR were there from Opelousas, JAN PHILLIPS from LFT, CAL MEREDITH, BEV TITZER and a guest from HOUMA, ELINOR LOW-RY, MOLLY STOCKWELL, YVONNE RYDER (just moved to BTR from New Iberia-and greeted with a housewarming by the BTR girls), my Mother, MRS. McCARSTLE, and I, all of Baton Rouge. While we were holding our meeting on the side of La. 117, GLORIA HOLMES and GINGER ED-WINS who had flown in from BTR late, were getting a tour of the base by Gen. Irby's personal aide, and having coffee with Gen. Irby himself!

In Dec., we will go to the Miss. Gulf Coast for a tour of the hurricane



On tour of Fort Polk Army Base South Louisiana Chapter chairman Pat Ward greeting (l. to r.) JOAN CARROLL of Shreveport chapter, GRETCHEN BEALL & EVELYN PARKER LYONS, of New Orleans, new members of So. La. Chapter.



On tour of Fort Polk Army Base Site of Nov. meeting of So. La. Chapter — Boondocks.

Camille rehabilitation and Ferson Optics Factory, hostessed by JANET GREEN, former SE Governor. The end of Dec., we will co-sponsor a Holiday Hangar Dance with the B. R. Aircraft Pilots Assn. as a fun(d)-raising project.

Members of our Chapter now hold 4 places on the 14-man Board of Directors of the Baton Rouge Aircraft Pilots Assn.; MOLLY STOCKWELL (who is Recording Secretary and holds an automatic seat on the Board), ELINOR LOWRY, GLORIA HOLMES and PAT WARD.

We were sorry to lose our Vice-Chairman, SHIRLEY BERNHARDT, who has moved her family to Fredericks, Md. ELINOR LOWRY has been appointed to take her office, and BEV TITZER will take over as new Reporter.

NOTE: DUE TO CIRCUMSTANCES THAT WE FEEL ARE VERY IMPORTANT, OUR CHAPTER HAS WITHDRAWN, BY UNANIMOUS VOTE, OUR TENTATIVE BID FOR THE SC SECTION MEETING FOR SPRING '71. WE HOPE TO BE ABLE TO OFFER A BID FOR A LATER DATE IN THE VERY NEAR FUTURE.

SPANISH PEAKS CHAPTER Ruby Lee Ballantyne, Reporter

Even the weather cooperated for the first state 99 Fly-In sponsored by the Spanish Peaks chapter in Pueblo. Approximately thirty 99-ers, 49½-ers, and guests enjoyed a luncheon November 16 in the newly remodeled restaurant "Eagle's Nest" at the Memorial Airport. Following the meeting, the comment which became a chorus sounded like "why don't we do this more often?" Guests flew in from Denver and Colorado Springs.

Yes, traditions are in the making with our chapter. The first annual flyin for the State Fair was very successful with about 60 planes arriving for the event. The 99-ers served guests coffee and doughnuts at the terminal and shuttled flyers between the terminal and fairgrounds.

The first mountain flying course ever offered by the AOPA was held at the Pueblo Memorial Airport October 17-19. It was so successful that tentative plans are being made to repeat the course next year—possibly in July when weather conditions are more apt to be favorable. CHRIS BERRY, of the Spanish Peaks chapter and a student at Western State College in Gunnison, Colorado, was enrolled in the program. Our 99-ers served as hostess-drivers for the group.

Besides the mountain flying course four other courses were available. A "pinch-hitter" course for wives and other non-pilots was included in the program along with a rating course for those wishing to improve visual flight rules and begin training for an instrument rating; an instrument pilot refresher course to update IFR proficiency; and instructions for pilots who will take instrument pilot written exams.

Despite inclement weather between 50 and 60 pilots from points as distant as Labrador attended. About six of the registrants were from the Pueblo area, but others came from California, Florida, Kansas, and Wyoming.

We were pleased to meet 99-er CHARLOTTE KLYN from Denver who was one of the instructors as well as BRUNHILDE BRADLEY and JESSIE WIMMERS of Phoenix.

GERTRUDE HOWARD was the only chapter member to accept the PIKE'S PEAK Chapter invitation for a tour through NORAD earlier this month.

However, a group of twenty-two friends and college students from Pueblo made the tour.

ANN FRINK was one of the volunteer pilots for the PENNY A POUND flight in October. Although the weather did not fully clear until noon, Ann had a busy schedule until after dark.

It is sad to report that one of our charter members MARGE INGLE-MANN is moving to Kansas City in December.

TIP OF TEXAS CHAPTER Catharina Biehu, Reporter

PAULINE GLASSON and her husband CLAUDE flew to Prince Edward Island, Canada to see BOBBY BAKER and her 49½. They also stopped to see PAULINE'S ill sister in Kentucky, who has since passed away. Our deepest sympathy to PAULINE and also to LOUISE CLARKSON on the death of her brother.

We had three guests at our October meeting: VEL KIKER, chairman of the San Antonio chapter; DELORES CUCK, prospective member from Victoria; and SONJA WASSER, who just recently moved to Corpus Christi from McAllen

ROOKY BIEHN and husband, JIM, brought a new airplane, a Lake amphibian, home from Tomball, Texas. JIM became factory dealer for southwest Texas, and is enjoying his work a great deal.

ARDATH McCREERY flew up from McAllen in her 1970 Cessna 150 for our November meeting.

We welcome DOROTHY SLICK, a transfer from the Des Moines, Iowa chapter to the Tip of Texas chapter. Glad to have you DOROTHY.

We are still working on scarf beading; our money project for the Xmas season.

TOP OF TEXAS CHAPTER Jane Moore, Reporter

Airport marking turned out to be a fun time for our October meeting. We marked the numbers on the Dumas runways. Those enjoying the work and fun day were our advisors from the Dallas Chapter: PAT CLARK, BEV TAYLOR, ELINOR JOHNSON and LOU MARQUESS, guests JACKIE SMYER and LINDA PRICE of Amarillo, CLAUDIA BECKNER and LORAINE

ROSCOE from Dumas, members PAT POWELL, HARVEY JOHNSON, ANN MENTZER, POLLY SO RELLE, VANNIE BEAUCHAMP, MARGE WEDGEWORTH, MOZELLE TILLERY, CARMEN LEWIS, CHRISTINE LASLEY and JANE MOORE.

JEAN BAKER, POLLY SO RELLE and VANNIE BEAUCHAMP provided sandwiches, cake, coffee and cokes for the hungry horde.

On November 1 our chapter was met at the Coronado Airport in Albuquerque Chapter who had arranged a tour of ARTCC for all of us. This turned out to be a real learning session for ANN MENTZER, JEAN BAKER and myself as ANN had filed an instrument with the controllers who handled our flight plan and we were able to talk flight, FRANK KILLEN, a FAA tower conrtoller stationed in Amarillo accompanied us. FRANK has assisted in a number of Controller-General Aviation Clinics in Amarillo so he was a welcome guest. MARTHA SUE BOREN, HOPE GLENN and HARVEY JOHNSON also flew in, MEG GUGGOLZ of the Santa Fe Chapter joined us.

PAT POWELL has passed her instrument written and is really doing some concentrating on the flying now. She should have that instrument rating soon now.

CARMEN LEWIS says she won't schedule charter flights for her husband, Weldon in the future unless she checks with him. She ended up having to take the charter flight to Lawton herself and says that by the time she paid baby-sitter and then took the family to dinner that evening she lost money.

POLLY and CHARLES SO RELLE flew to Plainview for the airshow in September.

JEAN BAKER has flown to Levita, Colorado and made a couple of trips to Dallas recently.

This past summer MOZELLE TILLERY and husband H. R. visited relatives in California and on the way home thrashed an engine over Livermore, California. Their flyers luck held out and they made their emergency landing at an airport. MOZELLE is just winding up her term with Eastern Star and is set to do just a little relaxing.

VANNIE and LOYD BEAUCHAMP flew commercially to Houston to attend a Livestock Marketing meeting at College Station. They returned to Dumas just in time for VANNIE to assist in the sandwich making for our October

meeting. We had also saved her a number to paint after lunch.

CINDY CRABTREE, a newer member, is not flying much now. Instead she is working on an addition to the house to make room for the third addition to the family which is expected in February.

CHRISTINE LASLEY is now an agent for State Reserve Life Insurance Company. She recently attended a sales seminar at Fort Worth, she also has a daughter living there so feel sure she did a little visiting too.

HELEN BUCKLES daughter MAILA is now enrolled in a private school in Dallas. So we know where HELEN and R. M. spend their spare time.

TULSA CHAPTER Patty Jensen, Reporter

The month of September brought the Fall Sectional meeting in Oklahoma City and seven Tulsa members attended: LYDIA GUTIERREZ, LOIS MARTIN, JAN MAURITSON, LEE BROWN, JEAN WILLS, MABEL BOEHLER, and myself. A fun time was had by all and we enjoyed the Oklahoma chapter's hospitality. JAN and LEE experienced the pressure chamber ride and thought it very enlightening.

October found us busy helping at the annual Antique Aircraft and Experimental Aircraft Associations fly-in. SUZANNE BRICKNER, NANCY DAVENPORT, MARY STURGIS, MARY KRUTSCH, LEE, LOIS, LYDIA, CAROL BROWN and myself served the noon meal to many pilots and families from Texas, Kansas and Missouri, as well as many local interested people. A dreary day seemed never to be noticed. A special thanks goes to the 49½ ers.

COLLEEN WHITE'S garage was the scene of a garage sale in November. Our hard workers were COLLEEN, NANCY, LYDIA, LOIS, MABEL, JAN, SUZANNE, CAROL, and MARY STURGIS. Friday night, items were priced and Saturday and Sunday were "sell, sell, sell" days.

Our November meeting at SUZ-ANNES was very interesting with guests and a program. Guests were ANN CHRISTOPHER and NANCY TEEL. Our program featured JAN with slides of her trip to the Orient. She and her husband flew to Japan via Honolulu to attend the International Radiological Convention. They toured Osaka, Kyoto, and Tokyo, Japan and Taiwan. A point of interest for Jan was

a day spent with Hideko Yokoyama, our Ninety Nine member in Japan.

Some of our Tulsa girls have also made some interesting personal trips: SUZANNE and JAN and their husbands flew to Colorado Springs for a weekend. Lee made a trip to Baton Rouge, La., and on the way back practiced for the Fly Lady Derby at Fairview, Okla. LEE came in sixth overall, but was first in estimated time enroute. She had a great time and recommends derby flying to everyone. Congratulations, LEE! JEAN WILLS and family have made several trips to Lake Texoma and one to Lake of the Ozarks, Mo. TRISH SMITH and hubby flew to Wichita last weekend for a Flying Farmers Workshop. TRISH also participated in the derby at Fairview. LOIS and hubby are still busy working on their Taylorcraft hoping to have it finished very soon. Sounds like fun! BET-TY NATION has been appointed as a multi-engine designee for Cessna 310s and Piper Aztecs. Congratulations, BETTY. As for myself, I received my instrument, instrument instructors, and multi-engine ratings. I have also started flying charter as well as instructing so my time is very busy "aviating."

WICHITA FALLS CHAPTER Nan Park, Reporter

South Central Section Meeting was attended by LOU ELLEN FOSTER (49½er Lewis), BETTY ALLISON and NAN PARK were elated with the FAA Physiological Training program and altitude chamber ride but both decided to skip the Vertigon following the chamber ride.

Friday October 10th a work session in preparation for Bazaar Internationale was held at JIMMIE KOLP'S in Electra. Everyone enjoyed the wonderful opportunity to visit, as well as accomplish our tasks. We worked and had a delightful lunch, a combination sack lunch and Jimmie's casserole. Those attending were: JIMMIE KOLP, LOU ELLEN FOSTER, RUTH RENTON, VIRGINIA HOLMES, ELAINE EDWARDS ond our new 99 Norma Dodge.

Thursday October 30th LOU ELLEN FOSTER, NORMA DODGE, JIMMIE KOLP, ELAINE EDWARDS, RUTH RENTON, VIRGINIA HOLMES, MARILYN O'NEIL and NAN PARK worked at MARILYN O'NEIL'S setting up displays of merchandise for the bazaar.

November 1st was the big day— Bazaar Internationale—in the home of MARILYN and PAT O'NEIL greeting



GEORGE W. IRELAND, chief of the Flight Standards Division, Southwest Region, presents MRS. RUTH RENTON a certificate naming her an aviation accident prevention counselor. Witnessing the ceremony is HAMILTON B. GOWIN, Fort Worth GADO, accident prevention specialist with whom MRS. RENTON will be coordinating her activities.

guests and a huge poster welcoming all aboard Champagne Flight 99 (Requesting all fasten safety belts and unfasten money belts), the dining table was laid with a linen cloth and silver appointments, the large patio and back yard displayed tables of merchandise and racks of beautiful clothing and fabrics. Several hundred guests came during the afternoon and evening to buy, visit, drink champagne punch, coffee (not much coffee though), eat hors d'oeuvres. For something extra we had a drawing for a red white and blue silk scarf autographed by all the astronauts and a Chinese fortune telling table. Merchants and individuals contributed all refreshments, wrappings, postage, invitations (printing and poper), posters, pricing tags and all the other necessary items needed. The bazaar was a success and only possible after many months of hard work and plnning.

The large 99 Banner loaned us from Headquarters was returned in a new aluminum cylinder, instead of the corrigated box we got it in, because LEWIS FOSTER (our Chairman LOU ELLEN'S 49½er) though it should be preserved.

Lewis had the cylinder made with an attached window for addresses but didn't stop then—he printed flip flop cards addressed to 99 Headquarters on one side and blank address space on the other for outgoing shipment. Great isn't he?

Thursay night November 13th our regular meeting was held in the home of LOU ELLEN FOSTER. After many busy meetings and work sessions it was nice to have " just a business meeting" and enjoy the fellowship of members attending.

November 4, 1969 our Chapter will be hostesses for a Safety Meeting with representatives from FAA and two flight surgeons from FAA with a film on Vertigo. It will be for all pilots interested in flight safety (and who isn't) and will be at the Camelot Apartments Club House, 2202 Harrison, Wichita Falls, Texas, 7:00 p.m. We are pleased to be able to offer this program and extend an invitation to each of you to come and bring friends. Transportation will be available from the airports. Refreshments will be served.

Achievements have not slowed with all our activities; sandwiched in we've had one pass ATR written (plans check ride in a couple of weeks), two commercial written and one aerobatic training.

We have a good bunch of working 99's!!!!

JIMMIE KOLP was honored by the Wichita Falls Times October 19, 1969 by a full color picture on the front page of the Features Magazine accompanied by a story of her love flying. Beginning some years ago when she was given an airport and an airplane by her husband as a Christmas gift and continuing through a long list of achievements. To name a few: OX-5 Association Woman of the Year for "selling aviation as well as being a part of it": appointment to the Presidents Committee on Aviation; member 99's, Sportsmen Pilots, National Board NAA; Silver Wings (pilots having flown more than 25 years). Confederate Air Force.

WICHITA FALLS CHAPTER

MRS. RUTH RENTON, immediate past chairman of the Wichita Falls, Tex., Ninety-Nines, has been named an aviation safety counselor in the FAA's aviation accident prevention program.

MRS. RENTON holds several pilot ratings and has given lectures on celes-

tial navigation and astronomy. In 1967 and 1968 she participated in the Powder Puff Derby and is currently an active member of the Civil Air Patrol.

Originally from Pittsburgh, Pa., she received a bachelor's degree from Carnegie Tech. Married to DR. PAUL N. RENTON, a neurosurgeon and pilot, she is the mother of two children, PAUL, JR., 11 and SUSAN, 8.

Responsibilities in this non-paying assignment include the counseling of individual airmen who exhibit unsafe acts, offering assistance on matters designed to reduce aviation accidents, working with the FAA accident prevention specialists to reduce and remedy hazardous situations and publicizing the program.

The accident prevention program was initiated in the FAA's Southwest and Central regions in July 1968 on a test basis in an effort to reduce the number of aircraft accidents. Emphasis is being placed on education of the pilot. This education concentrates on better attitudes toward safety, improvement of skill, judgment and knowledge while eliminating operating hazards that cause accidents that "should not have happened."

99 MEMBERSHIP LIST

SEPTEMBER, 1969

"XEW"

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Poneka, Alberta, Canada - 783-3057 Wright, Elaine Minerva (Ron W. E.)

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6821 Glen Brook Drive Tennessee Knoxville, Tenn. 37919 — 584-1390 Parish, Charlotte Wiseman (John L.)

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Chaparral

Chaparral

Chaparral

Nebraska

Nebraska

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2602 Crestview Chaparral Las Cruces, N.M. 88001 — 526-9081 Hallinan, Henrietta C. (James J.)

1023 Tamarak Drive Chaparral Las Cruces, N.M. 88001 — 523-0028 Hirth, Orene LeBlanc (Bill)

1400 South Gold Chaparral Deming, N.M. 88030 - 546-9088

Rose, E. Claire (Howard) 1615 S. Copper Deming, N.M. 88030 — 546-2267

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Oklahoma City, Okla. 73116 - VI 2-9688 Clement, Janice Faye (Roger Allen) 6112 Decatur Street Omaha, Neb. 68104 — 558-3097 Omaha Area

Calhoon, Julia Fay (Arthur R.) 428 N. Hancock Pikes Peak Colorado Springs, Colo. 80903 — 633-7402

Meyer's, Dorothy Marie (Rudy E.) 4128 Fitzpatrick Drive Pikes Peak Colorado Springs, Colo. 80909 — 596-3802 Barnes, Martha Lee (Barry K.)

2399 A 37th Street Santa Fe Area 2399 A 37th Street Sant Los Alamos, N.M. 87544 — 662-5560 Dietz, Patricia Burns (R. J.) 1261 Second Street Santa Fe Area

Los Alamos, N.M. 87544 — 662-6400 Dow, Pauline Webb (Grove S., Jr.) Santa Fe Area 370 Manhattan Loop

Los Alamos, N.M. 87544 — 662-3002 Imprescia, Gailya Dolores (Richard J.) 803 Camino Acoma Santa Fe Area Santa Fe, N.M. 87501 — 983-2439 Brickner, Suzanne Brown (Theodore J.)

5919 S. Gary Place Tulsa, Okla. 74105 — 747-5636

NORTHWEST SECTION

Bergh, Marjory Ann (G. N., 'Jerry') Box 726 Montana Hamilton, Montana 59840 — 363-1097 Frazee, Leotta I. (James W.) 513 N. Grand Avenue South Dakota Pierre, S.D. 57501 — 224-4686 Osterud, Joann 7337 - 48th Avenue, N.E. W Seattle, Wash. 98115 — LA 2-1293 Western Wash. Curci, Hannah C. (Henry E.) 12607 S.E. 25th Place Western Wash. Bellevue, Wash. 98004 — SH 7-5212

SOUTHWEST SECTION

Alford, Eleanor Carr (John H.) Nu. 1, BOX 328 Alameda County Sunol, Calif. 94586 — 862-2077 Bloxham, Anne Paulsen (Robert) 248 Trevarno Road Alameda County Livermore, Calif. 94550 — 447-4391

631 Tina Way Alameda County Livermore, Calif. 94550 — 443-2070 Lockhart, Petrine Mary (Robert) 4678 First Street Alameda County Pleasanton, Calif. 94566 — 846-7393 Morris, Adelaide Ramona (Donald W.) 435 Panoramic Way Berkeley, Calif. 94704 — Alameda County 843-7700 Mosher, Jess Willard (Oren) 11520 Sun Valley Drive Alameda County Oakland, Calif. 94605 — 632-2909 Wilson, Jane Ellen 20879 Meckland Avenue Alameda County Hayward, Calif. 94541 — 581-1170 Jelonek, Susan Jean 2704 Glasgow Ct. Bay Cities Richmond, Calif. 94806 — 223-4544 Lagarde, Adele M. 2007 Pacific Ave., Apt. 4 Bay Cities San Francisco, Calif. 94109 — 567-7153 Castang, Susan F. (Donald Dean) Box 63 Dunlap, Calif. 93621 Shrewsbury, Claudine Lloyd (Clayton) Fresno 3658 N. Howard Fresno, Calif. 93726 — 229-4333 Johnson, Madge A. (Thairel B.) 1141 S. E. Lucinda Way Orange County Tustin, Calif. 92680 — 544-6072 Smith, Helen H. 6333 So. Milton Ave., No. 18 Orange County Whittier, Calif. 90601 - 213-693-6569 Tanner, Shirley Louise 123 - 41st Street Orange County Newport Beach, Calif. 92660 — 714-675-5187 Cummings, Wanda Lou (R. L.) Box 538 Rancho Santa Fe, Calif. 92067 - 756-2067 Whipps, Barbara Lee (Eugene) 404 S. Orange St. Fallbrook, Calif. 92028 — 728-8431 or 728-2631 Burcham, Miriam Parsons (Levi Turner) 4701 Crestwood Way Sacramento Valley Sacramento, Calif. 95822 — 443-5103 Riecks, Edith Anita (Gerald L.) 4401 Briarwood Drive Sacrames Sacramento, Calif. 95821 — 487-6963 Sacramento Valley Recek, Helen Heiland (Howard H.) Rt. 1, Box 211 San Joaquin Valley Rt. 1, Box 211 San Jeaquin Twain Harte, Calif. 95383 — 209-586-3836

Gordon, Denise L. (David)

"REINSTATEMENTS"

AUSTRALIAN SECTION

Lording, Judith Anne (Rowland S.) 4/15 Hampden Avenue Artarmon, N.S.W. 2067, Aust. — 439-2423 SOUTH CENTRAL SECTION

Santa Barbara, Calif. 93103 — 966-0287

Martin, Patricia Griswold (James T.) Rt. 2, Box 339 Cha Las Cruces, N.M. 88001 — 505-JA6-2754 Chaparral

SOUTHWEST SECTION

Coffin, Marfreda L. 1007 Bluebell Drive Alameda County Livermore, Calif. 94550 — 443-2655 . . .

OCTOBER, 1969 "NEW"

MEMBERS-AT-LARGE

Heide, Helena (Seppo A.) Wihuri-Yhtyma 04 Lentohvolto Malmin Lentoasema, Helsinki 70, Finland 377-022 or 676-854 Kokkola, K. Anneli Kauriinte, 3. B. 10 Helsinki 73, Finland - 360-988 Pasila, Liisa Koivikkotie 22 Helsinki 63, Finland - 747-244

EAST CANADIAN SECTION

Holden, Gillian Elizabeth (Henry T.) RR No. 2 First Canadian Aurora, Ontario, Canada — 416-727-4559

Smith, Wendy Dorothy (J. Edward) 330 Winnett Ave., Apt. 308 First Canadian Toronto 347, Ontario, Canada - 782-8430

NEW ENGLAND SECTION

MacLeish, Constance H. (Rollins) 6 Lyons Court Connecticut Armonk, N.Y. 10504 — AR 3-3408 Palombi, Joan M. (Philip J.) 24 Pleasant St. Eastern New England Lawrence, Mass. 01841 — MU 2-4492

NEW YORK-NEW JERSEY SECTION

Baer, Penelope Kinball (Arthur, Jr.) 4 Hickory Drive Gtr. 1 Rye, N.Y. 10580 — 914-WO 7-5948 Gtr. New York Ennis, Louise Angela 75 College Place Gtr. New Ridgefield Park, N.J. 07660 — DI 3-7920 Gtr. New York Jacobus, Jane W. 3 Fayson Lares Rd. Gtr. New York Kinnelson, N.J. 07405 — 335-7100/838-3150 Best, Naomi Elizabeth (Thomas R.) Rt. 1, Lynbrook Drive Long Island Sound Beach, N.Y. 11789 — 516-744-5107 Landis, Joanne Marie (Wm. Ronald) Royalcrest Manor, Apt. 3 Western New York Middleport, N.Y. 14105 - 716-735-9067

MIDDLE EAST SECTION

Ivins, Marsha Sue 3 Arthur Ct. Eastern Pa. Wallingford, Pa. 19086 - TR 2-0516 Way, Elizabeth H. (John H., Jr.) 134 Wyndmoor Rd. Eastern Pa. Springfield, Pa. 19064 Bonner, Micki Leigh 9308 Cherry Hill Rd., No. 707 Maryland College Park, Md. 20740 — 345-2838

SOUTHEAST SECTION

Beamon, Florence Marion (Charles Wm.) 302 Buttonwood Lane Fla. Suncoast Largo, Fla. 33540 — 581-1757 Wise, Sara Dean (Charles D.) P. O. Drawer K Georgia Toccoa, Ga. 30577 — 404-886-4205 Fordham, Esther Helen (J. M.) 3112 E. Ash St. I Goldsboro, N.C. 27530 — RE 4-5518 Kitty Hawk Herrington, June Harrison (Clyde B.) 505 Mohican Trail
Wilmington, N.C. 28401 — 791-6008 Kitty Hawk Johnson, Joanne Wolf (James D.) 18 Bradley Rd. Chapel Hill, N.C. 27514 — 929-3343 Kitty Hawk Mahaley, Jane Little (M. Stephen) 3940 Nottaway Rd. Durham, N.C. 27707 — 489-4317 Kitty Hawk Rodd, June Evelyn (Richard T., Jr.)

112 E. Sherwood Dr. Kitty Hawk
Havelock, N.C. 28532 — 447-5331/447-8535 Office Zelnick, Esther Torres (Charles) 300 Briarcliff Rd. Kitty Hawk Cary, N.C. 27511 — 919-467-3101 Murdock, Joanne C. (John, Jr.) 5277 Shady Grove Rd. Memphis Memphis Tenn. 38117 - 682-3985 Odland, Lura Mae 5709 Lyons View Pike, No. 1325 Tennessee Knoxville, Tenn. 37919 — 615-584-5575

NORTH CENTRAL SECTION

Erickson, Rita Mae (Robert C.) 137 Hill St. All Ohio Marion, Ohio 43302 - 614-382-0292 Grounds, Genevieve Marie (Malcolm L.) 755 Blaine Avenue All-Ohio Marion, Ohio 43302 — 614-382-0597 Lewis, Carolyn J. (E. Blair) 533 Sunshine Avenue All-Ohio Youngstown, Ohio 44505 — 746-4469 Floski, Betty Jean Holiday Inn East Central III Springfield, Ill. 62703—523-07711/529-2294 Office Hanlon, Phyllis Hill (Robert C.) 1010 W. Stratford Drive Central Ill. Peoria, Ill. 61614 - 682-1072 Like, Madeleine Joyce (R. Keith) 8 South Court Drive Central Ill. Decatur, III. 62526 - 877-8682

McGibbon, Catherine K. (Edmund) Ridge Rd., RR2 Chicago Area Ridge Rd., RR2 Barrington, Ill. 60010 — 381-4352 Sheldon, Sylvia Lorraine (C. Bayard) Pillow Hill Chicago Area Spring Grove, Ill, 60081 — 312-587-8111 Stafford, Elizabeth Diane (Edwin H.) 3613 Maryville Drive Ky. Bluegrass Louisville, Ky. 40229 — 957-3423 Turner, Beverly Lynn P. O. Box 58133 Ky. Bluegrass Louisville, Ky. 40258 — 935-1303 Finout, Betty (Guy E., Jr.) 15500 Bealfred Drive Michigan Fenton, Mich. 48430 - 313-629-5435 Lambert, Donna (Gerald) 9274 Slattery Rd. Michigan Marlette, Mich. 48453 - 517-635-6081/761-3694 McDonald, Janet Maryann (Leo) 215 Potawatomi Michigan Royal Oak, Mich. 48073 - 585-9003 MacGregor, Lisette E. (Donald W.) 1295 North 3rd St. Michigan Kalamazoo, Mich. 49001 349-9945/381-3400 office Meadows, Dorothy M. (Gene S.) 41037 Russet Lane Michigan Plymouth, Mich. 48170 — 453-8322 Potter, Harriet V. (Herbert) 7889 E. De Ave. Richland, Mich. 49083 — MA 9-9413 Michigan Carl, Patricia Jane (Charles R.) 4937 Island View Drive Minnesota Mound, Minn. 55364 - 472-2530 Goodwin, Jane 16509 Elm Circle Minnesota

SOUTH CENTRAL SECTION

Minnetonka, Minn. 55343 — 935-7401

Bradburn, Joyce R. (Sally) (George C.) 3125 Bringrest Dallas Dallas, Texas 75234 - 241-6488 Taylor, Carla J. (Glen H.) 6121 Preston Haven Dallas | Dallas, Texas 75230 -McCarthy, Phyllis Ann 3908 Memphis Avenue El Paso El Paso, Texas 79930 — 566-6077 Pittman, Marilyn Gail 2624 Morehead, Apt. 1 El Paso El Paso, Texas 79930 — 565-2265 Shreve, Doris Wynelle (Floyd D.) 7204 Cielo Vista Drive El Paso El Paso, Texas 79925 — 772-7902 Merrithew, Carolyn Kidd (Dr. Robert B.) 4513 Owendale Drive Ft. Worth, Texas 76116 — 244-1464 Ft. Worth Byers, Mary Marcella (A. L. Buddy) 621 N. Parktown Drive Houston Deer Park, Texas 77536 - GR 9-4878 Kauffman, Judy Lee Rt. 2, Box 6 Cozad, Neb. 69130 — 432-6095 Nebraska Waring, Maria (Robert B.) R 2, Box 51 Nebraska Geneva, Neb. 68361 — 759-8606 Hudson, Marjorie Lou (Herbert) 4800 Morris Lane Oklahoma Oklahoma City, Okla. 73112 - WI 6-8843 Ryan, Susan Lynne (James P.) RR No. 1 Omaha Area Blair, Neb. 68008 — 426-6922 Colvin, Tavia Jo P. O. Box 582 Shreveport Jonesboro, La. 71251 — 318-259-3355 L'Herisson, Mary Sloan (Dr. Lawrence E.) P. O. Box 291 Shreveport Coushatta, La. 71019 - 932-4335 Parnell, Paula Ann P. O. Box 63 Shreveport Choudrant, La. 71227 - 318-768-3840 Rogers, Ardath Peden (Thomas M.) 1141 Broadway Tip of Texas Rockport, Texas 78382 — SO 4-6515 Crabtree, Cynthia Heil (Elliott) Top of Texas Dalhart, Texas 79022 — 396-2128

Callaway, Diane E. (Kenneth O.) Box 4153, Camelot Apt. 119 Wichita Falls Wichita Falls. Texas 76308 — 767-7815 Dodge, Norma Louise (Thomas E.) 4610 Priscilla Wid Wichita Falls Wichita Falls, Texas 76306 - 855-0675

NORTHWEST SECTION

Cook, Nancy Ann (Craig C.) 709 S. 4th Montana Hamilton, Montana 59840 — 406-363-2349 Andrews, JoAnn Marie (Donald K.) 15614 - 57th Place West Edmonds, Wash. 98020 — 743-3741 Puget Sound Strong, Mary Ann (Mike) Route 1. Box 679-A. Puget Sound Lake Stevens, Wash. 98258 — 334-5819 Ashby, Vickie-Marie Parker (Patric B.) 495 Chestnut St., Apt. 18 So. Oregon Ashland, Ore. 97520 — 482-1620 Treat, Margaret Jean 515 Hillside Avenue So. Oregon Klamath Falls, Ore. 97601 — 503-882-7447

SOUTHWEST SECTION

Bolton, Susan Marjorie 819 Michigan, No. B Long Beach Santa Monica, Calif. 90404 - 394-2455 Ohl, Florence Benwell (Robert F.) 6757 Radlock Avenue Long Beach Los Angeles, Calif. 90056 — 645-4985 Thomas, Victoria 1033 W. 30th St. Lo Long Beach Los Angeles, Calif. 90007 — RI 8-2671 Schmit, Joan Marie 115 N. Eastwood, No. 24 Lo. Inglewood, Calif. 90301 — OR 3-5877 Los Angeles Beaudoin, Rebecca Haynes (Philip E.) 3502 E. Onyx Phoenix, Ariz. 85028 — 602-948-2272 Miller, Mildred Tipton (Arthur L., Jr.) 812 E. Monte Vista Phoenix Phoenix, Arizona 85006 — 253-0492 Thatcher, Nancy Lynne 6130 N. 7th St., Apt. 52 Phoenix, Arizona 85014 — 277-8936 Loftsgaard, Doris Evelda (Bennett A.) 612 Norcia Ct. Sacramento Valley Sacramento, Calif. 95833 — Morgan, Leona Marie (Justin T.) Sacramento Valley 8333 Willowdale Way Fair Caks, Calif. 95628 - 967-4045 Gualano, Adele Margaret 2020 Isabella Avenue San Gabriel Valley Monterey Park, Calif. 91754 - 213-728-2481 Shook, Nancy Joan 4831 Toland Way San Gabriel Valley Los Angeles, Calif. 90042 - 255-1168 Berger, Priscilla Viola (James T.) 340 Buckley Rd. San Luis Obispo County San Luis Obispo, Calif. 93401 — 805-543-5251 Cunningham, June G. (Samuel B.) 714 Embarcadero San Luis Obispo County Morro Bay, Calif. 93442 - 772-9947 Glick, Ouida Marie (Kenneth) Rt. 2, Box 112 San Luis Obispo Count San Luis Obispo, Calif. 93401 — 805-543-1936 San Luis Obispo County Hallett, Carol Boyd Star Rt., Box 230 San Luis Obispo County Santa Margarita, Calif. 93453 — 544-3544 Kirschner, Dolores E. (Karl) 60 Benton Way San Luis Obispo County San Luis Obispo, Calif. 93401 — 805-543-1370 Moulin, Christine H. (Roger M.) Rt. 1, Box 647 San Luis Obispo County Arroyo Grande, Calif. 93420 — 489-5390 Rose, Ingeborg Barbara 491 Hill St. San Luis Obispo County San Luis Obispo, Calif. 93401 — 544-2223 Sherman, Kathleen Iva (E.C., Jr.) 625 Al-Hil Drive San Luis Obispo County San Luis Obispo, Calif. 93401 - 543-8503 Sinton, Laurie (Jack) P O Box 3 San Luis Obispo County Shandon, Calif. 93461 — 805-238-3370 Beck, Helen Kathryn (Donald G.) 925 Hope Avenue Santa Barbara Santa Barbara, Calif. 93105 - 687-4705

Fickett, Marion Lucy 26 Chase Drive Santa E Santa Barbara, Calif. 93103 — 963-2873 Santa Barbara Martin, Arceil Nettie (Vernon L.)
549 La Marina Drive Sant
Santa Barbara, Calif. 93105 — 966-3 Santa Barbara 966-3367 Shelby, Janet Cecile (Richard L.) 628 Wakefield Drive Santa Barbara Goleta, Calif. 93017 — 967-1498

"REINSTATEMENTS"

SOUTHEAST SECTION

Kennedy, Carolyn Spann (Howard Q.) P. O. Box 156 Parrott. Ga. 31777 — 623-2315/623-2975 Georgia

SOUTH CENTRAL SECTION

Copeland, Velma Lee P. O. Box 568 High Sky Midland, Texas 79701 — 915-683-2520

NORTHWEST SECTION

Hubler, Betty May (Bill) Idaho Caldwell. Idaho 83605 - 208-459-7726

SOUTHWEST SECTION

Clark, Shirley Robinson 440 E. Andover Drive San Fernat Burbank, Calif. 91504 — 213-849-1011 San Fernando Valley Kreider, Velva C. (Bard F.) 13580 El Camino Real San Luis Obispo County Atascadero, Calif. 93422 — 466-9115

NOVEMBER, 1969

"NEW"

MEMBERS-AT-LARGE

Aarnio-Wihuri, Marja Karkikalnonkuja 4 Helsinki 57, Finland — 688-577 Gstottner, Helga Leopoldine Courbetstraat 26 Amsterdam, Netherlands - 790-679 Holmborg, Rita Ulvilantie 11 bc 72 Helsinki 35. Finland - 451-854 Kourinka. Eira (Ilkka) Hiidenkiukaantie 1 B 9 Helsinki 34, Finland - 487-967 Kuortti, Orvokki (Pertti) Kaskiauranpolku 8 Helsinki 34, Finland — 678-876 Sipila. Miria Takajarvi Hameenlinna, Finland - 917-6418 Vahakailio, irma (Kai) Nyvinkaa, Finland - 914-125060

AUSTRALIAN SECTION

Hodges, Louise Anne Maree 147 New Street Brighton 3186, Victoria, Australia - 923-469

EAST CANADIAN SECTION

Apperley, Lois M. (Jack) 17 Tollington Read First Canadian Weston, Ontario, Canada - 249-2937 Connolly, Joy Patricia (Perry R.) 86 Kilbarry Road First Canadian Toronto 7. Ontario, Canada — 483-0528 Frleberg, Gerda (Louis) 1 Medalist Road First Canadian Willowdale, Ontario, Canada - 226-0916

Thompson, Sheila (John E.) 8128 Patterson, Apt. 30 First Cana South Burnaby, B.C., Canada — 434-0074 First Canadian Elder, Dorothy M. (Harold) R. R. No. 2 Maple Leaf Hensall, Ontario, Canada — 519-262-5592 Walls, Isobel 118 S. Front Street Maple Leaf Sarnia, Ontario, Canada — 344-0755 Bailey. Katalin (Kathryn) (Marc) 10890 James Morrice Ottawa-Montreal Montreal 356, Quebec, Canada — 334-3768

NEW ENGLAND SECTION

Rudman, Shirley Ann (Warren B.) Indian Rock Road Northern New England Nashua, N.H. 03060 — 603-883-8437

NEW YORK-NEW JERSEY SECTION

Sabatine, Charlotte Anne (John W.) Harbor Road L Sands Point, N.Y. 11050 — 883-8174 Long Island

SOUTHEAST SECTION

Dunn, Betty Prichard (Dr. Winfield C.) 249 St. Andrews Fwy. Memphis Memphis, Tenn. 38111 — 683-4224

NORTH CENTRAL SECTION

Bethel, Norma Arlene (J. Richard) 208 Brookhaven Drive, North Gahanna, Ohio 43230 — 471-4108 All-Ohio Green, Katheryn Jane (Robert S.) 211 Medick Way All-Ohio Worthington, Ohio 43085 — 885-8842 Kuyoth, Jane Elizabeth (Ronald R., Jr.) 6128 Secar Road All-Ohio Toledo, Ohio 43613 — 478-0929 O'Gorman, Shar'on Weir (Kerry L.) 1642 Brandon Avenue All-Ohio Cincinnati, Ohio 45230 — 232-2752 Berman, Beverly Joyce Chicago Area 1213 N. 34th Ave., Apt. 11 Melrose Park, Ill. 60160 — 312-345-0120 Tellekson, Jeanine Rae 9323 S. 80th Ct. Oak Lawn, Ill. 60457 — 598-4647 Chicago Area Vittinghoff, Marian Staack (Karl R.) 812 - 8th Avenue Rockford, Ill. 61108 — 964-6479 Chicago Area Andrews, Marcia Anne (John S.) 2620 - 35th Street Towa Des Moines, Iowa 50310 — 515-279-8096 Bedinger, Jeanne Helen (Walton E.) 320 Pelletier Drive Sioux City, Iowa 51104 — 712-255-4689 Grismore, Marcia Brown (David R.) Towa 502 West Jefferson Iowa Corydon, Iowa 50060 — 515-872-1489 Hayes, Patricia Margaret (James T., Jr.) 3217 - 88th Street Iowa Des Moines, Iowa 50322 - 515-276-4198 Wright, Mary Lou Webster, Iowa 52355 Iowa 515-622-2034 Dunmore, Jean M. (Donald F.) 324 E. Maumee Michigan Adrian, Mich. 49221 - 265-5233 Gradolph, Shirley (Robert) 1785 Dennison Michigan Petersburg, Mich. 49270 — 279-1679 Karasinski, Elsie Ida Michigan 23036 Pilgrim Hazel Park, Mich. 48030 — LI 4-1862

SOUTH CENTRAL SECTION

Palmer, Rose M. 1766 Paris Street Colorado Aurora, Colo. 80010 — 364-3630 Stafford, Bertha (Wilbur L.) 2905 Fourth Street Colorado Boulder. Colo. 80302 — 442-2433 Sutton, Mary Ruth (Bob M.) Fort Worth 1705 Provine Ft. Worth, Texas 76103 — 534-9633 Rogers, Belly Marple Box 6215 High Sky Midland, Texas 79701 — 563-1088 Allen, Susan Kay 1049 Deauville Drive, No. 118 Nebraska Millard, Neb. 68043 — 334-1997 Conley, Mary Anna 4801 Underwood, No. 8 Nebraska Omaha, Neb. 68132 — 551-9137 Ruehle, Sue Alstott (John R.) Topeka 13 Rutgers Topeka, Kansas 66619 — 862-1603 Stratton, Patricia Ruth (Ray E.) 21 Rutgers Topeka Topeka, Kansas 66619 — UN 2-0989

NORTHWEST SECTION Walsh, Virginia Gwen (Fred) Southern Oregon 465 Jennifer Ashland, Oregon 97520 — 482-5741

SOUTHWEST SECTION

Chadwick, Kathryn Jane 793 Isenberg, Apt. 1 Aloha Honolulu, Hawaii 96814 — 946-0395 Otis, Shirley Joyce (Eugene L.) 1436 Victoria Street Aloha Honolulu, Hawaii 96822 — 536-3072 Williams, Elizabeth Ann (Harlan C.) 3614 E. Santa Ana Avenue Fresno, Calif. 93726 — 229-6226 Fresno FitzPatrick, Kathleen Teresa 2345 Sparta Drive Miraleste, Calif. 90732 — 831-5795 Hansen, Betty Marie 616 W. Lime Street Long Beach Inglewood, Calif. 90301 — 672-6118 Young, Adelle Louise (Frank H.) 220 Waterview Street Playa del Rey, Calif. 90291 — 823-8338 Darch, F. Terry (James E.) 1637 E. 14th Street Orange County Santa Ana, Calif. 92701 — 714-836-7328 Paoli, Sylvia Lee (Peter J.) 8121 Barrington Drive Orange La Mirada, Calif. 90638 — 714-521-5333 Orange County Ruller, Sandra Lucille (Gordon K.) 15591 Burning Tree St. Orang Westminster, Calif. 92683 — 714-892-3 Orange County Boland, Wilma V. (W. T. 'Bill') 6305 Pattypeart Way Sacrame Carmichael, Calif. 95608 — 944-2465 Smith. Elise Lafferty (Irvin B.) Sacramento Valley 8717 Latimer Way Sacram Fair Oaks, Calif. 95628 — 961-7656 Sacramento Valley Hijos, Rosie Lena (Pete J.) San Joaquin Valley 13442 Avenue 18 Chowchilla, Calif. 93610 — 209-665-4014

"REINSTATEMENTS"

SOUTH CENTRAL SECTION

Sampson, Donna Kay 6531 East 6th Tulsa Tulsa, Okla. 74112 — 743-0917

SOUTHWEST SECTION

Frybarger, Nancy M. (Robert D.) 13155 Stoneybrook Drive Reno Area Reno. Nevada 89502 — 702-329-5282

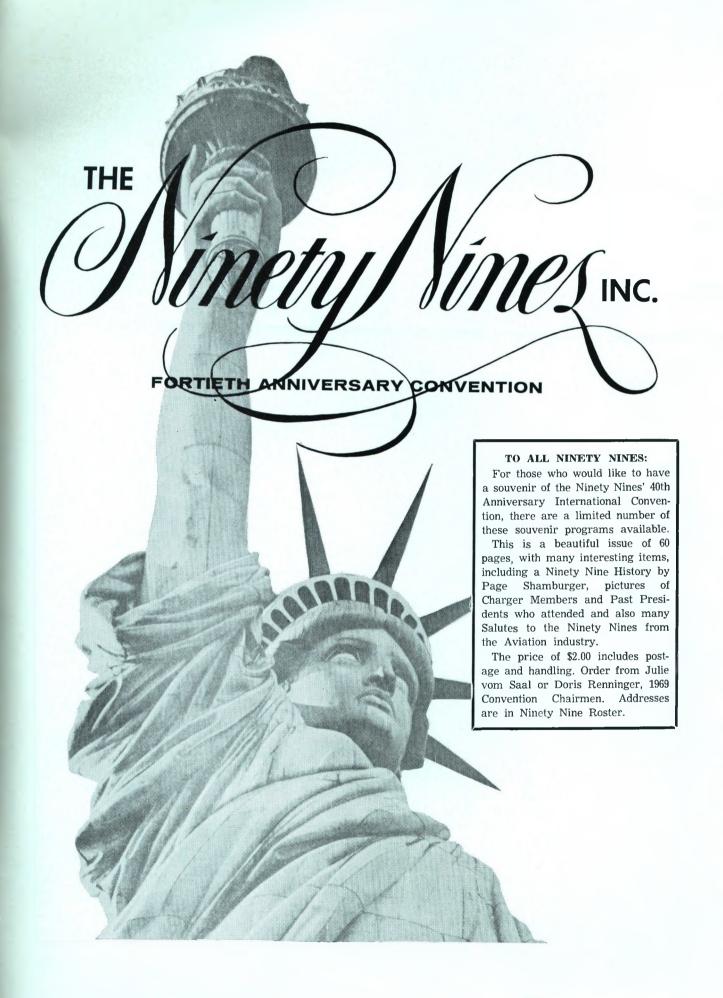
Michigan

Weir, Mary Caroline

509 S. Hubbard Hall, M.S.U.

East Lansing, Mich. 48823 — 434-2795





The Ninety-Nines ...

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS
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