

FEBRUARY, 1970

Ninety-Nine News



The Ninety-Nines Inc.



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

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TRIBUTE FROM DEPARTMENT OF TRANSPORTATION

MRS. HAZEL H. McKENDRICK, EDITOR THE NINETY-NINES INC.
8536 MEDITERRANEAN DAL

ON BEHALF OF PRESIDENT NIXON AND THE DEPARTMENT OF TRANSPORTATION, I WANT TO EXTEND PERSONAL BEST WISHES TO THE NINETY-NINES AS THEY ENTER THEIR 41ST YEAR OF SERVICE TO THE AVIATION COMMUNITY. YOUR CONTRIBUTIONS TO THE PILOT FRATERNITY ARE LEGION. YOUR MARKING PROGRAMS, WHICH HAVE BEEN UNDERWAY FOR YEARS, CONTINUE TO SERVE AS GUIDEPOSTS AND NAVIGATIONAL CHECKPOINTS FOR EXPERIENCED AND FLEDGLING PILOTS ALIKE.

FOR YOUR MORE THAN 4,000 MEMBERS THROUGHOUT THE WORLD, I KNOW THESE EFFORTS HAVE MEANT MANY HOURS OF WORK. THE RESULTS, HOWEVER, HAVE BEEN MORE THAN WORTH YOUR ENERGIES.

THE NINETY-NINES ALWAYS WILL BE LISTED IN THE ANNALS OF AMERICAN AVIATION AS THE INITIATORS OF MANY OUTSTANDING PROGRAMS NOW AIDING PEOPLE THROUGHOUT THE WORLD THROUGH THE USE OF AIRCRAFT.

MY VERY BEST TO A SPLENDID ORGANIZATION.

JOHN A. VOLPE, SECRETARY

U. S. DEPARTMENT OF TRANSPORTATION

President's Column

Here in cold January, I am writing a Column for February that you will be reading in blustery March. It's a bit difficult to be timely this way and I hope the next President will be able to remedy this to some degree.

I know you each appreciated the tremendous Anniversary Issue you all helped HAZEL put together. It is a PROUD ORGANIZATION, and since "Life begins at Forty", just think what the next forty will have to produce to top the last. HAZEL YOU HAVE DONE US PROUD!

I had the distinct pleasure of presenting the Charter to the new Kitty Hawk Chapter on, of all dates, the seventeenth of December. It was a most impressive occasion, the 66th Anniversary of the Wright Brothers' first flight. After ceremonies at the Wright Memorial at First Flight Air-strip, we went to the First Flight Society luncheon and during this function, the Charter was awarded along with a model of the Wright Brothers' First Flyer. I know you all join me in wishing the Kitty Hawk's first Chairman, JUANITA MELVIN, the very best for the future of her Chapter. Thanks to Page, I even joined the "MAN WILL NEVER FLY MEMORIAL SOCIETY." Their slogan is "BIRDS FLY, MEN DRINK." What fun. THANKS CAROLINAS — please invite me back — I love the hospitality!

I have just had a great experience with a chance to fly a New Cessna 401A to Wichita for the Dealer meeting. Aside from the fun of flying such a bird and playing with all the latest electronics, I had the pleasure of having lunch with PAT McEWEN and APT Chairman, GARNETT HASTINGS as well as lingering over the Air-Age Education displays and chatting with MARY JOE OLIVER and JOYCE CASE. Sure is a small world when you fly, isn't it?

We Ninety-Nines have extended our congratulations to the Aeronautics Department of Finland on their For-

tieth Anniversary and MARJORIE HATFIELD, Michigan Chairman, WINNIE DuPEROW, the 1970 SMALL Race Chairman, MARY CLARK, the North-Central Governor and I represented the Ninety-Nines at a very nice dinner celebrating the Michigan Department of Aeronautics Fortieth Anniversary. Seems like there are a lot of us turning 40 this year. Boy, will things start humming now!

FROM ALL THE MAIL AND TELEPHONE CALLS I'VE BEEN GETTING I KNOW FAA IS GETTING AN EARFUL OF NINETY-NINE LADY-LIKE OPINIONS ON WHAT TO DO ABOUT TERMINAL CONTROL. Let's all hope a workable solution will come from all this effort. If industry could develop a reliable, low cost, anti-collision device and vertical separation could be monitored by Radar, we could all go about our business of flying as safely as our own ability would allow. Cars sure have it simple with a horn, don't they?

Come January 23 and 24th, you will again be represented by yours truly at a Flight Safety Seminar to be held in Detroit. Mr. Shaffer, the FAA Administrator and I will be serving on the same panel. Should be very interesting.

Spring and Sectional Meetings are upon us and I urge you all to attend. Remember "Fun and Friendship" is our goal, but I would like you all to rebrief yourselves on what it means to be a Ninety-Nine and the importance of your contribution to the future of our group. I am looking forward to seeing as many of you as is possible in the weeks ahead at the Sectional Meetings.

To all of you Chapter Chairmen and Sectional Governors who have your bulletins sent to me, THANKS. I read them with great interest and talk about you to other Sections whenever I can. You should see how proud of you and your accomplishments I am and how much I enjoy bragging about them.

Bernice T. Steadman
President

NOTAMS

HOW TO HAVE "FUN, FRIENDSHIP,
AND A SWINGING YEAR" —

THE MAGIC WORD IS ATTITUDE!

1. It is our ATTITUDE at the beginning of the task which more than anything else will effect its successful outcome.
2. It is our ATTITUDE toward life that determines its attitude toward us.
3. It is impossible to succeed without others, and it is our ATTITUDE toward others that will determine their attitudes toward us.
4. Before a person can achieve the kind of life she wants, she must become that kind of individual. She must think, act, walk, talk, and conduct herself in all affairs as would the person she wishes to become.
5. The higher you go in any organization of value, the better the ATTITUDE you will find.
6. Your mind only can hold one thought at a time, and since there is nothing to gain by being negative, be positive.
7. The deepest craving of the human being is to be needed, to feel important, to be appreciated — give it to them and they will return it to you.
8. Look for the best in new ideas. As someone has said, "I have never met a person I couldn't learn something from."
9. Don't waste valuable time broadcasting personal problems. It probably won't help you; it cannot help others.
10. Don't talk about your health unless it is good.
11. Radiate the ATTITUDE of well being, of confidence, of a person who knows where she is going. This will inspire you and you will find good things will begin happening to you.
12. For the next 30 days treat everyone with whom you come in contact as the most important person on earth. If you do this for 30 days you can do it for the rest of your life!

"SUCCESS OR FAILURE IN ANY UNDERTAKING IS CAUSED MORE BY MENTAL ATTITUDE — EVEN THAN BY MENTAL CAPACITIES."



HEADLINES from Hazel

First may I say **Thank You** to all of you who took time to write about the Anniversary Issue. The funniest one has got to be from our "devoted slave," Loretta Gragg, Headquarters Secretary who said "Dear Golden Bird, The Anniversary Issue is just great. With all the accolades that are coming your way, no doubt your proud tail has blossomed forth into a great, glorious glob of golden greatness that will shine forth forever as the pinnacle of perfection in the Journalistic Journalese, as you and I know it." I'm sure ours has blossomed forth from too much chow and not from that edition of the news. Note to my Captain:—I promise to get back on my diet so our "Golden Bird with the Proud Tail" will emerge victorious this summer. I may learn to navigate by the cracks in the ground, so I can help out this summer. The accolades for this issue have got to go to the people who provided the material to make it what it was. To all of you, again, may I say **THANKS!** for the extra effort.

Incidentally, Loretta says the cost of the Anniversary Issue is \$1.00 for extra copies. This will barely cover the cost of postage, 'cause it was kinda a fat issue.

Meanwhile, back at the ranch. I invite your attention to the 12 Golden Rules of Flying published elsewhere in this issue. We have all read them before, but I feel that a review is always in order. We want to **increase** our membership and each of you are **too** valuable to be a statistic. Winter flying can be glorious and it also can be a problem because of the deadly things that can occur during the winter months. Our FAA GADO Safety Officer, Doug Throop sez "Most people have their cars and airplanes winterized, but lots of **pilots fail to have themselves winterized**". Incidentally, FAA continues to sponsor Safety Seminars, so plan to attend one in your area. Abide by the 12 Golden Rules;



Here's our "Beloved Editor" working hard or hardly working on The News. Actually she's doin' what she likes best — nuthin'!

—get APT;—get yourself winterized by your favorite Flight Instructor;—and be active in the Ninety Nines. Our President, my boss, has made the welkins ring with our slogan "Fun and Friendship". So do it! This will be my last chance also to remind you, also, to nominate for the upcoming election. If you do **all** these things, be sure and tell us about it so we can include it in the News. Whew!

* * * *

Mr. Richard Lesser advised us that Marjorie May Lesser, a charter member and past governor for the N.Y.-N.J. section passed away December 2, 1969. She was Mrs. Townsend S. Van Antwerp at the time of her death. He also advised that she started flying in 1929 and was issued private license No. 7200 in July 1929, limited commercial license in September 1930 and a transport license in September 1931.

I think it is always sad when one of our charter members makes her last flight. How great it must have been to have lived through the years of early aviation until the present day. Another great giant in aviation made his last flight. Mr. William T. Piper died Jan. 16, 1970. He was 89 years young on Jan. 8th this year. For all

of us who have flown the Piper products and particularly we who started in the Piper Cub it is truly a sad day. His vision and devotion to aviation is legend.

* * * *

Jean Ross Howard has done it again! Be sure and get a copy of "ALL ABOUT HELICOPTERS." It is part of the Modern Aircraft Series and is just outstanding. We have talent-talent in this organization. Isn't it great! Den Mother we are so proud of you.

* * * *

SOMEBODY GOOFED!!! It does seem we should start a department by that name. Anyway, the "Stamp of Friendship" film is still available. Contact Helen Shropshire, Box 534, Pacific Grove, Calif. 93950. It seems this article was left out of the roster by mistake.

Remember . . . Be Active . . . Get Involved . . . Have Fun . . . Then share it with us!

**DON'T PROCRASTINATE —
NOMINATE**

BACKWARD GLANCE COLUMN

By Virginia Thompson

Source: "The 99er" Magazines
for 1934

In 1934, "The 99er", our official publication took on a magazine look with paid advertising. The editor, CLARA STUDER said, "Frankly, we want to make it the kind of a magazine which will make every reader, male or female, who hasn't long since done so get his or her feet unstuck from the ground. To make it a round table where people may come to spread and to get the germs of flying interest."

It contained such interesting monthly articles as: "Air-Onically Speaking", "That Air Fun", Mr. & Mrs. Pilot", "Bread & Butter & Aviation", "99 Sectional News", "To Date Data on Women Pilots", "Encyclopedia BRITTONica" and many special articles on aviation. All of this for the subscription rate of \$1.00 per year or 10c per copy to anyone.

It was a time in our history when a great deal of interest was developing in instrument flying. To aid pilots, E. A. LINK developed a device known as the "Pilot Maker" (Link trainer) which was used in the teaching of instrument and radio beam flying. Instrument flying must have been simpler in those days since the authors of "Blind Flight in Theory and Practice" recommended a minimum of two hours ground and eight hours flight instruction with much practice thereafter under the hood and in actual bad weather conditions. It was recommended that any pilot having to fly blind should have at least three hours practice a month.

The effects of the depression of 1934 were being felt in all segments of aviation. R. V. and RAE TRADER reported that their income from all major activity—student instruction—fell from \$465 in Feb. 1933 (the lowest they felt it would ever go) to the grand sum of \$7.50 for Feb. 1934. Like many of that period, they refused to give in so looked for other sources of revenue. Aerial banner advertising, which had always seemed like something that would cost the advertiser a fortune, solved their financial problem and that of a number of student fliers who earned their flying by laying out and sewing up aerial banners.

Fay Gillis (Wells) found the "paradise for would-be-aviators." She related, "This bit of heaven-on-earth is a place called Penang or Betel Nut Island, Flying 188 by the compass, it is 59 miles from Alor Star, where the Imperial Airways pilots practice take-offs and landings enroute to and from England. Four dollars and sixty cents an hour for instruction!" Why so low? The English government subsidized the flying clubs there in return for which the pilots agreed to give their services when called upon to defend the Mother-land.

In 1934, the Aeronautics Branch of the Dept. of Commerce was also concerned with the lag in flying, especially in the private flying segment. To encourage it, they passed a number of new amendments, some of which are still in effect today, such as: the extension of the validity of student licenses from 1 to 2 years, extension of the physical examinations for non-commercial licenses by mail instead of through personal appearances before an inspector, and authority for private pilots to operate aircraft carrying guests, executives or employees of companies by which they are employed, provided no payment is made for the transportation.

Gliders began to capture the fancy of many both here and abroad. At this time, the American gliders were preparing for their 1st National Camp to be held in the Big Meadows area of the Shenandoah National Park, Sept. 15-30.

This too was the era of air races and shows of all types with pilots like EDNA GARDNER (WHITE), HELEN CAVIS, HELEN FRIGO, JOHANNA BUSSE, HENRIETTA LANTZ, EDNA CRIMRINE and MELBA BEARD in the limelight. The announcement that the National Air Races would be open to men pilots only that year made the women bristle into action. One of the officials said, "There is no more place for women pilots in the high-speed free-for-all air race game than there is a place for women drivers on the speedway at Indianapolis."

In the chapters and sections throughout the country, the girls were learning about flying through talks on such

subjects as: parachutes, meteorology, blind flying, fuels, and even the art of bailing out.

It was also a period of growth. The Chicago Chapter was former with RUTH KITCHEL WAKEMAN as Chairman; Michigan, GLADYS HARTUNG, Chariman; Cleveland Chapter became known as the Ohio Chapter; and plans were formulated for the formation of a Washington, D.C. Chapter while the Bay Cities Chapter happily celebrated its second birthday at the home of RUTH RUECKERT in San Francisco.

(Ed. Note: Have been commuting to DCA on FAA business. Hope to get to Annandale on one trip soon.)

Coming Events

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

Southeast Section
Apr. 10-11-12, 1970
Huntsville, Alabama

Southwestern Sectional
Apr. 24-25-26, 1970
Santa Clara Valley Chapter
Host

APRIL 20-MAY 11, 1970
South African 99 Air Safari
April 26th-May 16th, 1970

South Central Section
May 1-2-3, 1970
Tulsa, Oklahoma

MAY 22-23-24, 1970
Illi-Nines Air Derby
Rockford, Ill.

Dallas Poker Party
May 23, 1970

AWTAR
July 3-7, 1970
Monterey, Calif. to
3M Airport, Bristol, Pa.

International Convention
July 12-15, 1970
Bretton Woods, N.H.

Sept. 6, 1970
Nebraska 1st Air Race

"12 GOLDEN RULES"

Insurance statistics show that 90% of all aircraft accidents are caused by unsafe acts on the part of the pilot . . . and that 93% of these accidents result from a violation of one or more of the following safety standards:

1—CHECK-OUT — Plan ahead . . .

Never fly an aircraft until you have been checked out by a qualified instructor and have completed a minimum of:

- (a) One hour ground familiarization with controls/systems and aircraft operating limitations.
- (b) Eight regular take-offs and landings (day or night).
- (c) Two cross-wind take-offs and landings.
- (d) Two short field take-offs and landings.
- (e) Repeat above if no recent experience this model. (6 months)

2—AIRCRAFT PRE-FLIGHT — Plan ahead . . .

Never start engine until you have:

- (a) Checked weight and balance data.
- (b) Determined that all objects in the cabin are secure and free of the controls.
- (c) Completed "walk around" pre-flight inspection.
- (d) Determined that you have enough fuel on board for your flight . . . plus 15 minutes for take-off and 45 minutes at destination.
- (e) Drain fuel from wing tank quick drains and under-engine drain into transparent container for contamination check.

3—VIGILANCE — Plan ahead . . .

When at the controls, never proceed into an area on the ground or in the air without double checking for existing or potential hazards visually and by any other means available.

4—CONTROLS AND SYSTEMS —

Plan ahead . . .

- (a) Never operate an aircraft unless you are thoroughly familiar with the operation and correct use of all controls and systems.
- (b) Never start engine, take-off, cruise procedures, letdown or landing until all prescribed procedures are accomplished from a memorized checklist . . . then double checked against a written checklist.
- (c) Never operate an aircraft with a known malfunction. If malfunction occurs in flight, land at nearest airport.
- (d) When flying retractable gear aircraft, never raise flaps on landing roll. Wait until well clear of active

runway, then double check the control you are activating.

- (e) Learn conditions conducive to the formation of carburetor ice. Stay alert for this hazard, and use carburetor heat at the first indication of icing.

5—WEATHER — Plan ahead . . .

- (a) **During pre-flight** — Get a thorough weather briefing. Establish clearly in your mind the current enroute conditions, the enroute forecast, and the "escape route" to good weather.

- (b) **In flight** — Never risk losing good ground reference control. When encountering 1,000 feet or 5 miles make plans for possible retreat to alternate airport. When encountering 800 feet or less than 3 miles execute these plans immediately.

- (c) **On top** — Never fly above clouds unless they are widely scattered, and then only provided there is at least 2,000 feet from the highest ground to cloud base.

- (d) **At night** — Never attempt a night flight unless you're sure you'll have a 2,000 foot ceiling and 5 miles visibility and will encounter no frontal fog, ground fog or storm conditions.

*Items (b), (c) and (d) do not apply if pilot is current and qualified for IFR.

6—SPEED/STALL CONTROL —

Plan ahead . . .

Never abruptly change the altitude of an aircraft nor allow its airspeed to drop below:

- (a) At least 160% of stall speed when maneuvering below 1000 feet.
- (b) At least 140% of stall speed during straight approach or climb out.
- (c) At least 120% of stall speed over threshold and ready for touchdown.

7—NAVIGATION — Plan ahead . . .

- (a) Plan to reach destination one hour before sunset unless qualified and prepared for night flight.
- (b) Never operate at an altitude less than 500 feet above the highest obstruction (2000 feet in mountain area) except on straight climb from take-off or straight-in approach to landing.
- (c) Predetermine "E.T.A." over all

check points. If lost, never deviate from original course until oriented. Always hold chart so plotted course coincides with flight path.

- (d) Divert to nearest airport if periodic fuel check indicates you won't have 45 minutes reserve at destination.

8—TAKE-OFF/LANDING AREA —

Plan ahead . . .

- (a) Never take off or land unless on designated airports with known, current runway maintenance.
- (b) Be sure the runway length is equal to aircraft manufacturer's published take-off or landing distance plus . . . 80% safety margin if hard surface, double the manual distance if wet grass (about same traction as ice).

- (c) After dark use only well lighted, night operated airports, and then use steeper approach attitude to clear unlighted obstacles.

9—TAKE-OFF/LANDING LIMITS —

Plan ahead . . .

- (a) Always plan touchdown 200 feet inside of runway threshold.
- (b) Abort take-off if not solidly "airborne" in first ½ of runway.
- (c) Abort landing if not solidly "on" in first 1/3 of runway. (First ¼ if wet grass.)
- (d) Never relax control until engine is shut down and wheels are blocked.

10—WIND LIMITS — Plan ahead . . .

- (a) Never attempt taxiing when crosswinds or gusts exceed 50% of stall speed unless outside assistance is used. Taxi very slowly when winds exceed 30% of stall speed.
- (b) Never attempt take-off or landing when 90° surface crosswinds exceed 20% of stall speed, or 45° surface winds exceed 30% of stall speed.
- (c) Never taxi closer than 1,000 feet from "blast" end of powerful aircraft, and then only when headed into remaining blast effect.
- (d) Never follow a powerful aircraft on take-off, in the air, or on landing without allowing time for turbulence to subside (2 minutes if a jet).

11—PHYSICAL CONDITION — Plan ahead . . .

Never attempt to pilot an aircraft if:

- (a) Less than 24 hours have elapsed since drinking alcoholic beverages.
- (b) You are extremely fatigued.
- (c) You are taking tranquilizing or sleep inducing drugs.
- (d) You are emotionally upset.

(e) You are hypoxic from oversmoking, or from operating above 10,000 feet without oxygen.

12—STARTING ENGINE — Plan ahead . . .

Never attempt to hand start an aircraft engine unless qualified person is at the controls or, in an emergency, unless all wheels are securely blocked and strong, tight tie-downs are affixed to both wings and tail.

The Safe Pilot's 12 Golden Rules have one significant thing in common. None can be consistently followed unless you PLAN AHEAD!

AWTAR

POWDER PUFF DERBY Marion Andrews, Reporter

A brand new year "1970" arrived a few days ago. Please gals! Add to your list of New Year's resolutions—A donation to AWTAR, even if you never contributed before or never expect to again, because it will go towards the "25th" Annual Powder Puff Derby in 1971. No other speed race for aircraft has been conducted continuously for so long a period of time. For this

reason, we would really like to make the 25th race an outstanding, memorable event of which the 99s throughout the world will be proud. Only with your full support can we plan a race to fulfill the "sterling" stature the PPD has attained. Any suggestions you may have for making this race outstanding will gladly be added to the list we are compiling for future planning.

Contributions for the 1970 race were less than usual. We are hoping that is because you are saving your funds for the 25th, Silver Anniversary, competition.

Our first Board Meeting of the year was an enthusiastic one as we are now on a "shoestring" final for the 24th Powder Puff Derby. America the beautiful, here we come! Get out your charts and hop along the race route. We think you will find it an interesting one.

Trailblazing is already underway. THON GRIFFITH, Route Director, of Costa Mesa, Calif., and BARBARA RIGGS of Darien, Conn., her assistant, start their trailblazing trip on Feb. 2. After meeting at Colorado Springs, they will fly eastward. The stops to the west have already been visited by THON, who, over the holidays, just happened to meet JEAN BLENKINSOP and GINA JORDAN of Calgary, Alberta Chapter, at Page Airport in Arizona. Were they also checking out the race route? Time will Tell.

The race is scheduled for a 10 AM take-off, July 3rd, from Monterey Peninsula Airport, Monterey, Calif. with stops at Fresno Chandler Field, North Las Vegas Air Terminal, Page Airport and FARMINGTON MUNICIPAL AIRPORT, WHICH IS NOT A MUST FLY-BY AS PREVIOUSLY PUBLISHED. Now things get a little tricky because the next stop, a MUST stop, is Colorado Springs but the route goes by way of Johnson Field, Walsenburg, Colo. WHERE THERE IS A NO STOP, MUST FLY-BY FOR IDENTIFICATION. After the must stop at Peterson Field the route goes on to Hutchinson Municipal Airport, Springfield (Mo.) Municipal Airport, Dyersburg Municipal Airport, a MUST stop, Louisville's Bowman Field, Morgan-

CONVENTION NEWS

FROM NEW ENGLAND SECTION

It's February! The White Mountains of New Hampshire are covered with snow and the slopes filled with skiers enjoying clean air and breathtaking vistas. The same aura of activity and excitement can be found throughout the New England Section as the girls anticipate welcoming Ninety-Nines from all over the world to the 1970 Convention.

July 12th through the 16th are the dates to reserve for a unique summer Vacation-Convention in the invigorating New Hampshire mountain air. Your hostess Section has arranged for you to be professionally pampered at Bretton Woods, New Hampshire, a hotel which has been in the business of successful conventions for more than twenty-five years and is appropriately called the "convention capital of New England in the Switzerland of America." CHRIS SEAVER'S hospitality committee promises to give every Ninety-Nine the VIP treatment and plans have been made to guarantee each of you a New England holiday to remember.

By summer the snow will have long since disappeared and the balmy

temperatures will be perfect for outdoor activities. Bretton Woods offers them all, from free golf on an 18-hole PGA Championship Course to swimming, indoors and out,, fishing, and horseback riding on 26 miles of beautiful trails.

The area is rich in fascinating attractions. Those attending Convention will be able to visit Polar Caves, the Flume and the rugged, granite profile of the Old Man of the Mountain. For a true appreciation of the beauty of the White Mountains, trips can be taken on the Aerial Tramway up Cannon Mountain, the Skimobile to the top of Mt. Cranmore and the famous Cog Railway up Mt. Washington.

The atmosphere at distinctive Bretton Woods is perfect for loafing as well, if that is your preference. What a wonderful opportunity to relax while making new Ninety-Nine friends and renewing old acquaintances!

So start making plans now to come to New England in '70 for a change of pace vacation and a fun-filled Convention. The New England Ninety-Nines can't wait to show you their own special brand of good time!

ALL ATR LADY PILOTS

Does anyone know who all has an ATR rating? Jessie Wimmers is trying to contact all women holding ATR certificates. She called A.O.P.A. who referred her to Mr. Eddie Kjelshus, FAA Airman Certification Branch, who referred her to the Medical dept. and a Mrs. Stacy and somehow it got back to the Editor. If you know of a lady ATR, be she Ninety Nine or not, please have her contact: Jessie Wimmers, 4750 North Central Avenue, Camelback Towers G16, Phoenix, Arizona 85012. Also see Santa Barbara Chapter report for info on W A T P A.

town Municipal Airport to terminate at 3M Airport in Bristol, Pennsylvania. CAROLYN CURRENS will again handle the Ham Radio Net. Posters for the coming PPD are now available and a supply has been sent to each chapter chairman for distribution. Please try to post them at all airports in your area. If you need more, notify AWTAR. We also have a new supply of devised, informative brochures on the "Powder Puff Derby" that should be especially helpful in obtaining sponsors. These are free for the postage. Send a self-addressed, stamped envelope No. 10 (business size) with your request to AWTAR Hdqts. If you are requesting more than 3 copies, add another 6c stamp for each 3; 12 is maximum for envelope.

For your info: The Beech Baron 520 is not eligible for the race. Many Powder Puff Derby pins have been purchased as gifts for former race pilots and co-pilots. Drop your hints to the family if you don't yet have yours. Sorry to say that the pins are not numbered and registered at PPD Headquarters as stated in the Nov.-Dec. Newsletter. That was our original intent but we found the numbering which would have to have been done by hand would add too much to the cost of the pins.

We would like copies of the article in AOPA Pilot, Dec. '69, "The Winner Never Finished" the story of Joan Steinberger, and the column "Cadets, Seniors Cited" picturing Ruth Freckleton with cadets at the terminus at Dulles in "Civil Air Patrol News—Nov. '69. Send clippings and requests to AWTAR Headquarters, Teterboro Airport, Teterboro, New Jersey 07608.

the "Powder Puff Derby"

ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC.
Pat McEwen — Ways and Means 16206 E. Central Wichita, Kansas 67230

REMEMBER the International Convention of 99's in 1964?
That was the year we ENTHUSIASTICALLY vowed and voted to support our own race, the A.W.T.A.R. - popularly known as the POWDER PUFF DERBY - SO LET'S DO IT!
Let's get behind the 99's GREATEST AVIATION EVENT that brings us WORLD - WIDE ATTENTION.

Our scrapbook boasts press releases from as far away as the ORIENT, EUROPE and ASIA. What other event could bring the 99's such great publicity?

HUNDREDS of 99'S each year give GENEROUSLY of their time and efforts. ALL of us can PERSONALLY HELP SUPPORT our race.

In 1971 we celebrate the 25th YEAR of racing. Let's make our SILVER ANNIVERSARY a MEMORABLE one. Bless you!



Pat McEwen
A.W.T.A.R. Ways and Means Committee

P.S. Make checks payable to A.W.T.A.R., Inc. and mail to me at 16206 East Central, Wichita, Kansas, 67230.

THE WHIRLEY GIRLS

Two Whirly-Girls from England joined twenty-three U.S. members from 12 States and The District of Columbia for their 15th Anniversary "Hovering" during the Helicopter Association of America meeting at the Stardust Hotel, Las Vegas, Nevada January 11-14, 1970.

From England: Rosemary Rose Whirly-Girl No. 121 and Gay Absalom No. 110—from Juneau, Alaska Nancy Livingston No. 4—from Arizona, Margy Crowl No. 60; Charlotte Graham No. 21; Ruby Sheldon No. 142 all of

Phoenix; from Aspen, Colorado, Betty Pfister No. 152 — from California Lauretta Foy No. 45, Van Nuys; Mary Clare Reedy No. 76, Newport Beach; Mary Holloway No. 71, Woodland Hills; Marie E. Porter No. 117, Concord; Minette Learned No. 129, Santa Monica; Hazel Johnson No. 119, Paso Robles; Virginia R. Pick No. 134, Newport Beach; Teresa Rupp No. 136, Lakewood; and Joyce Failing No. 145, Long Beach — from Indiana Agnes Gallatin No. 137, Elkhart — Sarah Gorelick Ratly No. 107, Kansas City—

from New Jersey Nancy Smyth No. 77, Trenton; from New York Helen Jost No. 139, Bardonia — from Texas Tony Page No. 67, Ft. Worth, Ruth Deerman No. 178, El Paso; Shirley Upton No. 102, Bedford — from Maryland Mary Raub No. 56, Kensington— from Washington Ilovene Potter No. 50, Seattle and from the District of Columbia Jean Ross Howard, No. 13.

Highlight was the presentation of the 1970 \$500 Doris Mullen Whirly-Girls Scholarship to Terry Lee London of Long Beach, California.

A.E. SCHOLARSHIP

Dr. Dora Dougherty Strother, Chm.

Spring is the time the eyes of all of us turn skyward and our hearts yearn for the blue, open spaces. Spring is the time, if we have not been flying much during the winter, to get back in the air. Let us insert a word of caution here. It would be wise to get a check out if you have not been very active. It might be wise to do so anyway. It is easy to fall into bad habits. While you are doing this you might be in the area where you can try your hand at something new. Try a little time on a twin if you have never had any. Try floats if you never have. For a lot of fun try rotary wing. It is good not to be static in your knowledge. While you are trying these lovely things, and getting out of your rut give a thought to those gals who might not be able to do so because they cannot afford it. Some of these gals would have a great contribution to make to aviation. These are the gals we all can help through our Amelia Earhart Memorial Scholarships.

Let us make Spring the time of year when we think of our scholarship fund. Help us make 1970 the best year yet to help our sisters into the blue. Remember only half of your contribution goes into the permanent fund from which the interest is drawn each year. The other half goes directly into the scholarship for that year. This way we can offer the fine quality of scholarship we have all worked so hard to build up. Help your Board of Trustees help us all.

NOTAMS

VAL JOHNSON wants clippings for Scrapbook. No hiding your light under a basket. Keep "Them cards, letters, & news clips coming." Mail to

VAL JOHNSON
525 S. Main St.
St. Clair, Missouri 63077

COMMITTEE REPORTS

National Intercollegiate Flying Association

Gene Nora Jessen

Though lacking talent as a detective, I do possess a streak of determination and plead with other Ninety-Nines to help me track down the history of our organization's close affiliation with the NIFA. When asked for some information for the new NIFA brochure, it was very embarrassing to admit I cannot provide it. I'm afraid at this point in time, the NIFA knows more about us than we do.

My own personal association with NIFA began in 1956. At that time ARLENE DAVIS, a member of the All-Ohio Chapter, donated an annual award to the Top Female Pilot of the Air Meet and the Ninety-Nines gave an Achievement Award. In 1965, after ARLENE DAVIS' death, the All-Ohio Chapter took over the ARLENE DAVIS Award to be perpetuated in her memory.

JOAN HRUBEC has been most helpful in providing information about MRS. DAVIS and recalls personally that the ARLENE DAVIS High Point Award was in effect as early as 1950—before that we have no record. We have no idea when the 99 Achievement Award started.

HELP Ninety-Nines! I know that many of you through the years have been active in NIFA. Can you shed any light? VIRGINIA THOMPSON, our Historian, do you have records? RUTH RUECKERT, our walking 99 encyclopedia, can you put your finger on it? LYGIE HAGAN, our Treasurer, are the old books at Headquarters? Would entries there shed some light?

The NIFA has records of their own. Though they asked us for information, must we turn around and ask them just when their records show we instituted active support? Perhaps it was way back in the 30's when the NIFA first started. I am not nearly so interested in the date, however, as I am in your personal recollections of the two infants — 99 and NIFA.

This association should be written down as a part of our childhood and maturity. Please take the time to help.

Membership Report

HAVE YOU EVER SWEPT
A RUNWAY ???

By Pat Jetton

Well, neither had I until this weekend. I've been pushing involvement and participation in 99 projects and affairs for years but somehow, every time an airmarking party was set up I was busy somewhere else.

The Dallas Chapter set up an airmarking date of January 17th to do Dallas North Airport and I finally decided the time had come. It was time for me to "do my bit" and help airmark. I marked the date down on my calendar and made plans (like talking my two kids into going along for moral support). After some minor crises (my secretary caught the flu and one instructor had to go on military maneuvers) it looked like I would be able to go. Saturday morning dawned but you really couldn't tell it for sure, the fog was so thick you couldn't find the street. Oh heck, that means I can't fly to Dallas North, I'll have to drive. But that's okay too, if means the airport (mine) won't be too busy so I won't even be missed. Now, if I can just stop worrying about the money I'm losing I ought to enjoy airmarking. My son JIMMY and I got in the trusty Ford and headed north (my daughter chickened out).



PAT JETTON, International Membership Chairman, and former Governor South Central Section talks about being a member and getting involved.

Just as we arrived at Dallas North Airport several of the local 99s were coming in from the runway. They had been laying out the numbers on one end and had come in for a coffee break. (Actually they came in for a towel, I think; their hair was dripping wet).

In a few minutes we all loaded into a car and headed for the runway. It seems that instead of painting "Dallas North" on the ramp we were going to paint the runway numbers; the ramp is to be re-surfaced soon and we've been asked to come back then for the name. We let some of the gals out at Runway 16 with some paint and headed for "34". Upon arrival there PEG ONG and I were handed brooms and told to "sweep the runway". It appears that you have to work your way up from the bottom on these airmarking projects and since I was the newest and least experienced the broom duty was the logical place for me; I don't know what PEG'S excuse was. ELINOR JOHNSON and 49½ER ROLAND were busy with the tape measure and chalk and a complicated looking graph. After a little friendly (?) discussion they started marking our nice clean swept runway all up with chalk. LOU MARQUESS and BARBARA POWELL assisted with the chalk marks and PEG and I kept on sweeping. (Actually the runway was clean as a pin by this time, but sweeping was the only way we could keep warm.) Along about this time someone remarked that "43" was a strange number for a runway, wasn't it? I thought ROLAND and ELINOR would pass out, they turned so white; but we finally revived them and assured them that they had indeed laid out the correct "34".

Our job being done for the time being, we again piled into the car and headed for the other end to see how that crew was doing. Airmarking Chairman PAT CLARK had things under control there and, with the able assistance of SUE and GEORGE ANDREWS and NITA SHUHART, had almost finished painting the numbers 16. Back to the office for another warm-up spell, pick up last year's Airmarking Chairman, BETTY HUNDLEY, and a couple more 99s, and then Chairman CLARK cracked that whip again and off it was to the runway. PAULINE and JACK WINTHROP caught up with us and were promptly handed paint stirrers and rollers. We

started on "34" and soon you could actually see the fruits of our labor. The paint was a little thick and hard to roll; PAT CLARK said there wasn't enough thinner in it, but I think it was starting to freeze. JIMMY and I took turns with the roller and I must say we were very professional in our painting. At least most of the time. There is that little jog where I was trying to wipe my nose and the roller got away from me. (But who'll notice that at 1000'.)

After a most professional clean-up job directed by PAT CLARK and ROLAND JOHNSON we picked up our toys and headed back to the office where MRS. JOHN BRODHEAD, the airport owner's wife, had prepared a great lunch for us.

Well, now . . . after many years of urging participation in our projects, I can personally and enthusiastically say "GO AIRMARK". You'll enjoy it. There's a lot of talk and teasing and friendship and FUN to it. It's worthwhile and appreciated and FUN, even in the cold and rain. So, don't forget to give me a call, PAT CLARK, when they want us to go back and paint the name; 'cause I'll be ready. (I might even be promoted to holding the tape measure)

NOTAMS

KANSAS CITY CHAPTER

Frances Dunfield, Reporter

Our chapter would appreciate your printing a notice in the front of the "Ninety-Nine News" to correct a misunderstanding which we perpetuated by letters sent to each chapter chairman regarding our proposed cookbook.

NINETY-NINE COOKBOOK

The Kansas City Chapter goofed!

Our letters to the chapter chairmen and enclosed letters for the members did not make it clear that we wanted recipes from **each** Ninety-Nine, **not** just the chapter chairmen. This cookbook should be an exciting collection of recipes from all of you and we wish to include your name and chapter at the end of each recipe.

Please send your favorite recipes on the forms which were provided or on one side of separate sheets of paper to:

VEE ST. JOHN
1018 East 110th
Kansas City, Missouri 64131

AIR MEETS

1970

FUN AIR TOUR/CONVENTION AERO-MADA

When her "LUV THE GUV" of S. E. Section assumed her official duties she promptly got the show on the road and with no dilly-dally set the goal of a fun air tour to convention.

The wheels are in motion: The tentative dates are July 9-11 with a general gathering together on July 8; the tentative route is a 2½ day flight through the Southeast to Northeast from a starting point on the Mississippi with fun at the stops and light, largely chance-type competitions enroute. The Tour is planned so that participants may rendezvous with it at any of the stops and join in the fun. However, the overall winners must have participated from the starting point.

The idea is to take as many full planes as possible to convention and have fun in the doing.

Mark the dates, fill your planes (this gets you points!), join us for

flying fun! Those of you who fly TAR plan to meet and fly with us too.

AS ADDITIONAL DETAILS ARE CONFIRMED, FURTHER INFORMATION WILL APPEAR IN **THE NINETY-NINE NEWS**. AN ENTRY APPLICATION IS PLANNED FOR THE APRIL PUBLICATION.

Virginia Britt, Chairman
Flying Activities, SE Section

ILLI-NINES AIR DERBY

"ROUND ROBIN"

MAY 22-23-24, 1970

ATTENTION ALL PILOTS!!! The Chicago Area and Central Illinois Chapters of the 99's are holding their second Air Derby at Rockford, Illinois and it should prove to be the most exciting and rewarding race in the midwest.

For those planning to fly the Powder Puff or Angel Derby, an excellent opportunity to test your plane by entering the **speed category**. Want to know how that beloved craft is per-

forming on gas consumption versus speed — enter the proficiency category.

But above all, come and enjoy the fun and companionship of the nicest people in aviation — who knows, you may end up with the top prize of transportation on Air Jamaica to beautiful Jamaica or one of the many other prizes and trophies which will be awarded to both pilot and co-pilot in each category.

INFORMATION AND ENTRY KITS NOW AVAILABLE FOR \$1.00. WRITE ENTRY CHAIRMAN, MRS. JEAN CLAUS, P. O. BOX 363, ELMHURST, ILL. 60126.

Check the next issue of the 99 news for more information.



Marie Richardson, Reporter

Seasons' Greetings to all Ninety-Nines and families, belated perhaps, but nevertheless sincere. May 1970 be a year of much Happy and Safe Flying for all of you.

This reporter apologizes for missing January issue. When she should have had her "nose to the grindstone" she was wasting precious time, in a country hospital, having been rushed in indecent haste, some 30 miles by ambulance. It was a short "holiday" only, she was fit and well by Christmas to fly 49½'er out West to spend four glorious days with son GRAHAME, daughter and tiny grandchildren.

Another on the sick list is OLGA TARLING. OLGA had to undergo a very serious operation before Christmas. It is with much pleasure and relief we learn that she will be her old sunny-self again. Progress is slow but steady and we all wish her a speedy recovery.

A very welcome return to Australia to JUDY DOIG who has been away from these shores for some years living in Windsor, Ont. Sorry Michigan, but your loss is our happy gain.

The great London-Sydney Air Race is over but those who were at Bankstown to see the finish will long remember the thrill and excitement as 59 aircraft screamed their way across the aerodrome at 700 feet to cross the Finishing Line, having flown the last leg from Griffith that morning. It was

a tribute to the handicappers that such a variety of aircraft with engine speeds ranging from 80 kts to well over 250 kts should all arrive within a few minutes. After de-briefing the competitors were able to relax with friends at the Royal Aero Club of N.S.W. and many were the tales of their experiences we enjoyed hearing. During this time we were delighted to meet INGRID PEDERSON, Alaskan Chapter and very new Ninety-Nine ORVOKKI KUORTTI ("Vicky") from Finland. VICKY has only been flying for about 12 months and showed tremendous courage to undertake such a flight. Our congratulations go to SHEILA SCOTT who, being the only woman to fly without male crew, collected \$5,000 for "All Women's Crew". Although they were unplaced, Australian Ninety Nines are proud of the effort by MARGARET KENTLEY who flew with her son PETER. They were doing particularly well until they had to make an unscheduled stop in Burma with electrical trouble, which cost them some 18 hours which they were unable to make up. Despite this they "had a ball", "wouldn't have missed the experience", and "would do it again", and above all they paid tribute to the friendliness and co-operation that existed between most of the competitors. Hope to have a story from her for you soon.

PAM MILLS was a gracious hostess to a Fly-in Weekend to the lovely old property and Homestead of "Burra-bogie" a 23,000 acre spread in western N.S.W. owned by PAM and her husband—both pilots with a Comanche and a C 210 in the hangar on their airfield. From Melbourne (Victoria) came RUTH and PIE HODGES with MOIRA ROBINSON, ELVA RAPER and daughter PAM with FREDA THOMPSON and ESTHER MATHER, in two C182s, ELMA EAGLES flew her Cherokee and from Sydney MARIE RICHARDSON and BOZENA VRLA flew a C172. RUTH HODGES was the only one who really wanted the heavy cloud formation, it provided her with a golden opportunity to polish up on her Instrument flying for her re-rating test a few days later, she had no difficulty in getting back into Melbourne. ELVA and ELMA

**We're Having a Clam Bake
You All Come to New England
July 12-15, 1970
Ninety-Nines Convention
Bretton Woods, N.H.**

managed to "sneak" in but MARIE and BOZENA were weathered in for 40 hours at Cowra west of the ranges around Sydney. It was such a happy weekend with talk and laughter that no one minded a few weather problems. Everyone was sorry that, due to their tight schedule while in these parts, RUBY TATMAN and BETTY ROGERS from El Paso Chapter were unable to join the party too. On her arrival back in Melbourne, Freda spent some time with them.

NANCY WALTON took LORETTA SLAVIC, BECKY THATCHER and DORIS LANGHER out to Cobar when these three Ninety-Nines visited us recently. On the way they stopped for lunch with MICK MOXHAM at her property at Girrilambone. While they were in Sydney RONETTE WILLIAMS was able to drive them to some of our scenic spots.

Our Congratulations go to CHRISTINE DAVEY on whom the Queen has bestowed the M.B.E. in recognition of the work Christine is doing in Aviation in the "Centre" operating out of Alice Springs.

When last heard of, ANNE CARTER was leaving by ship for a holiday in Indonesia, this should prove a very interesting experience.



Janet Ferguson, Reporter

A very brief report dashed off in extreme haste before leaving with a Beagle 206 for Australia.

The two main items of news since our last report are the Thanksgiving Party and the London-Australia Air Race.

The Party was a great success and we welcomed a number of distinguished guests as well as many of our friends in the aviation world. Our new Governor, GILLIAN CAZALET, worked extremely hard in a very short space of time and the result was a smooth-running, enjoyable evening.

As you may have read, our sole entry in the London-Australia Air Race,

SHEILA SCOTT, encountered tremendous difficulties with radio equipment and instruments going u/s, and unfavorable weather, to say the least, in the Indonesia area. Despite being marooned on various Indonesian islands at different times, with no fuel and no radio, SHEILA just made the deadline at Adelaide for the first and main section of the race. At the time of writing the final dash to Sydney is yet to come, but if only SHEILA can get "Myth Too" fixed in time and compete that section she will be a certain winner of the "all-woman-crew" prize.

Incidentally, we were very pleased to see MARGARET KENTLEY in London prior to the start of the race—she entered with her son in a Mooney (the only mother and son entry). I'm afraid I'm not sure of her position in the first section, but we certainly wish MARGARET and her son a lot of luck for a good final position.

EAST CANADA SECTION

MAPLE LEAF CHAPTER
Jacqueline Frampton, Reporter

Maple Leaf Chapter members HILDA DEVEREUX, BERTHA SNELGROVE and FAYE GARDINER started the New Year in living color. Color T.V. that is! Why do you fly? What is involved in learning to fly? Who are the Ninety-Nines? What do the Ninety-Nines do? These were among the questions answered by the girls during a live T.V. interview show early in January. Later in the week at our monthly meeting held in Chatham, Ontario, we found out more about another side of public relations. Guest speaker NORM HAINES, manager of radio station CFCO Chatham, who is also a news commentator and a terrific speaker, gave us such an informative talk that we found ourselves being fully informed about the history of radio and its function and problems in today's society, including how broadcast stations aid and advise aviation.

Three prospective members MARGARET THOMSON, MARJORIE HOBES and MARCIA WILFORD joined us for a lovely lunch and a business meeting during the busy and enjoyable afternoon.

A Money Tree, we have one, or rather, we're cultivating one for spon-



Left to right, Hilda Devereux, Maple Leaf chairman, Husband Alf and Joan Corbett at the Christmas Party. It must have been a good joke!

soring a Ninety-Nine Award for the year's best woman student pilot in our area. Proceeds from a draw will go toward a cash award and trophy for the woman student pilot with the best combined marks on her written and flying examination during each calendar year. This will involve the cooperation of all of the flying training schools in Western Ontario. BERTHA SNELGROVE is chairman for this group and they are making great strides toward a beautiful full flowering tree for this year.

New member MARY CASSAR has been appointed chairman for organizing a fuller future program for encouraging 99's to promote more Air Ranger activities. The Air Rangers are our Canadian Girl Air Guides.

Do you know how to survive if your aircraft goes down in the desert, bush wilderness or a snow storm? The Maple Leaf Chapter and The First Canadian Chapter are looking forward to the answers at a Survival Clinic in Toronto Feb. 15th. If you are up our way come to hear and see the Canadian Air Force tell us the answers.

EAST CANADA SPRING SECTION MEETING WILL BE IN LONDON, ONTARIO MAY 23rd. JOAN CORBETT is coordinating chairman and has things really going for a flying start for flying fun.

Don't forget May 4 for the Angel Derby, Toronto to Nassau, with a total of \$5,000 in cash prizes. The checkpoints will include Pontiac, Mich., Cincinnati, Ohio, Huntsville, Ala., Albany, Ga., Orlando and Fort Lauderdale, Fla. This will be a never to be forgotten

flying event to fill your year with fun friendship.

Congratulations to MARIE SPENCE and husband on the acquisition of a beautiful new 182. What do you call it MARIE?

New Years Resolutions have a way of slipping away, but that one to continue your flying training, to keep learning, and to become a better pilot, that's the one to be kept in mind throughout this year. Never give up, even one small step at a time, we can keep flying and enjoying the fun, friends and the achieving of greater flying proficiency.



New member Dorothy Elder dancing with Santa (Rick Johnson) at The Maple Leaf Chapter's Christmas Party with the London Flying Club.



CONNECTICUT CHAPTER

Rose Ann Crim, Reporter

Here we are starting a new year and decade. The Conn. Chapter hopes to start the 70's out with many new hopes and plans. We are looking forward to a successful and fun filled convention in July.

We can not start a new year without looking back though. Some of our gals had a busy fall which did not get reported in the last newsletter.

Our new Chairman, MARY NEILL, had a wonderful month vacation in Hawaii celebrating her 25th wedding anniversary. MARY and DAVID bought a new Cessna 310 but they flew commercial to Hawaii.

Our secretary, BOBBIE HERBERT's son BRIAN is studying Aviation Management at Worcester Junior College. BOBBIE is proud to report that BRIAN has recently soloed and expects to fly home on one of his cross countrys in a Beech Muskateer.

It is my happy task to report that our wonderful charter member NANCY TIER has been in the news again. A well deserved newspaper article was written about NANCY recently which covered her life as a flier, wife, mother, and church worker. NANCY also reports that on a crystal clear November day she and her faithful 170A Cessna picked up TEDDY KENYAN (CHARTER) and flew to Oak Bluffs where CAROLINE CULLEN (one time 99) has operated the airport for many years. It seems NANCY LOVE of Ferry Command fame was flying and BETTY GILLIES (CHARTER) and husband had recently been in from the west coast. It is always great hearing about these gals.

This reporter and family took off in freezing rain the last day of December for the Bahama's. It was great weather to be flying away from. We found the Bahama flying wonderful. The weather was perfect and we hope to go back someday.

Our chapter ended the year with a well attended Christmas party even in the snow. Lots of fun and games and good food. It is always interesting to get our husbands together and listen to all the flying talk.

Till next month—HAPPY FLYING!

EASTERN NEW ENGLAND CHAPTER

Katherine Tompkins, Reporter

There's only one bad thing about holiday-ing in Florida, and that's coming back to Boston in midwinter. We had plenty of time to acclimate ourselves, however, as a Cessna 172 with 30 mile per hour headwinds doesn't exactly break any speed records. The trip was great though, and we can't wait to go again. My 49½er RICHARD (his first trip to Florida) found the oranges and bikini-clad beaches much to his liking. Also in Florida were MONA and MALCOLM BUDDING at their home in Miami. MONA tried out a Cessna 401 while there and found it much to her liking. She is anxiously awaiting arrival of a brand new Cessna Skymaster and hopes it will arrive in time for the Angel Derby so that she and GENE WOODWORTH can enter.

We all enjoyed a wonderful Christmas party at the handsome authentic early American home of STU and BIL-LIE DOWNING. A gift to each was a lovely bud vase with the 99 emblem made by HARRIET FULLER. We can't thank the DOWNINGS enough, the evening was a resounding success with plenty of food, drink, door prizes and best of all, good company.

Our January meeting was held at the Publick House in Sturbridge, Massachusetts. The only fly-ins were four prospective members so the rest lost a quarter each. Lois Auchterlonie wove wonderful tales of her days as a Wasp. Her stories made us sigh in wistfulness for days bygone and never to return. Her bulging scrapbook and photographs were enjoyed and appreciated by all and our awe increases for those fabled women "warriors" of the Air Force. We were very glad to have MARIE LEPORE with us again after her successful bout with the hospital and we hope she's out for good. Congratulations are in order for MARTHA and HOWARD DUNBAR with an early Santa delivering a healthy 8 lb. 3 oz. future 99 on Dec. 21.

Pinned at the meeting were new members JOANNE OSTERUD, GENE WOODWORTH and JOAN PALOMBI. JOANNE passed her Commercial rating while home in Washington over Thanksgiving and is currently finishing her Instructors. GENE is busy getting checked out in all the planes she can get her little hands on and I hear rumors of a trip to Mexico in the spring.

THREE OF OUR MEMBERS ATTENDED THE BOSTON AREA FAA

"HEARING" REGARDING PROPOSED RULE 69-41. ACCORDING TO THEIR REPORT THE MEETING WAS AT BEST DISCOURAGING, ALLOWING FOR NO DISCUSSION OR EXCHANGE OF OPINION BUT ONLY EXPLANATION OF THE PROPOSED SYSTEM AND HOW IT WOULD AFFECT THE BOSTON AREA. WE JOIN IN URGING EVERYONE TO WRITE THEIR CONGRESSMAN AND DO THEIR PART TO HELP US POOR LITTLE GUYS AT LEAST BE LISTENED TO.



GARDEN STATE CHAPTER

Mary Rose Myers, Reporter

Now that we are in between holidays our chapter is making plans for our spring and summer programs.

The Sunday after Thanksgiving was the day Garden State Chapter air-marked the first three of the hospital helio-pads. It was a cold day but three hardy souls in the persons of FLO WALSH, JANE MARTIN and STEVE GRESTEDT turned out to do a bang-up paint job on the Community Hospital helio-pad at Toms River, N. J. There will be no more air-marking until our weather turns warmer . . . like in April.

Oh gee, one of our newer members is moving to Illinois come this February. VON ALTER and family will be moving to Rock Island, Illinois. Our loss is Illinois' gain.

The January meeting was held at our headquarters at Ocean County Air Park. WALTER CUMMINGS, Operations Officer of Philadelphia International Airport and BERT COVELL, Operations Officer at Maguire Air Base, were the guest speakers of the day. They presented a very informative program on the new proposed air-space changes.

There just a few fly-ins to the meeting (our first big snow of the season had most of us driving.) Members attending the meeting were FLO WALSH, JERRY ROBERTS, JANE MARTIN, EDYTHE FEIN, PAT DACY, MARY ROSE MYERS, CAROL KOCZAN, SANDY DUMAS, STEVE GRESTEDT, DORIS DORCE, JUDY MELTSNER, VON ALTER, and VIRGINIA HAMMOND.

A wish for a speedy recovery to

ANNE WHISTON, who has entered her local hospital for surgery.

Well this is all the chatter-patter from the Garden State Chapter to pass on to you all a this time. Happy winter flying to one and all.

GREATER NEW YORK CHAPTER

Mareb V. Hoke, Reporter

A fascinating visit to the New York Air Route Traffic Center at Mac Arthur Airport was the scheduled meeting for January. The tour really made us all realize what it means to fly in the complex New York Metropolitan area.

Heard around! SELMA CRONAN vacationing in Cozumel Island. Also she recently attended the Silver Wings Annual Dinner in Miami. JEANNE SPIELBERG is ill and in Columbia Bresbyterian Hospital—Hope all is well for JEANNE by the time she reads this newsletter.

CHAPTER GAL OF THE MONTH—

On a recent flying trip to Caldwell Wright I was greeted with a loud and friendly "HI" from PEGGY SHINN. PEGGY bounded out of one of the trainers at the field after finishing up a lesson with one of her many students. PEGGY is quite a remarkable gal. Her flying career only started in 1966 at Caldwell—After receiving her SEL and Commercial ratings she proceeded to continue until she now holds MEL, Instrument, Flight Instructor (Airplane and Instrument), Ground School Instructor (Advanced and Instrument) plus Single and Multi engine Seaplane ratings. Currently she is working on her ATR. PEGGY did all of the above while teaching school as a Home Economics teacher in the Kearney, New Jersey School System. I have personally observed her at Caldwell Wright Airport over the years and know she spent many long and arduous hours in the flight school office working behind the busy check-in desk. Her fortitude and patience, her cheerfulness and gayety made a sometimes dreary job seem rather enjoyable to the naked eye. She has obtained her ratings under what I would consider very difficult flight conditions. She didn't have a fancy new airplane at her disposal at all times. She was content to fly whatever aircraft was available for her to use. These are the kind of conditions that make a person a great pilot and instructor.

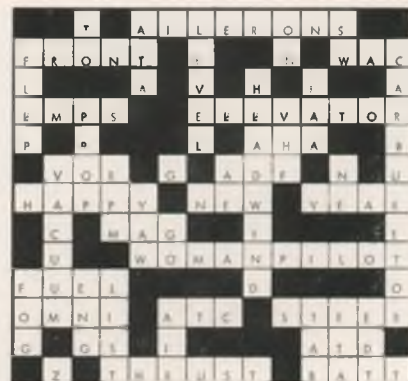
Powder Puff Derbies are one of Peggy's special events of each year. In 1968 she was co-pilot of a Cardinal and

in 1969 she piloted a Skylane and placed 16th in the race. A great record for a new race starter. This year, 1970, we are expecting big things from PEGGY. Now that she is spending her full time as a flight and ground instructor at Caldwell Wright Airport she is contributing more to aviation progress than most 99's. Continue your good work and career PEGGY—we are all proud to have you as a Chapter member.

LONG ISLAND CHAPTER

Marilyn P. Hibner, Reporter

"No news is good news." . . . Whoever said that obviously had no heart for people such as myself who rely on news to fulfill their tasks in life! If the gals in our Chapter don't get out and fly . . . or something . . . I'll be forced



Solution to Long Island Chapter's "Plane Puzzling" Crossword Puzzle:

to seek employment elsewhere.

Below are my final efforts to achieve maximum coverage, while batting an "almost zero" in the news department.

NINETY-NINE IPPIES



Gus Anderson — Now IFR Rated



Thelma Baker recovering from foot trouble.



Nina Claremore got a Transponder for Xmas.



Jo O'Brien also has foot trouble.



Ellie McCullough, our beloved Gov., sweating out A.E. Scholarship.



Honey Kate Trattler snowed in, in Vermont.



EASTERN PENNSYLVANIA CHAPTER

Ginny Merriion, Reporter

I have just returned from a most enjoyable meeting held at Le Coin D'Or, a private French eating club in Philadelphia. The gourmet luncheon was preceded by a business meeting and followed by an afternoon at the theater to see the musical hit "Fiddler on the Roof". The meeting was well attended with thirty-six members and guests present. Foremost on the business agenda, of course, was the dis- to be held at 3M Airport. Since there was too little time available to cover all of the details and specific problems, special meetings will be held to handle these.

Chairman MERLE STARER reported that as of November 20th, 1969 the chapter was incorporated in the state of Pennsylvania as a non-profit corporation. We hope that this will resolve any questions concerning the possible liability of the chapter officers and members in any events to be held.

JOAN BERTLES has been nominated from the chapter for the Amelia Earhart Memorial Scholarship.

We would like to welcome into our chapter as new members: JOAN ZAHARFY, JOANNE MALOY, AD-ELLE PARSONS, and HELENE BUTLER. We would also like to welcome a returning member, MARY JUNE LOCH, who left us a few years ago for the Garden State Chapter, then became inactive for awhile to raise a family. We are glad to have you back, MARY JUNE.

Future activities of the chapter include a program by Louise Sacchi on flying the Atlantic for the February meeting, airmarking the runways at 3M Airport for the March meeting, the sectional meeting to be held at the Hilton Inn in Williamsburg, Va. April 11th, and a Penny-a-Pound to be held in May.

We were pleased to see GAIL LINGO with us this meeting as a prospective member. GAIL has attended several activities in the past with her pilot husband as guests of ALICE and RAY MEISENHEIMER, but only recently has taken an interest in learning to fly herself. This may be a case of—If you can't fight 'em, join 'em. We

are delighted that you decided to join us, GAIL.

ARLENE FELDMAN is about to leave to meet her 49½er ARNOLD in Hawaii. He is flying in from Vietnam on R and R. Needless to say, ARLENE is most excited.

MERLE and ROBERT STARER flew to Denver Christmas Day for a weekend of skiing in Aspen. RACHEL HOPKINSON spent the same weekend in Burlington, Vt. but weather forced her to use wheels instead of wings.

MARIE D'ALTERIO has just received her license as a Practical Nurse from Riddle Memorial Hospital.

EETH STURTEVANT shows signs of excitement, too—the reason—her daughter is being married in February.

We have received word that JANICE MUNTZ has been ill for quite some time and really misses the gals from Eastern Pa. Chapter. Her address is: 1560 E. California Blvd., Pasadena, Calif. 91106. I know she would love to hear from all of you.

I seem to be short on news this month but I'll try to do better next time. Happy Flying—.

MARYLAND CHAPTER

Lois Baty, Reporter

Surprise! Here we are again.

49-½er RAY STINCHCOMB spent five weeks in El Paso and LEAH got there (commercial) for the last week. They went sightseeing in Albuquerque and to Sandia Peak; took tram to Ranger Peak; drove around Juarez and visited glass factories; saw RUTH DEERMAN. Blizzard Thanksgiving Day (6 inches snow) and weather not good on Friday, so started home Saturday. Nothing but a Navion could carry all that cargo—would you believe four pinatas, plus.

JEANE WOLCOTT, stationed in Germany, got home for Christmas, and got to fly her Beech again. She was promoted to Lieutenant Colonel on December 22 with her folks pinning on her silver oak leaves which thrilled them as much as it did her.

Most of us have not been flying much

recently—to much ice and snow to even open the hangar doors!

LOIS and BRUCE BATY are not completely unhappy these days because it was a close friend who bought their beloved Hot Dog II (Cessna 180), and they have been promised visiting privileges.

Our Christmas meeting was held at the home of RENE and PHIL BIRCH. We enjoyed a delicious feast, followed by the ceremonious initiation of 49-½ers PHIL BIRCH and CLARK DOWNS. HELEN DOWNS, our newest 99, had been voted into membership only minutes earlier. Then we entertained ourselves with a "blind" white elephant auction—all items were Christmas-wrapped and we didn't even know what we were bidding on.

LENORA EATON's Christmas present from her Schnauzer Pixie was a litter of 8 puppies, all of which have now been sold.

We were sorry to hear of the passing of MARGE LAKE's father during the Christmas holidays.

At the request of MARYANN JESUP, BRUCE BATY viewed (simultaneously with a football game—fortunately it was half time) and educational TV program, "Crisis in the Air." MARYANN in Washington could not pick up our Baltimore channel and wanted information on the program for possible use at the FAA hearing on terminal control areas.

The Batys just returned from frigid Atlanta, Georgia, where they attended the winter meeting of the National Society of Professional Engineers.

GERRY STORM is in Clearwater, Florida, for a 3-month vacation.

We were happy to hear from ELIZABETH MUSY and BARBARA CUBBISON, although they could not come to our January meeting. We are hoping that they, as well as HANNAH OWEN and SHIRLEY BERNHARDT, will be able to attend in February.

Now we are looking forward to going to Williamsburg, Virginia, for our Section Meeting on April 11.

VIRGINIA CHAPTER

Toby Lehman, Reporter

Our January meeting was held in Colonial Williamsburg. Plans are being finalized for our Middle East Sectional. We have been assured that the Jamestown-Williamsburg airport will be open for us. The Williamsburg Lodge located in the center of historic Williamsburg will be our meeting place. If you will

If your license is dated before 1940, please send your name and address to Monterey Bay Chapter 99s:

P. O. Box 534

Pacific Grove, Calif. 93950

need overnight accommodations please make reservations early as this is a busy season in Williamsburg. A hospitality room will be available on April 10 for those arriving a day ahead.

Since the weather remains poor we have decided to use our time fattening our treasury. EVE MURCH, chairman for ways and means committee, has some real good plans for us to make lots of money. First we are going to try the candy deal and squeeze in a poker run.

VIRGINIA RILEY, JEAN HARRIS and TOBY LEHMAN were appointed as a committee for making plans for our annual fall dinner-dance for general aviation.

Our girl in the tower, MAXINE WALKER, whose day off seldom falls on a meeting day was starting the New Year off right by attending the first meeting of the year. Real nice to have you MAXINE.

EVE MURCH who had surgery several months ago is up and away. EVE and RICHARD flew to Galveston, Texas in December for the Printers Convention. Flying a Cessna 180 from Suffolk to Galveston with only one forty-five minute stop could mean Eve is sharpen up for a PPD.

Remember the date April 11, 1970. Come one, come all, by land, sea or air but be sure to let us know when we can expect you there.

WASHINGTON, D. C. CHAPTER

Jacqueline Vierling, Reporter

Now that the holiday season is over, things have begun to slow down. HAZEL DWIGGINS gave me some final notes on the Christmas party. After the "humorous gift exchange" and some games, the door prizes were awarded. KEN WHITE won an instrument book and MRS. HOOVER won a weather book. VELTA BENN, chief instructor at Prince Georges County Airport, won a pilot pillow inscribed with the following message—"the world's best pilot". That echoes the chapter's sentiment exactly.

CONNIE MARSH has received NAA sanction for the second annual CLOSED COURSE PYLON RACE which will be held May 17th at the Warrenton-Faquier Airport, Va. Last year marked the first time that an event of this nature was held in the United States. The entrance fee for contestants will be \$5; in addition, each pilot must have an FAI sporting license. Entry blanks can be obtained from Connie (RR1,

Box 166, Bryans Rd., Md.) and all entrants will be sent copies of the course. Qualification runs will be held the morning of the race and the race will begin at 2 p.m. In addition, the EAA has agreed to hold a Bull Roast. This event was thoroughly enjoyed by all who participated last year and we expect an even larger turn-out this year. Hope to see you all there!

Travel Notes: We hear that CLEO SHERBOW spent the holidays in the Bahamas. Cleo is a charter pilot with her own twin Comanche—sounds like hard work. JACKIE and TONY VIERLING spent the holidays in KEY WEST—the weather was beautiful, the water was warm, and the flying was spectacular. They highly recommended making Florence Airport, S. C., a stopping point on your trips South. JIMMY POWERS (at Gulf) will show you what "Southern hospitality" means—just tell him you're a Ninety-Nine.

BLANCHE NOYES is newly elected president of Washington wing of OX-5. She is also up for Laura Taber Barbour award granted by flight safety foundation in recognition of notable achievement in the field of aviation safety. Another accolade for our favorite air-marking chief.

This reporter will be leaving the Washington area and moving to Minneapolis, Minn. this month. It's been great fun being a member of this chapter—au revoir—and HAPPY FLYING!



CAROLINAS CHAPTER

P.S.—Reporter

The Tarheels were cold heels this January, and—no meeting. Our next one, February 1, is set for Greensboro-High Point (called Friendship) Airport and we've business aplenty then.

Our incorporation papers have run into some snags and that's one item; then our speaker is an aviation insurance expert, plus we want to make nominations for international officers. We'll have lots to report next issue.

In the meantime, though, our members have been real busy—particularly our secretary, EVIE HYMAN. In addition to all of her other activities, EVIE has taken on promotion for Air

Service, Inc., at above mentioned showing of "Flying the Spanish Main" Friendship. Her first venture was a by MARION and BOB ASHBURN. Wouldn't you know it would snow that night—and they had a 1000-seat auditorium reserved? Kinda nervous making, EVIE admits, but—guess what? Over 900 folks did shuffle on in and a great time was had by all.

Chapter members, LOUISE SMITH, LOUISE THADEN, BUZZ TAYLOR,—and EVIE, of course, were there. They met a stack of new lady pilots, too, and these prospectives have been invited to our February 1st meeting.

Your reporter made an early January trip into Florida and met with Flying Activities Chairman VIRGINIA BRITT. Good things are abrewing and if your time will let you, do get FAT with us. CHAIRMAN BRITT will tell you more.

Saw SAMMY McKAY, her husband and son all shopping in Fort Lauderdale, and like we've said before—99's do get around.

FLORIDA GOLDCOAST CHAPTER

Helen Mennitto, Reporter

Our lovely December Christmas party at the home of HELEN and BAL-LARD SMITH in Fort Lauderdale is now a part of history but we couldn't let it go by without telling you about the delicious covered dishes that were brought, the cozy fire in the fireplace (yes, even in Florida!), the congenial group of about thirty-five, DOTTIE SHAW's magnificent renditions on the player piano and the surprise birthday cake for our chairman, LOIS PORTER.

Some noteworthy changes in the rules for the NAA-sanctioned Angel Derby have been announced such as waiving of the 10-year limit on the age of airplanes entered. In addition, the minimum horsepower acceptable is 145 and an airspeed of 120 mph. Maximum horsepower rating allowed is 450.

Our gals continue to study and work on ratings—CECILE HATFIELD now has her basic ground instructor's rating and HELEN SMITH has an instrument rating. Who's going to be next?

We were pleased to hear last fall from our long-silent and absent member MARIE THOMPSON. She has been concerned with serious illness and deaths in her family—she lost both her mother and her husband last summer—and now she is in Linton, Indiana settling the estate. Our sincere sympathy goes to MARIE and we look forward to seeing her down here when she gets straightened out.

FLORIDA SPACEPORT CHAPTER Jo Christman, Reporter

On January 14th, the Third Annual Ladies Flying Treasure Hunt finally became history! Our originally scheduled date, Dec. 12th, was completely wiped out by a very uncooperative weatherman who provided us with two days of the worst weather ever. He didn't do too much better on Jan. 14th—"twas a threatening, overcast day—but we were tired of waiting and decided to forge ahead!

Only eleven aircraft flew the hunt (compared to 19 last year), which was kinda disappointing, but considering the weather and the postponement, we didn't feel too badly. We had two non-Floridians participating; PAULINE MALLORY of Atlanta, Ga. who came in Tuesday night and stayed with our chairman, JUANITA DIESBOURG (only it isn't DIESBOURG any more, it's BLUMBERG since Dec. 6th. Best wishes, JUANITA!) and BETTY McNABB, International Vive-President, who sort of got bogged down in Leesburg, Fla. and had to come in Wed. morning. Once we got under way, everything ran smoothly from start to finish. As the girls arrived they were registered, fully briefed and sent on their way. Assisting with the briefing was MIKE BOZZI, Orlando Tower Controller who stressed the safety rules. This is the third year that MIKE has given up his day off to help and we do appreciate it!

During the briefing the girls were told the shape of the markers and given charts with the hunt area marked in red. Our marker hiding committee must have gotten a little carried away, though—the winning plane only correctly spotted three! Maybe they (the markers) should be day glo orange instead of red! Despite their lack of success with the marker spotting, everyone said they had the greatest time ever, and so did those of us who had to stay on the ground and run the thing. It was safe, fun flying event with skilled women pilots in friendly competition. What could be better?!

The Eastern Airlines first place trophy went to eagle eyed LOIS PORTER from Miami, Fla. LOIS also took home a Pilot II radio for her efforts. Her equally sharp eyed co-pilot, MIRIAM DAVIS received something we all wanted. K. CONNELL RILEY, nationally known portrait artist will do a portrait of MIRIAM. Second place was copped by GINNY VAN KESTEREN

and BETTY SMITH of St. Petersburg. They won beautiful travel cases filled with the complete line of Koskot cosmetics. Third place: DOTTIE BIRDSONG and MARGE YOUNG, Tampa, their prizes CLAIROL KINDNESS set and framed decorator mirror. Fourth: AUDREY KATZ and MIRIAM GLENN, Telex microphone and Nova Tek radio. Fifth: ETHEL GIBSON and MARGE MADISON, Nova Tek radio and decorator lamp. Sixth: THELMA DAWSON and ROBERTA THOMPSON, Lighted make up mirror and two round trip tickets to anywhere Shawnee airlines flies. Seventh: DOTTIE RITTER and VIRGINIA BRITT, smaller travel cases with cosmetics. Eighth: NANCY HALL and ETHEL WOOLLEY, travel cases with cosmetics. Ninth: DOTTIE SHAW and SHIRLEY DAVIS, lead crystal candy dish and commercial pilot course. Tenth: BETTY McNABB and PAULINE MALLARY, (what a shame—they came so far to spot so little!) EBQ grill and fitted travel case. Eleventh: JOYCE DIAMOND and FLORENCE BEAMAN, electric can opener and covered crystal dish.

We didn't forget the spotters either, they all received smaller prizes. We all had a marvelous time. We hope that next year you can all join us.

We are all delighted that SARA PARMENTER, who moved away from us to Virginia last year, will soon be returning. We've missed you SARA. We're also delighted to welcome WANDA GARSON, a transfer from the El Paso chapter. Such enthusiasm WANDA has!

Until next month. happy flying to you all. Fly lots and get APT!

SUNCOAST CHAPTER Dotty Birdsong, Reporter

The Florida Suncoast Chapter had a combined weekend with the Florida Flying Farmers in Tampa January 10th and 11th.

The gala occasion was the grand opening of Birdsong Tampa Downs Airport seventeen miles north of Tampa, two miles south of Renton intersection and on the west side of I-75. There were nearly 100 for cocktails and dinner at the Holiday Inn. Later the two groups joined many others at the University of South Florida Theatre for the film showings of Flying the Spanish Main. It was a packed house of over 500 people and MARION and BOB AUBURN did a tremendous filming and speaking show. If it is showing in

your neighborhood, don't miss it!

Sunday was a nice day too and many people came to the airport. Birdsong Beechcraft served a free Bar-B-Q luncheon at the Tampa Downs Horse Farms adjoining the airport. CLAYTON GRIMES, manager, furnished dinner music and pony rides for the children.

Our regular meeting was by-passed for the Treasure Hunt in Orlando January 14th. This was to be the December meeting but liquid sunshine cancelled it for that time. Since the Spaceport Chapter so graciously sponsored this event we will let them report on the hunt. The Suncoast was well represented and took many of the places and prizes. We had a great time but think Dot Macnamara hid the markers too well.

JUDY and LES WAGNER, BILL and BETTY WARNER from Ohio were most welcomed guests at BIRDSONGS for bringing in the New Year.

KAY ALPAUGH is down with pneumonia. We all hope she has a quick recovery. FLORENCE BEAMON is back in circulation after her four days in bed with an infection.

DOTTY BIRDSONG is No. 2 in the Angel Derby. This means she will try harder! SAMMY McKAY from Michigan has the lead-off position from the Toronto, Ontario, Canada to Nassau, New Providence, Bahamas.

Our next racing will be at the St. Pete-Clearwater Airport.

GEORGIA CHAPTER Betty W. McNabb, Reporter

Just back from the National Executive Board Meeting of Civil Air Patrol, held in New Orleans. I attended the Information section, my bailiwick, and was delighted to find some ten or eleven other 99s there in various capacities.

The 99s represented eight states and several specialties.

Our "famous" CAP 99, I imagine, is COLONEL CLARA LIVINGSTON Commander of Puerto Rico Wing, Early Bird, delightful personality.

From Arizona came CAPTAIN SHIRLEY MARSHALL and SM JANET ROBERTSON to attend the Information Section meetings along with me.

Two CAP-99 Communicators were there—LT. COLS. MARTHA ANN READING, Dallas, and JEAN FERRELL, Colorado.

Tennessee's LT. COL. SARAH DUKE is Administrative Assistant to B. G.

Ward Reilly, Chairman of the National Board.

From Bay Cities, California, came LT. COL. CORAL BLOOM, Pacific Region Aerospace Officer. CORAL is a two-phase educator, she teaches aviation academics at Mt. Diablo College in the morning, is a flight instructor every afternoon.

MAJOR JESSIE MILLER is Commander of the Mockingbird Senior Squadron, one of Mississippi's finest.

CAPTAIN ALYCE BLACKWELL, who is studying for her master's degree in Aerospace Education, and Karen Williams, came from Kansas.

There may have been other 99s there, but these are the ones your Georgia correspondent encountered, and that's one of the things about 99s that we all enjoy—meeting our flying friends in other milieus.

It is obvious that 99s are the busy ones—and the ones who get things done.

I did not get to the December meeting of Georgia 99s—BECAUSE I WAS IN JERUSALEM. It was such a thrilling trip—I'll tell you more about it in a Veep column if our Editor has the space for it. (It was a Ninety Nine trip!)

In December, however, Georgia Ninety Nines met at Thomasville's Holiday Inn, whose Innkeeper is our own Chapter Chairman, ESTHER WRIGHT. The meeting was small—we do have a lot of weather in our big state—but some of the Atlanta girls made it. High winds turned the Savannah girls back after take-off.

There was an exchange of Christmas gifts and a delicious luncheon, and plans for the January meeting which will be just too late to make the February News—we are going down for a Saturday night meeting to be followed by a tour of Kennedy Space Port on Sunday. People at the Space Port are very good about arranging such tours, and if your chapter is sort of in the doldrums because you haven't been doing anything interesting, and you are anywhere within flying distance, why not arrange this trip? Believe me, IT IS EDUCATIONAL AND INTERESTING.

As Georgia's WACO member, I had a very nice letter from Mr. James Rogers of our Southern Region, FAA, stating that they will be most happy to cooperate with us "flyin' gals" (my term) in any possible way. I replied that the reverse was also true as 99s are most interested in upgrading gen-

eral aviation capability and maintaining our reputation as safe, competent pilots.

DID YOU READ Bob Parke's Editorial in December "Flying"? He seemed to be a bit down on WACO, which I think is such a tremendous privilege to belong to—hope we can change his mind as to our usefulness.

BE UPGRADING for the Terminal Control Areas—the better pilot you are, the better equipped you are, the easier it will be for you to assimilate the new rulemaking results.

Oh, sympathy on sympathy to CAROLYN KENNEDY—I mentioned that her husband, BIFF, and daughter PATSY were both ill—they died within a week of each other and our hearts break for CAROLYN.

KITTY HAWK CHAPTER

June Rodd, Reporter

With the guiding hand of providence and the ace of all sectional governors, PAGE SHAMBURGER, the Kitty Hawk Chapter was at last launched on Dec. 17 at Kitty Hawk, N. C., on the sixty-sixth anniversary of the First Flight.

The ceremonies started on the evening of Dec. 16 when we all joined (of all things!) the Man Will Never Fly Society. Their motto is "Birds Fly—Men Drink" and to prove this, they have the world's longest cocktail party, starting at 4:00 p.m. and ending just before the first flight ceremony at Wright Memorial at 10:30 a.m. on the 17th. We were very honored to have with us our International President, BERNICE STEADMAN, who came all the way from Ann Arbor to make our charter presentation a most memorable event.

Following the First Flight ceremony a banquet was held at the John Yancey Motel and the highlight of this for us was, of course, our charter presentation. With us were members of our sister chapter, the Carolinas, PAGE SHAMBURGER (also our Guv), LOUISE SMITH, BEBE RAGAZ, EVIE HYMAN and from Tennessee Chapter LADY McREYNOLDS and BEE REID. Kitty Hawk charter members present were ESTHER FORDHAM, JANE MAHALEY, CAMILLE MARTIN, JUNE RODD, ESTHER ZELNICK (who flew in from Xenia, Ohio, to be with us!) and NITA MELVIN. Absent charter member was JOANNE JOHNSON. New members present were JUNE HERRINGTON and MICHELE EVANS.

PRESIDENT STEADMAN presented our Chairman, NITA MELVIN, the new chapter charter and a replica of the Wright Brothers first plane, made by one of the charter members JANE MAHALEY.

After twenty-four hours of wonderful 99 friendship, a new charter in our hands and visions of much hard work and fun ahead, we took off in a beautiful CAVU sky with the Ninety-Nines nine members greater in number and nine gals proud to be Ninety-Nines.

A P.S. to P.S.—Many, many thanks to you, Guv, for all you did for us. No one but you could have done so much.

MEMPHIS CHAPTER

Netta Holden, Reporter

Our annual Christmas Party was held at the home of ROSEMARY and BOB WILLIAMS in Memphis. The WILLIAM's home was decorated in the Yuletide Spirit with ornamented trees and festive flower arrangements. The dinner was buffet styled with meats and other dishes prepared by each Ninety-Nine. The foods were so delicious that seconds were in order for most, which is proof positive that Ninety-Nines can cook as well as fly. After dinner, fun gifts were given out by volunteer Santa, CHRIS BROWN. Enjoying the festivities were JENNY COOK, JUNE PENTECOST, CHRIS BROWN, ROSEMARY and BOB WILLIAMS, MARTHA and FRANK TOBEY, VIRGINIA and EVERETT PROCTOR, MARY and JOE STANLEY, GLADYS and GEORGE ESTES, HIDA and DOYLE SAVAGE, JOANNE and JOHN MURDOCK, CAROLYN and JOHN BELL, LOYCE and JOHN O'NEAL, INA and MIKE WALKER, BETTY and WINFIELD DUNN, JOSIE and JOHN HOWSER, and NETTA and DOUG HOLDEN. JUNE PENTECOST brought as a guest ALICE FULBRIGHT of Memphis.

GLADYS ESTES and JENNY COOK flew a Cherokee 180 to Knoxville, Tennessee.

INA and MIKE WALKER with family flew to Hattiesburg, Mississippi.

JUNE PENTECOST flew to Clarksdale, Mississippi and Helena, Arkansas.

Yours truly been climbing aboard 34 Tango each time my 49½'er, DOUG, has to make a business trip in the fly.

Mid-South. Sometimes he even lets me

JOANNE MURDOCK and BETTY DUNN have been flying locally in a Cherokee.

Juanita Halstead, Alabama Chapter, on a Recent Visit to Australia



Left to Right: Juanita Halstead, 99'er, Esther Mather, 99'er, Shirley Smith, Annette Hislop, Freida Thompson, 99'er.



Left to Right: Shirley Smith, Ruth Hodges, 99'er, Juanita Halstead, 99'er, Freida Thompson, 99'er, Annette Hislop.

HILDA SAVAGE and ROSEMARY WILLIAMS plan to fly 44 W in the Angel Derby.

Our monthly meeting was held January 10th at 1874 Brooks Road in Memphis. Those attending were GLADYS ESTES, MARTHA TOBEY, CHRIS BROWN, INA WALKER, VIRGINIA PROCTOR, HILDA SAVAGE, ROSEMARY WILLIAMS, JUNE PENTECOST, JENNY COOK, JOANNE MURDOCK, BETTY DUNN, and NET-

TA HOLDEN. We had as guests HOLLY SMITH from the Georgia Chapter, and 49½er DOUG HOLDEN. EVELYN PARKER LYONS sent a letter stating she was transferring from the Memphis Chapter to the South Louisiana Chapter. We will all miss her. Plans were made for our next fly-in to Tupelo, Mississippi. We also proposed to have a working committee to get operational data that will point out the safety of General Aviation flying in the Memphis



Peg Kelman, 99'er, Juanita Halstead, 99'er.

and Mid-South Area. After the meeting we all went to Memphis International Airport and took guided tours of the FAA Tower and Flight Service Station. I THINK EVERY PILOT SHOULD MAKE THESE TOURS SO THAT THEY CAN BETTER UNDERSTAND THE IMPORTANCE OF EXTENDING A COOPERATIVE EFFORT TO THE PEOPLE IN AIR TRAFFIC CONTROL.

IN THE MEANTIME—LET'S FLY.

TENNESSEE CHAPTER

Ruth W. Thomas, Reporter

IRENE FLEWELLEN, LADY McREYNOLD, BETTY GORRELL, EVELYN JOHNSON, DONNA BOWER, MARIE HURLEY, FRAN DAVIS and GENIE O'KELLEY spent three days this past week at the Instrument Flight Instructors Seminar at the University of Tennessee.

MRS. DEWITT OWENS of Franklin and ANN HARRIS of Springfield (also attending the Seminar) were sold on the idea of joining the 99s. They have applications so we will be welcoming them in as new members soon.

One of our objective this year is to visit other chapters when possible. IRENE FLEWELLEN flew down to watch the Petticoat Derby (Alabama Chapter). BEE REID and LADY McREYNOLDS visited Kitty Hawk for the annual celebration and presentation of charter to the new chapter. RUTH THOMAS delivered her little Cessna to PEGGY McCORMICK in Greenwood, Mississippi and attended their Christmas Party (Mississippi Chapter).

Extreme COOOLD kept the chapter

from meeting in January. The February meeting is a 'rain or shine' deal. That means walk if unable to fly. EDNA BROYLES has arranged to tour of the Arnold Engineering Development Center. The tour group will meet at the airport at 10 o'clock on Wednesday, February the 4th. Buses will carry the tour group to the wind tunnel area. Lunch will be provided at the facility. Although this is a Tennessee 99s tour, your guests and family may come along. There is no limit to the number.

IRENE FLEWELLEN has finished her aerobatics course with BILL KIRSHNER at Sewanee. The course, an introduction to aerobatic flight, is designed to help one fly his airplane more safely. IRENE called it a confidence builder course. Some of the maneuvers practiced were: chandelles, lazy 8's, the different stalls and rolls, loops and spins (some under the hood). According to her instructor, IRENE has a keen appreciation for aerobatics.

One cold, cold afternoon last week RUTH and FERRIS THOMAS made a tour of East Tennessee airports checking out their new navigation system. In the back seat, looking over shoulders, was LADY McREYNOLDS. Her airplane is in the radio shop also having one installed. We liked it!! PETE CAMPELL spent a couple of hours discussing the area navigation system at the Seminar, much to the delight of those contemplating purchase.

News of our prospectives: HELEN HAYNES, Jefferson City, is now working on her cross-country. MARGARET MILLS, Oak Ridge, is ready for her tests.

Welcome to the chapter: DORIS LOUISE GIBSON, Nashville.

The deadline for nominees for the Annual Award is March 15. Submit your candidate's name. You may re-submit last year's nominee if you wish.

We have a hero in our midst. JOHN REID, chapter chairman's husband, delivered some much needed medical supplies to the Hurricane Camille area. Th promptness of delivery saved a life.

GENIE O'KELLEY started the new year by passing the written for an instructor's rating.

In an effort to run down names of former governors of the Southeast Section, this reporter called on RUTH RUECKERT (former Int'l Historian) for assistance. RUTH not only supplied the requested information but sent along duplicate copies of some early

news bulletins. In an issue dated November 1932, the name, JANE DULANEY of Bristol, Tenn. was among the list of 'jiners'. That's our JANE HILBERT!!!

In the October, 1969 NEWSLETTER the name JESSIE WOODS caught my eye. She is the JESSIE WOODS who was governor of the Southeast Section when the Tennessee Chapter was chartered. See the Mount Tahoma Chapter report.

We are thoroughly enjoying swapping chapter bulletins with other chapters. These give us an insight into their chapter administration, ideas of activities and projects that have been successful, and news of 99s we have met over the years. Would YOU like to swap with us?



ALL-OHIO CHAPTER Judy LaRue, Reporter

Hi, everyone! The All-Ohio Chapter can certainly be proud of LOIS MARSTON. From May to December, LOIS has earned her commercial license, instrument rating, three ground instructor ratings, flight instructor and instrument flight instructor ratings. That leaves the multi-engine rating, which she hopes to have soon.

EDITH and JIM KILLEN became grandparents for the first time—twice. That is, their son in Cleveland and their daughter in Seattle each presented them with a grandchild over the holidays.

Congratulations are also in order for MARY WENCLAW who received her instrument rating, and MARTY MASON's 49½ DICK who got his private license on December 6.

MURIEL MOTTS is now checked out in a Citabria, and ISLA HAAS had an aerobatic ride in a Vlinn Trenor Master with PHIL PAUL, of California, who is the Vlinn distributor in the United States.

JACKIE and ED KINNEY just purchased a 250 Comanche with a special "N" number—99EJ—for ED and JACKIE, of course.

NANCY and DICK MILLS and their two children flew their Baron to Michigan for a 4-day skiing trip, but the four days turned out to be six days due

to bad weather at their home base in Marion. It wasn't bad enough that their return home was delayed two days, but it was during this time that Nancy fell and injured her knee. Sorry, NANCY, hope your trip to the Bahamas this February will be bright and sunny!

CONNIE and ADOLPH LUHTA spent the first part of January sailing in Ft. Lauderdale, which seems like a real good way to start the new year. They even brought home a new Cherokee Arrow 200.

Bye, girls—see you next month!!

CAPE GIRARDEAU AREA CHAPTER Mary Boyd, Reporter

Cape Girardeau Area Chapter presented its annual "Pilot of the Year" award to MARTHA JOHNSON of Jonesboro, Arkansas, at the annual awards dinner held at the home of GENE and PAUL WILLIAMS in Cape Girardeau on January 17th. The award was made on the basis of the number of new ratings achieved and the contributions which she made to general aviation during the past year. A former resident of Caruthersville, Missouri, Martha has been a member of the Cape Girardeau Area Chapter since receiving her private license less than three years ago.

At the same meeting, three husbands were presented 49½ cards and a new member was welcomed. LOIS FEIGENBAUM presented cards to CLIFTON JOHNSON, PAUL WILLIAMS, and BILL WILLIAMS and Chapter Chairman EVELYN BRAESE welcomed SUE BURFORD of Cape Girardeau as a new member of the group.

We were sorry to lose LORRAINE PAINTER and DEMARIS McGHEE of Kennett as active members of the chapter. LORRAINE has moved to Kansas City and DEMARIS has decided to make her move to St. Louis a permanent one. GENE WILLIAMS has been selected by the chapter to succeed Demaris as treasurer.

Despite IFR weather, twelve of the chapter's seventeen members attended the meeting, including MARY EVANS who has been grounded for some time because of illness.

The chapter's November meeting was also held at the Cape with excellent attendance, an enthusiastic meeting, and an enjoyable program.

The next few months, many of us in the Cape Girardeau Area Chapter will be busy preparing for the Powder Puff Derby. Dyersburg, Tennessee, home of our chairman, has been designated a

mandatory stop and the chapter will co-sponsor the stop along with the Dyersburg Jaycees and the Dyersburg-Dyer County Chamber of Commerce. All of us in the Cape Girardeau Area Chapter, and especially those of us who live in Dyersburg, will be looking forward to meeting and greeting many of you on July fourth and fifth at the Dyersburg Municipal Airport and we know that you will find Dyersburg a most hospitable community.

CENTRAL ILLINOIS CHAPTER **Bobbie Kesterson, Reporter**

It was snowing in Centralia the morning of December 6th which indicated that neither flying or driving would be safe so Linda Borum and I very reluctantly cancelled our plans to go to Illini-Willard Airport at Champaign. Actually, it didn't turn out to be so bad after all; but other plans had been moved into action by then.

Our chairman, JEANNE CROCKER, suggested to her home City Council at Henry, Illinois that they airmark their water tower on top and they did it. Sounds like a good idea so maybe we should all check into it with our respective officials.

HELEN KIRK passed out the information she had received about the State Air Race to be held May 22, 23 and 24. The prizes sound very worthwhile.

BARBARA JENISON reported the progress being made on the Air Education meetings and left our meeting for Springfield to meet her husband, ED, who is a delegate to the Ill. Constitutional Convention.

LEAH WARREN's SAM got a new medical so they and DAVE flew over to Lawrenceville to have lunch at the airport with LIBBY and DICK DUNSETH. EULA and GUS SCHMIDT flew in while they were there so all had a nice visit.

RUBY ANDREWS finally soloed the Mooney but VIC wanted to put a new metal tail on it so she is now taking instrument in the 172.

The commercial course THEO SOMMER planned to take was cancelled but she's determined so has already lined up with another offering Commercial-instrument. Her 49½er has found out how much fun flying is and they are off for a nice trip in the warm Southwest.

HELEN GRIENKE is also taking some time off to visit the warmer South for a few weeks. Wish we could

move some of that warm air a little North so we could make more meetings.

One of our newer members, PHYLLIS HANLON, is also an RN—just in case; and her 49½er doesn't fly yet but does enjoy doing the navigating for her.

MARSHA WILCOX hasn't been able to make the meetings lately but I've heard from the grapevine that she is still accumulating ratings.

ROSE ANDREW is still busy with sick ones but does get to fly to and from the hospitals some.

HELEN McBRIDE has been doing most of her commuting to Las Vegas via commercial jet. Son, JOHN, is President of the JCs there.

Sunday, January 11th, we met at Galesburg and found congratulations in order for our Chairman, JEANNE (CROCKER) MORSE and her 49½er who were married on January 9th. Our best wishes to them both. He's a pilot too.

JAYNE SCHIEK and DORIS ANN NORCROSS report the Cougar (126V) is licensed and the attention of their 49½ers are now turned to miniplanes. JAYNE and DORIS ANN had a CAVU flight to Beaver Dam, Wisconsin to take JAYNE's children back to school. JAYNE and family had also been skiing, etc. to Aspen, Colorado.

GLORIA FARR had also been to Denver, Colorado with her son, BOB, to visit her sisters and enjoyed snowmobiling, tobogganing, etc.

February 7th, we go to Lacon and March 1st, to Decatur. We hope the weather will cooperate by then.

IOWA CHAPTER **Claudette Parker, Reporter**

Seems rather nice for things to settle down again, after the hustle and bustle of Christmas. Now we can all look forward to a great new flying year—"1970".

The last meeting of 1969 was held in Des Moines on December 14th, which had been postponed one week because of, (you guessed it?) bad weather. ANNETTA HAACK was Chairman in charge along with the rest of that great DSM group of hostesses. When we taxied in transportation was waiting to take us to JOHNNY and KAYE's for lunch. After lunch a brief meeting was held and "COOKIE" BROWN (DSM) was accepted into membership. Following the meeting the thirty-eight in attendance toured DSM Vortac.

MYRTLE CAMPBELL (Dallas Center) really had an experience in September. She was among a group of men that was invited to visit Headquarters, Strategic Air Command, Offutt A.F.B. Omaha, Nebraska. Myrtle and three other women did feel badly however and rather discriminated against, when they found out that the Iowa National Guard would not fly them along with the men. They ended up being driven in a station wagon by HAROLD COWDIN, Dept. of State Public Instruction. Finally after they arrived and joined the rest of the group, they were given the Red Carpet treatment all the way. First they were briefed on the history of the base. The SAC Headquarters structure consists of seven floors. Three above ground, a basement, and a three story underground portion. On the underground tour they visited the command post, communications facilities, and the global weather center. They were also allowed on the command balcony—which overlooks the control room and display panels below. After lunch at the Co-Gen dining room, back to the briefing room for a film . . . "Hand of Decision". Then a tour of the "Looking Glass" Aircraft. The last of the tour was a visit to the Strategic Aerospace Museum. Each was allowed to take pictures and given an Information Kit about the Command Post. Before the tour ended, they were all presented with a certificate, a Degree of B.S. (Bachelor of Sacology) which was signed by B. K. HOLLOWAY, Gen. U.S.A.F., Commander-In-Chief. Myrtle did say, "If you ever get a chance to go through the Command, don't miss it." I'm sure we'll all agree that it must have been a marvelous experience.

I received a nice letter about the January 11th meeting from PHYLLIS HARVEY at Knoxville. Touchdown was to be at 11:30 but as I understand—no touchdowns. All were drive-ins. The furthest away was PHYLLIS and HAROLD BARBER (CID). LINDA and BOB ARNOLD (OTM) and LuETTA and JAMES WHITE, Bloomfield also made the meeting. BLANCHE and JIM SHERMAN (DSM) drove—despite car problems. (the power steering hose broke) But thanks to 49½er TED HARVEY—he got them the parts (on Sunday no less) and they managed to get it fixed. BLANCHE was taken in as our newest member during a quick business meeting. After a luncheon at the Maple Buffet they went

on a tour of the Continental Telephone Co. When the tour was over everyone decided to head for home . . . bad weather and all, with hopes that the February meeting at Newton will bring good flying weather and a bigger attendance.

See you then.

MICHIGAN CHAPTER **Maretta Simpson, Reporter**

The ZONTA CLUE of Detroit joined the Michigan NINETY-NINES, at the Detroit City Airport in "The Branding Iron" room for the traditional commemorative brunch in honor of AMELIA EARHART. Our turnout was excellent, and we regretted that we were unable to accept more than 95 reservations . . . as we had to turn down many requests. It was a most enjoyable and delightful meeting, and our speakers did an excellent job of relating to the group "what they most admired about AMELIA."

The Michigan gals are working hard on the NORTH CENTRAL SECTION Meeting, which will be held at the Sheraton Cadillac Hotel in Detroit on April 10, 11, and 12. We welcome our new members and 66's to join us in this project, and are counting on all our Michigan 99s to help us make this the best Sectional yet.

SAMMY McKAY and husband GEORGE are in Florida for the second time this month. MARGE ASHTON also recently enjoyed the Florida sunshine.

JEAN PEARSON is back from her expedition trip to the Antarctic, and has revealed some of her experiences while there to the group. It was a most enjoyable experience to hear JEAN speak of her adventurous expedition in that area.

JEAN REYNOLDS, who just moved back to Michigan, resides at 710 Valley Circle Drive, Apt. 102, Saline, Michigan 48176.

BETTY WODTKE of Roseville went to France for two weeks of skiing. ELLEN and VIC GAITZ have just left for three weeks in California.

MARETTA SIMPSON has just passed her Instrumental written and Fundamentals of Teaching.

Several of our Michigan 99s plan to fly the I.A.R. (Angel Derby) this year. They are: SAMMY McKAY and MARGE ASHTON; JO LEE and BEV PRICE; LIISA DIXON and MARGE HATFIELD; MARETTA SIMPSON and WINNIE DuPEROW. It looks like

Michigan will be well-represented in one of the greatest races.

MINNESOTA CHAPTER **Betty Kuechle, Reporter**

Winter flying in Minnesota can be a real challenge. Today the thermometer fell to 28 degrees below zero, clear blue sky and no wind. Now what better flying conditions could you ask for on a winter's day? Despite cold weather and lots of snow, our gals keep flying. Our Christmas party was a huge success. SALLY WOODBRUN along with the help of KAREN OSTRAND and EARB LEITER took care of all details and entertained us with some amazing statistics about our Chapter. CAROLINE and RAY OLSON flew in from Austin to take part in the festivities.

Congratulations to DOROTHY BOLANDER. She received her Commercial rating in December, a real feat, considering the extreme weather conditions we have been experiencing.

In January, our regular monthly meeting was held at the General Office of North Central Airlines. We were given a tour of the New North Central Airlines Flight Training and Overhaul Facility. A very impressive tour indeed. Our gals had an opportunity to sit at the controls of a DC 9 Flight Simulator, a Convair 580 Flight Simulator and a DC 9 Cockpit procedure Simulator. Tucked away in one of the overhaul hangars we discovered an old 728 which had been built in 1939. With 84,277 total flying hours, it rates No. 1 among DC 3's. Our hosts at North Central were GORDEN AMUNDSON, CAPTAIN SOHN and FRANK HINCKLE.

Next month we hope our temperatures have moderated a bit. It is mighty hard to turn those engines over on sub zero days.

WISCONSIN CHAPTER **Katie Conkling, Reporter**

The story you are about to read is true—names and places have not been changed. It is written as NAN BRANEN and JANE RAETTIG relate what happens when wife, NAN BRANEN, volunteered to learn to fly to be personal pilot for her husband, BILL, to save him time in business travel—so NAN and JANE begin their story—

Holding true to his promise BILL BRANEN let NAN BRANEN and JANE RAETTIG fly him and another Standard Press employee to Atlantic City, New Jersey—we (NAN and JANE) plot-

ted our course with the greatest of care. We decided to take small airports for refueling since we were not used to big airports. (home base-Burlington, Wisconsin) . . . MISTAKE NUMBER ONE.

We made our first landing at Defiance, Ohio, after a go-around and the man in the office asking if we had a student. The wind was terrible and there was only one runway.—We were plenty scared. The second attempt was successful but we were the last to land at Defiance that day because of the strong winds.

MISTAKE NUMBER TWO—we were not flying via omnis but instead were using pilotage. We got above a cloud bank and in the process of coming down changed direction and flew west instead of east for a good 20 minutes—before we noticed. Then came near panic—no one knew where we were. We changed course and with some discussion remembered how to make a cross check on the VOR.—This with the two men in the back watching the map—we finally put ourselves back on course.

Our next airport was Washington, Pa.—a strip on a plateau. Not the best landing, but we had found it with no problems—score a point for us. We refueled and proceeded to Gettysburg, Pa. The mountain haze at times obstructed our vision and we were off course more than we were on. We couldn't remember how to get the weather on the radio so we made constant observance of places to make emergency landings should the need arise (there are not too many places in the Appalachian Mountains).

We found Gettysburg airport and it was something else—no runways, just grass, two pheasants ran out to meet us, no food and outdoor restrooms. Above all, it had the wrong kind of fuel. We had checked these things before hand while we were preparing our trip but forgot that the "180" uses 100 octane gas—we had checked for 80 octane. The man at the airport gave us directions to get to the nearest airport for 100 octane fuel but we did some refiguring and calculated we could make it to Atlantic City on what we had left—MISTAKE NUMBER THREE.

The haze was getting worse and the sunset was coming. We lost our bearings a number of times and finally conceded we needed to find an airport with 100 octane fuel—soon! The time was now 7 p.m. We'd been flying since 7 a.m. We plotted our location

and looked for the nearest airport. We found it but in the meantime lost course and circled one town for 15 minutes before we got that straightened out. Millville airport—what a blessed sight! We radioed ahead to see if they had the fuel (why we didn't do this at the other places we'll never know). They did. We landed and learned that they had the fuel but, the station closed at 5 p.m. We made calls and after much pleading finally got the tanks topped and passed out a tip. We had seven gallons left. That was still quite a bit if you know what you are doing but to us that was sheer panic.

Atlantic City was just a 30 minute flight away and this time we used all eight eyes to make sure our course was followed. We landed at Bader Field after 13 hours—a trip we had figured to take us eight.

You can be assured that some words were spoken by the men and that we plotted our course home stopping at the larger airports. We only deviated from course once on the trip home.

We have learned an awful lot about flying since then. We learned how to use the omnis; we learned how to lean the mixture to save on gas and we learned to pick sensible airports. Thank God we did!

Last October 15 we were given a second chance. This time BILL said we could fly him to the National Newspaper Convention in Denver, Colorado. We left at 7 a.m., set the omni and within three and a half hours we landed at Omaha, Nebraska, our first stop for fuel. Weather enroute suggested that it was too poor for us to continue so we put BILL on a commercial flight to Denver and the two of us (NAN and JANE) stayed in Omaha.

About 7:30 the next morning we were given a clearance to take off. Our first stop on the second day was McCook, Nebraska. No problems. We were proud of all we'd learned since Atlantic City—and we were thankful it was to the East we flew first. We were now over the Nebraska bluffs and there was nothing to see for miles. A fresh layer of snow, still unplowed covered any trace of roads. It was like flying over the moon. We watched the omni needle and every once in a while pulled the ident button just to make sure. Colorado Springs was no problem thanks to the instruction we had been given by JIM TAYLOR who had us land at 5 to 6,000 foot altitudes on imaginary runways back home over our 780 foot field elevation.

We joined the tour in Colorado Springs and after a tour through NORAD we left the group and from Peterson Field flew good old 9604 Juliet to Stapleton Field in Denver. We had a slight haze from the Rocky Mountains but nothing compared to that over the Appalachians earlier last spring.

All tied down and in our hotel room only to keep in constant check with the weather man. A low pressure area had we enjoyed the rest of the convention set in and it appeared that we would be socked in for a couple of days.

On Sunday the "soup" still hadn't lifted enough for us to take off in the morning as we had hoped so—BILL took a commercial flight home while we waited until 1:30 in the afternoon when we were finally given the "go ahead." We made it to Kearney, Nebraska, that first night with no problems. The lady at the airport was extremely nice and offered us the use of her car to get us to the motel.

Next morning the sun was shining and we were looking forward to a good flight home with our E.T.A. at about 12:30 p.m. What a laugh! ! !

We got to Des Moines and enroute weather checks proved that we could go no further til the ground fog lifted. We set down at Dodge airport to the north of Des Moines because the 700 foot ceiling prevented us from going into the main airport. weather man finally put us on our way

A half hour wait and a call to the again only to be set down after a half hour of retracing part of our path into a layer of clouds that we were told were "broken." We stopped at Newton, Iowa, and evidently the weather man started to feel sorry for us and our desperation calls of "how does the weather look for the Rockford-Milwaukee area now?" that he said "well, it looks like I've got to find some way to get you out of here." We started to

tell him our aircraft number after the information and thank yous had been exchanged but instead he related it to us. We got a clear route and although it was a far cry from what we had started in the morning it was good enough for us to make it home at 2:30 p.m.

We learned from our experience and put it all into practice during our second jaunt.

—Another chance—Please BILL—eventually it will be cheaper—and take less time.

We hope you have enjoyed taking these trips with us—as you can see it is all true—who could make up such stuff???

Happy flying—NAN BRANEN and JANE RAETTIG.



ALBUQUERQUE CHAPTER

Lily Sandoval, Reporter

(Nalda Border, Substitute)

We are happy to welcome two new members to our chapter, DONNA DENTON and DOROTHY MANNAHAN. In addition to her other teaching duties at Albuq. High, DONNA also teaches the aviation course. BEV MURPHY has been very busy acquiring new ratings. She is now the proud possessor of an instructor's rating.

At our Nov. meeting, JOY FEAK was awarded our traveling trophy as our most outstanding member of the year. JOY has put in many hours of work for our chapter and for aviation. That is, when she and Bud haven't been "flittin" down to Mexico! They

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.





Joy Feak, recipient of ABQ Chapter's Traveling Trophy Award, for her outstanding contributions to Chapter and aviation.

just returned from spending several warm days at Mazatlan and Guaymas. Here in Albuquerque, we have been having record breaking cold. RANDY and JACK SUTHERLAND are also enjoying the sunny, warm climate of Mexico. RANDY drove their camper down and will remain for several more weeks.

A movement is beginning here in New Mexico to require crash locator beacons on private aircraft.

Our Jan. meeting was held at VIRGINIA CUTTER'S residence. MR. WILLIAMS of the FAA was present for a question and answer session regarding rumors of a new airport being constructed in the Albuquerque area for general aviation now using the Sunport facilities. A note of interest; VIRGINIA CUTTER apparently has the only private heliport in New Mexico and it is conveniently located in her front yard at home.

At the present time, we are busy planning for a Valentine hangar dance at Coronado airport.

ARKANSAS CHAPTER **Marge Nielsen, Reporter**

ANOLA LAING & ELAINE WRIGHT of Lacombe, Alberta, Canada, 49½s, and two other couples flying a Cessna 182 and a Cherokee 180 RON'd in FSM enroute to Nassau. RAMONIA SLOAT of FSM was very pleased to receive a call from them and they enjoyed a lovely dinner with lots of hangar flying and discussion of the difference in U.S. and Canadian regulations for private pilots.

Congratulations to our chairman, RUTH GRAY on her new Instrument Rating. DELORES MITCHELL is 99 of the month in Arkansas. Zonta postponed the AMELIA EARHART DAY banquet and festivities in FSM which was to have been Jan. 17. MARGE NIELSEN was the Zonta Breakfast speaker Jan. 15 in FSM speaking about "Air Racing and The Birth of The Ninety Nines." ALINE NEWTH spoke on "Aviation" to LIT Zontians on Jan. 14.

AWTAR officials have asked the Arkansas Chapter to host the stop in Springfield, Mo. and to meet with them there on February 4. We are all looking forward to that meeting.

Our chapter has received a letter of commendation from the Arkansas State Police regarding our chapter flying the Thanksgiving Traffic Watch over the State of Arkansas. The letter was written by COL. RALPH D. SCOTT, Director, and also asks that we fly the traffic watch again during the three main summer holidays.

SCS 99'S, PLEASE SEND NEWS CLIPPINGS, PICTURES, ETC. FOR SCS SCRAPBOOK, TO MARGE NIELSEN, CHAIRMAN, ROUTE 1, VAN BUREN, ARKANSAS 72956. We would like to have every chapter in our Section represented in the Scrapbook.

STUDENT PILOT COLLEY, soloed an Ercoupe at Twin City Airport in Van Buren, Ark. This is a big accomplishment for him. He lost two legs and one hand in Vietnam. Southwest American Times printed COLLEY and his airplane on the front page, which is quite an improvement over the usually printed airplane crashes on that page. We are very happy about COLLEY'S solo flight and with the Southwest American Times of FSM. They are to be congratulated. Happy Flying!

CHAPARRAL CHAPTER **Marge Blue, Reporter**

Greetings from Chaparral:

Sorry we're so long in getting our news to you, and we have lots of news!

Our chapter was presented our charter on September 15, 1969 by PAT JETTON, then governor of the South Central Section. PAT and DOROTHY WARREN flew in from Dallas for the occasion. Charter Members are: MARGE BLUE, KAY BOND, Chairman, LELA CARWARDINE, IRENE FREY, BARBARA GILL, HENRIET-

TA HALLINAN, Vice Chairman, RENE HIRTH, DOROTHY McNALLY, PAT MARTIN, CONNIE ROSE, Treasurer, FRANCES SLAPE, MERNIE WARNESMAN, Secretary.

After luncheon at La Casa Simpatica with our guests and the Santa Fe Area chapter which were presented their charter by RUTH DEERMAN, we had the charter presentation.

First item on our agenda was a Safety Seminar we co-hosted with the Las Cruces Area Aviation Association September 17-18-19. The 9 hour course was presented by Bill Sullins of the FAA. About 90 people attended. Then, KAY, CONNIE, and MARGE were co-pilots for HANK to fly to the Sectional in Oklahoma City. IRENE also went so we had a good turn out for our first sectional! Our first official meeting as a chapter found everyone with a job. That's the nice thing about a small chapter. Our Christmas party was a success. 49½ers joined us for dinner at La Casa Simpatica. IRENE FREY hosted our November meeting and the "Stamp of Friendship" film was shown. December 26th was the big day for MERNIE WARNESMAN. She was married to GARY BORDEN in a lovely ceremony and they are honeymooning in Mexico. All our best wishes to MERNIE and GARY.

Our members have been busy gadding in between getting our chapter off the ground. HANK and JIM HALLINAN spent two weeks in Hawaii. LELA safaried in Africa for two two months, and then flew her Cessna to Las Vegas, N.M. for Thanksgiving and Christmas. KAY and 49½ CAL flew to Lubbock, IRENE to Albuquerque, MARGE and 49½ TED to Gunnison for fishing, HANK and 49½ JIM make the tour of New Mexico about once a month on his job, so that keeps HANK busy flying, MARGE, 49½ TED, HANK and 49½ JIM flew to Babicara, Mexico one sunny day to check on the goose club.

Our upcoming project is sponsoring another flight clinic January 28. Let you know the results next month.

COLORADO CHAPTER **Deedo Heise, Reporter**

Lucky we to have United Airlines' Training Center in our own "back yard." January 24th we have been invited to attend an All Day Seminar especially oriented for the non-professional pilot, to be held at the Center

on the east side of the Stapleton Airport Complex. We had a preview at our Chapter January meeting when JEAN FERRELL showed her slide-sound study of the Mountain Wave. Having been caught (unbeknownst) in one, in a Cessna 170, JEAN decided to make an in depth study of the phenomenon and share the knowledge with other pilots. The result is a must for those contemplating mountain flying.

Recently JEAN was appointed by United on the Acceptance Committee for the company's 4th DC-8 Simulator and spent much of her time during November and December with the Conductron in St. Louis during November and December checking out all Radio and Navigation Aids on the Simulator. We can all bask in reflected glory since JEAN is a 99 and the first female to be given the responsibility of accepting any part of a Simulator for any airline in the world. United is to be congratulated for their good judgment, and JEAN for proving that women are just as capable as that other sex.

GRACE MAYFIELD, who teaches a group of teen age boys aerodynamics, heard so many tales about their Sky Diving, she decided it was time to acquire some first hand knowledge. She reports that the free fall was perfect, the landing right on target but—it was a one point not the conventional soft and cushioned 3 pointer.

FREDDA TURRILL is so busy with "Ports of Call" and their many group flights to fascinating places that we haven't seen her for ages but learned via the grapevine that she has earned her Air Transport Rating. Now she should be able to wangle her way out of the galley and into the cockpit.

DAN and SANDEE COOPER bought a Cessna 210 this past summer and flew it to Yellowstone, Bryce Canyon and Los Angeles.

DORIS LANGHER who also tells the United pilots how to handle the "Big Birds" has just returned from a trip to Australia and New Zealand and reports that the Australian 99s spread a red carpet all over their continent for visiting 99s. Be sure you read 99 Page Shamburger's article about Doris in the "Our Interesting Members" section of the JANUARY 1970 ISSUE OF THE PILOT.

BETTY JO and CARL REED and their brood of four flew the Skyknight



Our Beloved Editor, Hazel McKendrick, shedding truth and light on the gathered multitude at a Safety Seminar, Waco, Texas.



Editor Hazel McKendrick being presented Certificate of Merit by Philip Pring, Supervising Inspector, FAA, GADO-2, Dallas, Tex. Hazel will speak at their safety seminar in Sherman on Feb. 7 and 8 on "How to Receive a Good Weather Briefing."

to Mazatlan for the Christmas Holidays. She reports the water as "great and we all enjoyed clear skies and sand castles. Mexico at Christmas and New Year's can be an unforgettable experience.

DALLAS CHAPTER **Janie King, Reporter**

KONDA WYSS went to Lebanon on January 1 with her father to deliver a 990 jet to the Lebanese Airlines. She hopes to stop in Rome and London before returning on the 26th.

Under the heading of showing our wings, CARLA TAYLOR received her Instrument rating on December 1, at Addison Airport.

MARCELINE TODD and 49½'er BILL spent a four day winter holiday in Albuquerque, N.M. where they enjoyed skiing and touring Old Town.

PAT and FRAN CLARK flew to Detroit before Christmas amid icing conditions, lost an antenna with ice build-up, and continued to circle at 7000' . . . then had 60 MPH headwinds enroute home. They are just happy to be back in good ole Big D.

Old Mexico has been a popular place this past month. PEG and JIM ONG flew low in 'Pagasus II' in order that they could soak up the sun 'n fun at Puerto Vallarta during the holidays. PEG reports that it was very interesting to see the three terminals at the airport. There is a little shack-type building for the DC-3 days, the moderate-sized, two gate variety for the DC-6 and 7 days, and the glass enclosed modern style building which is suitable for jets, all side-by-side.

PHYLLIS and GLENN DUKE flew the 310 to Matamoros. They returned by way of Padre Island flying legally above the beach. PHYLLIS has been helping with Starduster Too in the garage workshop; they hope to have it flying by June.

PAT JETTON went to Los Angeles in December to attend the National Aviation Trades Association Convention. While there, she visited friends in San Diego and Los Angeles. JANE MOORE, from the Top of Texas Chapter, recently stopped at Red Bird Airport and visited with PAT.

LOU RYAN and co-pilot flew a 310 to Austin by way of Mt. Pleasant.

SALLY BRADBURN has been teaching Spanish in her home—in fact SUE WIEMAN and WARD had been enthusiastic students until they had to

drop out because of his long hours at work.

We are saying "Good-bye" to CARLA TAYLOR, who is moving to Northridge, California on February 1st.

Y'LL COME TO THE POKER PARTY ON MAY 23RD.

The Dallas North Airport is now more than just on the map after the Saturday 'airmarking'. Thirty foot numbers were painted on both ends of the 3000' paved runway.

HAZEL McKENDRICK and SALLY OLDHAM spoke at a GADO Safety Seminar in Waco, sponsored by Mack-Air. HAZEL has been "Commuting to Washington attending meetings on FAA matters.

FORT WORTH CHAPTER **Tony Page, Reporter**

January '70 broke clear and cool, so the Fort Worth Chapter chose Garcias, famed Spanish food for more than four decades, for our evening dinner meeting. Mucho bueno!

BARBARA McCHERNAN, Chapter Chairman, kept the meeting simple and turned the program over to TOM and YVONNE TURNER. DR. T and she showed slides of Natchez, Miss., which is lovely plus one-hundred in the spring time when in bloom. (Possible flight? Ah, hope—ah, hope.)

Gathered notes: JOYCE KEEN, joined "Planes and Pilots" a flying club, is updating her flight time in a Cessna 180 . . . JACKIE and CLING WHITE, chatting with JEAN and TOM BISHOP, about aerobatics . . . EDNA G. WHYTE, gave a building report on her new 'thing'—the airport strip on her acreage located between DL-FTW and Denton, where she plans to move, and MUST have a strip. (EDNA speaking on "Women in Aviation", to Zonta Clubs, in San Antonio and Ft. Worth, Tex. this month.)

BETTY PARSONS flew to Rockport for a few of the holidays . . . CAROLYN MERRITHEW, flew to Boston, Mass., Key West, Florida and points in between, even landed at WDC Nat'l. HELEN MORRIS, flew "co-pilot/Navigator" in a Wren 460, to Colorado Springs, visiting friends mid-December . . . TONI and ROBERT NACCACHE (married last year, she was TONI WRIGHT) both pilots, but TONI is taking advanced and instrument ground instructor ratings (has both now) and VERNA STUBBS, with

JOHNNIE flew jet to Panama, Canal Zone, visiting AL HURT, (FAA control center)—so saying we add VAYA CON DIAS, 1970'S, ESTA BUENO DECADA, POR FAVOR.

GOLDEN TRIANGLE CHAPTER **"Penny" (Vivian) White, Reporter**

With great pride, we announce that we were chartered November 22; our friend and Gov. DOROTHY WARREN made the presentation. Private planes were grounded that day due to airport construction at Love Field. Incidentally, Steak and Wings Restaurant there at Southwest Airmotive creates a good setting. We were happy to see our editor, HAZEL McKENDRICK, too. Those members present were: BRENDA STRICKLER, BOBBY CLARDY, DIANE BARNETT, and "PENNY" WHITE.

Following our luncheon and presentation, DOROTHY WARREN invited us to tour FLIGHT PLAN INC., a data automation company. DOROTHY'S title is National Aviation Promotional Director. Hope to take our new members back there on a tour later on.

On December 9, MR. H. B. GOWIN, of FAA presented a film on WAKE TURBULENCE as well as DISORIENTATION, humorous but pointed toward flying safely. Many of the prospective members took a trip on his chair and described their sensations, convincing us that we need to get busy on our instrument ticket. Our prospective members were introduced again as members BRENDA STRICKLER, BOBBY CLARDY, DIANE BARNETT and PENNY WHITE were busy getting to know these vivacious pilots.

The holidays did take their toll. DIANE BARNETT reports her 49½ had a fractured hip on a skiing trip. BOBBY CLARDY had guests fly in from Mexico City where 49½ has an air-conditioner plant. PENNY WHITE and 49½ DON flew to Guadalajara, Mexico, then drove to Morelia and on to Guanajuato. PENNY teaches first grade, about half of them being Latin-Americans, so she practiced her Spanish as she saw children in all sorts of situations.

On January 13, 1970 we toured the AIR TRAFFIC CONTROL CENTER for the Southwest region, under the direction of the Facilities instructor, FAA's JIM LEWIS. There we saw the IFR traffic from Kansas City, Memphis, Houston, Albuquerque operation-

al—quite an impressive facility. Along with our prospective members, three more guests were added: SANDY SMITHWICK, VERA McNABB, and BARBARA STEIN. Seems like we have an abundance of nurses. Oh, yes BRENDA STRICKER is back to nursing too.

We hope that the next report will include our first new members. Starting a chapter is quite exciting—how about you trying it too?

HIGH SKY CHAPTER

Betty Rogers, Reporter

In the new year; Greetings From West Texas.

The High Sky Chapter started the year with a "bang". We started off with a meeting held at Midland-Odessa Regional Air Terminal to get ready to do a lot of work — planning our responsibilities of sponsorship for a scheduled FAA Pilots Safety Refresher Seminar. Those present — FRANCES COLLINS, MILDRED GOODSON, BETTY ROGERS and HETTIE CURRIE.

The following week on the 6th, 7th and 8th pilot interest in the area became very evident. The attendance for the Safety Meeting held at Midland-Odessa Regional Air Terminal was approximately 100 each night. Over the three nights there were nine very interesting and informative presentations. The program went something like this:

"Keys of Safety"—OTIS W. SMITH, FAA Accident Prevention Specialist, Lubbock District; "Help Offered By Your Local FSS"—Cecil F. Lakey, Chief of FAA FSS, Midland; "Disorientation"—OTIS W. SMITH, FAA Accident Prevention Specialist; "Knowing Your Airplane"—WAYNE B. HENRY, FAA Designated Flight Examiner, and Owner-Operator of Flight School located at Midland Air Terminal; "Safety in Traffic Patterns"—JIM CLOWERS, Air Traffic Controller, Midland Tower; "Weather in Flying"—BILL SULLINS, FAA GADO, El Paso; "Weather Forecasts & Air Traffic Safety"—OTIS W. SMITH; "Directional Control"—R. W. BROWNE, FAA Accident Prevention Counselor, Midland; "Physiological Training"—OTIS W. SMITH.

We are planning to hold another seminar with an entirely new program within the next six to eight months.

Our regular Chapter meeting was



Some of those who worked on the FAA Pilots Safety Seminar held at Midland-Odessa Regional Air Terminal the 6th, 7th and 8th of January. L to R. Mr. Otis Smith, Accident Prevention Specialist with the FAA, Mrs. Frances Collins, Chairman 99s, Mr. Cecil F. Lakey, Chief, FAA FSS, Midland, and Mrs. Betty Rogers, 99s.

held at Midland-Odessa Regional Air Terminal, with members present being FRANCES COLLINS, VELMA LEE COPELAND, BETTY ROGERS, and HETTIE CURRIE.

An attendance of approximately 20 persons viewed a film "Density Altitude", presented by CECIL F. LAKEY, FAA FSS Chief at Midland. The film was rated as "exceptional" by those attending. MR. LAKEY complimented the High Sky Chapter on having in attendance an excess of 20 times the Chapter membership at the FAA Safety Meeting. If that sounds like we are "tooting our own horn" a little — it is.

HOUSTON CHAPTER

Aline Bush, Reporter

Due to various circumstances, our news is a little late, but we have been busy, just the same. MAYBELLE FLETCHER buzzed in first in the Dallas Doll Derby, Dallas, Texas; placing third was LOUISE BICKFORD and hubby MYRL, and fourth, MARY JANE NORRIS. Also flying the Derby were BETTY and CHARLES FRITTS, and MARY BYERS who won the prize for the newest pilot flying.

JACKIE KELLY and ALICE SEABORN attended the Huntsville, Alabama Proficiency Derby in October,

report having a great time, beautiful weather and wonderful hosts. They were team from the farthest distance.

Among those attending the Hill Top Lakes Fly-in were SALLY COX, who is part owner of a snappy Mooney now, ADELLE BAKER and MARILYN CURTIS. MARILYN and JON are new owners of a Cherokee 140 which MARILYN flew the entire week of the All Texas Air Tour. The two also attended the Air Rally in San Antonio where they entered spot landing, balloon busting, bomb-dropping, etc. MARILYN is included in the 1970-71 volume of "Who's Who in American Women" under her former name of STONEBERG. Among her recent activities is a return to horse-jumping lessons.

BICKFORDS have recently purchased a home with acreage on which they are planning a landing strip. That should be a good spot for landing practice. SHARRON BILY has her advanced Ground Instructor rating now, and is training Naval ROTC midshipmen.

Another who flew all of the All Texas Air Tour was ADELLE BAKER; attending the Confederate Air Force Show in Harlingen, Texas was MARY BYERS and 49½'er BUDDY; MAYBELLE FLETCHER gave her son the

birthday present he asked for — to solo — and he did.

MABEL EDITH OLIVER has passed her Ground School Basic Written. Recently attended Texas Wing Conference of Civil Air Patrol at Dallas, with 49½er JIM OLIVER.

KANSAS CHAPTER

Charlotte Russell, Reporter

During the second week of December BEA STEADMAN, 99's International President, attended the Cessna 1970 Dealers meeting in Wichita. While she was here she visited with our Cessna gal3 JOYCE CASE and MARY JO OLIVER, and before she left town, she joined PAT McEWEN and GARNETT HASTINGS for lunch at Brown's Grill near the Municipal Airport where they talked about lots of things, mostly the 99's, of course.

ALYCE BLACKHALL and KAREN WILLIAMS had a long weekend in New Orleans from November 20th to 23rd. Although their trip was basically a vacation, they were able to sit in on a meeting or two of the National Aerospace Advisory Committee which was meeting in New Orleans at the time. ALYCE said that it was interesting to observe the committee in action. ALYCE and KAREN ran into several 99's including BETTY McNABB, International Vice-President.

PAT and OWEN McEWEN flew to Denver, Colorado to attend the January 2nd swearing-in ceremony of Pat's brother-in-law as new Chief Justice of the Supreme Court of Colorado at the State Capitol Building. This was a wonderful and exciting event.

Due to rapidly deteriorating weather on January 10th in the Wichita area only four Wichita 99's were able to get off to Garden City for the January meeting. Altogether 15 women attended the meeting and the weather there was just fine!

NEBRASKA CHAPTER

Marion Larmon, Reporter

A Sleighbell Ball preceded the monthly meeting in December of Nebraska Chapter at which eighty guests were present at the beautifully decorated Nebraska ANG Officers Club. In addition to our own 99's and 49½ers, guests included personnel from LNK Av. Inst., Nebr. Dept. of Aeronautics, FAA, US Weather Bureau, LNK Airport Authority and the Nebr. Air and Army National Guard. After a catered

dinner, special tribute was made to all 49½ers present who were officially "Knighthed". Entertainment was provided by comedienne JILL EICHE whom some will remember as the star entertainer at the '68 Fall Sectional Banquet in LNK. VERA BARTUNEK and committee created a festive air with their Christmas decorations—and as a by-line, VERA placed third in Lincoln's home decorations contest! Gifts brought by the members and guests were distributed the next day to the Veteran's Hospital.

The next morning 16 bright-eyed 99's met at the Lincoln Aviation Coffee Shop along with 4 guests. We are happy to announce the addition of two members—BETTY JOHNSON, Wayne, Nebr., and EILEEN NOVOTNY, Valparaiso, Nebr.

MARY CONLEY was the hostess at Nebraska City for our January meeting. MARY and her mother graciously served a delicious lunch to the eleven members and eight guests who had come by plane and car—traveling 2,866 miles to attend and return home.

Our projects committee which has been hard at work on Nebraska's first air race presented their detailed plans! Although final arrangements are yet to be made, here is some "first release" information so you may begin making plans. Date: September 6, 1970. Route: Lincoln-North Platte-Lincoln (206 statute miles each way). Time: Departure—1400 Z Deadline 2000 Z. A speed race open to men and women. Pilots must be at least a Private Pilot; Co-pilots must be student pilot or better. Passengers over 16 may be carried. Airplanes must be within 150 to 420 HP category with par speeds for each category according to manufacturers specifications. Entry Fee: \$10.00. Information Kit \$1.00 available by June 15. Prizes amounting to \$200, trophies and certificates to be presented to various winners.

Plan now for this Labor Day weekend event—NEBRASKA'S FIRST AIR RACE!!

OMAHA AREA CHAPTER

Georgiann Rynearson, Reporter

The cold weather and snow didn't keep the girls from attending our January meeting, cohosted by BARBARA KREJCI and JANICE KNEIFL at BARBARA'S home. We were happy to have two guests who became new

members, CLAUDINE KEAN from Humboldt and BURTIS AUFENKAMP from Auburn. ROSE MARIE BURKETT, Shreveport Chapter temporarily living in Bellevue while her husband is overseas, was also with us. Other regular members attending were: CAROLYN GRANGER, ROSEMARY BLOCK, JAN CLEMENT, INEZ STOCKER, BETTY JARVIS, MARGARET SOBECK and GEORGIANN RYNEARSON. CAROLYN brought along a new 66, CHARLENE MYERS, who, we hear, is almost ready for her check-ride. Our other three 66s, LAVONNE TRIPP and BOBBY McCAFFREE of Omaha and JUDY KAY KOHLER of Ralston were also there. LAVONNE TRIPP reports that she has completed all her "cross-countries", and so, one of these days she will be getting that coveted ticket.

ROSE MARIE informed us that their next assignment will be in the Hawaiian Islands. Although we wish she could stay and join us, we envy her and can't begrudge her going away to live in that delightful place.

MR. JOE WENZEL of FSS showed a film on radio navigation and communication, and slides depicting some poor pilot procedures, and answered our questions afterward.

Our next meeting, at HELEN EHR-LICK'S home, will be a box supper. The husbands have a great time bidding on the boxes and trying to guess the owner of each one. Last year one hungry 49½er enjoyed the company of two girls, after buying two suppers.

Flying has had to take a back seat to the holidays and the cold weather, but GEORGIANN and BILL RYNEARSON managed to fly to El Paso to see the Sun Bowl Game and to enjoy a few days of warm, sunny weather.

JOEY KUBESCH and husband, SID, invited the 99s to their home for a buffet supper on the day that the B-58 Hustler was flown to SAC to be placed in the new Air Museum there. It was the plane that LT. COL. KUBESCH piloted to win the Tokyo to London race in 1963. Acceptance ceremonies were held during the day and in the evening the Kubesch's many friends gathered at their home in observance of the occasion. CAROLYN and JIM GRANGER, BETTY and BOB JARVIS, INEZ and HERB STOCKER and ROSEMARY and MAX BLOCK reported a most enjoyable evening.

Since this time of the year in this



Nebraska 99's presenting Christmas gifts to the Veteran's Hospital at Lincoln, Nebr. L. to R.: EVELYN SEDIVY, Lincoln; JAN HEINS, Lincoln; MARION LARMON, McCook, hospital patient and hospital activities director. Gifts were used as Bingo prizes for a party for all patients December 23.

part of the country usually isn't ideal for flying, keep the ice off your wings and we'll see you next month.

PIKES PEAK CHAPTER

Janie Oesch, Reporter

Three new members attended our last chapter meeting. They were: MAJORIE POTANKO, JANIS BLACKBURN, and GINNY SAYERS. Big plans were discussed for the must-stop this summer of the Powder Puff Derby in Colorado Springs at Peterson Field.

One of our most active members is DOROTHY MEYERS. Here in her own words is her story of **How I Started Flying**: "Flying meant little more to me than moments of anxiety that I experienced when my husband would telephone and announce that he would

arrive in the middle of the night and I would spend another sleepless night of waiting . . .

It wasn't until a year ago that my husband decided that I should learn to fly. With his words of encouragement ringing in my ears, scared and apprehensive I did agree to take just enough training to help him on his flights. I must admit to overwhelming fear on that first flight, but after about 10 hours this fear was replaced by interest and a great desire to solo.

From the beginning of my training to a private license was a mere 4 months. I have flown solo over 400 miles one way without a moment of hesitation. Recently I attempted an over the mountains trip direct from Colorado Springs to Las Vegas, Nev.

Currently I have passed the commercial written and am looking forward to taking my commercial flight test.

"While I couldn't recommend flying to everyone, I feel that I have really found myself in flying—and I feel my experience will serve to hearten those whose desires are dampened by doubts and fears of flying, for I find myself growing in confidence with each added achievement and personal problems seem miniscule compared to problems encountered in flying."

Happy Soaring!

SAN ANTONIO CHAPTER

Marian Burke, Reporter

I hope each and every 99 and family had a wonderful holiday and that the

year of 1970 will be a most rewarding one.

It is now time to think about air races again . . . the International Air Race in May and the Powder Puff Derby in July as well as numerous local races should present an interesting challenge.

THE AOPA FLIGHT CLINIC WILL BE HELD IN SAN ANTONIO FEB. 27, FEB. 28 AND MARCH 1. THE SAN ANTONIO CHAPTER WILL HANDLE ALL TRANSPORTATION FOR THE EVENT. WE ARE LOOKING FORWARD TO IT . . . IT SHOULD BE LOTS OF FUN.

Old man weather has been playing pranks again and most of the "out-of-town" members drove to Saturday, Jan. 17th luncheon meeting in San Antonio. We hope that next month's meeting will bring better flying weather.

That's about all for this month . . . in the meantime GET APT and get the flyin' machine polished up and plan to fly at least one air race this spring or summer.

SHREVEPORT CHAPTER Hiram Hazelette, Reporter

KATHY CASTON, sometimes instructor for Longview Piper, sometimes chauffeur and pilot for our editor, HAZEL McKENDRICK, owner of the "GOLDEN BIRD WITH THE PROUD TAIL", has taken on a new dimension. She has now hit the lecture trail and therefore is our "spotlight gal of the month". She spoke to the ZONTA CLUB in Longview about general aviation in general and the part women are playing and then gave a delightfully funny account of her trip across the country in the last Powder Puff Derby with the editor as co-pilot. She said "I can't fly and HAZEL can't navigate and so we make a perfect team". KATHY is currently working on her Instrument Instructors rating and has just received her ground school ratings. She is also scheduled to teach at a safety seminar in Sherman on February 7 and 8 for the FAA General Aviation Safety Office. Congratulations KATHY, wherever you are !!

SOUTH CENTRAL SECTION Beve Titzer, Reporter

December and January was a busy season for the South La. 99's. Our Dec. meeting was held at Gulfport, Missis-



Kathy Caston, Shreveport Chapter, resting between launchings.

sippi at the home of MRS. MARY S. FERSON, mother of 99er JANET GREEN, our hostess for the occasion. Members who made the trip were JANIE KIMBALL (and her 49½er JIM), DEE COMEAUX (with her BILL), PAT WARD (and ROGER and 2 children), MARION BALTZER, YVONNE RYDER, CAL MEREDITH, ELINOR LOWRY, MOLLY STOCKWELL (and 3 kids) myself, and my 49½er HENRY, and guests EMILE & FRAN SALLES. We were treated to a delicious buffet dinner by MRS. FERSON, which all the 99's will long remember!

After the business meeting, we adjourned and were taken on a tour of the Ferson Optical Co. by JANET and her husband DON. JANET'S father founded Ferson Optics in the garage of his home, and the corporation grew to what is now a very impressive manufacturer of highly technical lenses used by the military, university observatories and private industry.

We were also taken on a tour of the hurricane Camille disaster area and our hearts and sympathy go out to the hurricane victims.

Our January meeting was held Dec. 27th in Baton Rouge, in the midst of tables, chairs, decorations, crying babies, food etc. in preparation for our holiday hangar dance that night!

VIP Charms were awarded to the following members for having at-

tended 12 consecutive meetings. DEE COMEAUX (13 in a row), MARGARET RUTH (22) MOLLY STOCKWELL (20), CAL MEREDITH (12), GLORIA HOLMES (12), PAT WARD (22) and JAN PHILLIPS who received 2 charms for having made 24 meetings in a row! Honorable mention should be made of MOLLY STOCKWELL who has only missed 3 meetings out of the 45 that have been held since our charter in 1966.

LORNA WHITNEY proudly brought along Robina, her new baby and we discovered MARION BALTZER has that "magic touch" with babies.

The hangar dance was a tremendous success; a large crowd attended, the band was great and we had a blast! DEE and BILL COMEAUX double dated with their teen aged daughters and their friends. How did CAL MEREDITH manage to dance with the sprained ankle she acquired in Mexico? What happened to all those snapshots ELINOR and JOHN were table hopping to take?

We don't know whether JANIE & JIM had more fun putting up the decorations or taking them down. EVELYN & DAVE LYONS & PAT and ROGER WARD talked shop "Delta Airlines, that is" between dances—how do they do it—DAVE was up at 3:00 a.m. for a flight and ROGER joined us at 10:30 p.m. and PAT managed to have a good time in spite of having the burden of the dance on her shoulders. And a good job you did too, PAT. Wonder why MOLLY didn't want to eat any popcorn — could it be she saw enough of the stuff while getting it ready?

MARION BALTZER didn't work all evening taking up tickets, did she? We were glad to see GLORIA and 49½er DAVID, having such a good time. And then last but not least, there were the 3 'wise men' from the South East looking for a celestial "star". VFR or IFR? HENRY and I decided the trip back to Houma would take away from the good time we had so we stayed over in BTR, just like all the other 99 out of towners. See you all at the February meeting in Baton Rouge.

SPANISH PEAKS CHAPTER Ruby Lee Ballantyne, Reporter

With no trouble at all the SPANISH PEAKS chapter girls have soared over the dismal January weather to

thoughts and plans for a sunny, busy July schedule. At the monthly January meeting at the home of GERTRUDE HOWARD a preliminary schedule was worked on for the aid our chapter can give to the POWDER PUFF DERBY.

This chapter has been assigned to man a check point at Walsenburg, Colorado, and to give whatever assistance possible to the PIKES PEAK CHAPTER for the "Must Fly By" at Colorado Springs. ALSO IN JULY THE GROUP WILL ASSIST THE AOPA IN A SECOND MOUNTAIN FLYING CLINIC SCHEDULE AT THE PUEBLO MEMORIAL AIRPORT.

Even though the holiday season is only a memory, we have not forgotten the pleasant, festive time at the Christmas party given at the home of president, ANN COURTRIGHT. About 25 attended including the 99ers, 49½ers, airport personnel, and student pilots. Slides were shown on ANN'S flying tour of the West.

GERTRUDE HOWARD and her family made a trip to Mexico for the holidays. While in El Paso she had an enjoyable visit with 99 RUTH DEERMAN.

The Zonta Club of Pueblo invited the group to attend their annual January Amelia Earhart Scholarship dinner. Four members of the group, ANN COURTRIGHT, ANN FRINK, GERTRUDE HOWARD, and RUBY LEE BALLANTYNE, attended. During the program the girls reminisced earlier flying experiences and gave their philosophies concerning women pilots. The 99s seemed to enjoy hearing each other's comments and anecdotes as much as the Zonta Club members.

CHRIS BERRY reported that she had passed her instrument and commercial written examinations at the AOPA Clinic.

TIP OF TEXAS CHAPTER **Catharina Biehn, Reporter**

We had some traveling girls in our chapter this past month. ARDATH McCREERY flew to New Orleans. ROOKY BIEHN and her family (her 49½er piloting) flew to Los Angeles, Calif. in their new Lake amphibian to spend the holidays.

ELOISE NASH is working on her commercial license.

PAULINE GLASSON and ELAINE NEEDHAM did five airmarkers during Christmas vacation. PAULINE took out

some time to go to the FAA instructors instrument school.

We are very happy that LOUISE CLARKSON is feeling so well after her operation.

TOPEKA CHAPTER **Dorothy Powell, Reporter**

This very young chapter has finally gained enough confidence and maturity (and membership) to be avidly interested in performing some Air Marking. With this in mind, our Chapter Chairman, SONDRA RIDGEWAY attended the January meeting of the Greater Kansas City Chapter. The dinner meeting was held at the home of MARY ANN NOAH, with a delicious spaghetti supper being served prior to the business meeting. Topeka and Greater Kansas City Chapters will be joining forces to Air Mark the Lawrence, Kansas Airport the last of April.

Topeka Chapter of 99's was represented at the combined meeting with Kansas and Oklahoma Chapters at Wellington, Kansas, November 22, 1969, by CHARLOTTE KENNY, Vice Chairman of our Chapter and 66'r GLENNA WALTERS.

Members of the Chapter were guests at a special meeting of the Topeka Experimental Aircraft Association Chapter held in recognition of DR. LELAND WEBER, Topeka dentist, placing his Curtis Robin on display in the EAA Museum at Hales Corners, Wisconsin.

Very recently we have welcomed two new members to our chapter. They are SUE RUEHLE and PAT STRATTON. PAT was elected secretary of the Aero Club at Forbes Air Force Base.

TOP OF TEXAS CHAPTER **Jane Moore, Reporter**

LAST FLIGHT **HELEN BUCKLES**

It is with deep sadness and sorrow that we convey this news to the rest of our organization. The world is a little poorer today because of the loss of some dear and wonderful friends. HELEN BUCKLES, and her husband RICHARD (DICK) were killed along with 9 others when the Lockheed Lode-star in which they were returning to Stratford from a trip to Las Vegas crashed and burned near Coronado

Airport at Albuquerque, New Mexico on December 5. Cause of the crash has been contributed to the loss of a wing due to excessive load factors, believed to have been caused by a load of ice.

HELEN was active in aviation, having joined the 99's soon after receiving her license in 1966. Both the BUCKLES were taught to fly by member PAT POWELL, who soloed them the same day and they also received their private license the same day. We would like to pay tribute to HELEN and DICK BUCKLES and say that knowing them while they were in aviation made all our lives a little richer. They are survived by three children, MARLA, 16, SCOTT, 13 and KRISTI, 8.

PAT POWELL has that instrument rating tucked away now—what's next Pat, instrument instructor?

Talk about Chapter loyalty—PAT POWELL recently had toe surgery and CAROLYN LUCE administered the anesthetic. Both survived!!

We had a Cocktail and Dinner Meeting in December at Tanglewood Club south of Amarillo for members, their 49½ers and guests interested in aviation. We all enjoyed the party and the "hangar flying" so much that we decided these socials are a must in the future.

Below IFR Minimums kept most of the group from attending our January meeting. Top of Texas only covers about 200,000 square miles so you can see that we all do fly to most of our meetings.

Now you can call our chapter the "Coffee Brigade." We agreed to do our 99 goodwill by serving coffee for the Safety Clinic to be held in Dalhart January 27, 28, and 29.

New member CINDY CRABTREE has a new daughter born on January 8. CINDY will be out slipping the surly bonds before long again. Congratulations Cindy!

After an absence of about one and a half years MARGE WEDGEWORTH is back doing a limited amount of flight instruction and has a Commercial Ground School class twice a week. She says this is all she can handle with four youngsters under 9.

One Sunday evening while out just flying around yours truly and 49½er JIM we were talking with the Hereford Unicom and we were informed that a glider was in the flight pattern. So that was all I needed to make me decide to pay Hereford a little visit. After landing I made arrangements for a ride with instructor JOHN CLAYPOOL.

What an experience!! Sure do hope I can control this glider fever now until I complete some of my other flying projects.

Prospective member ISABEL RAPIER drove to Dalhart from Lubbock just to get a better look at our organization. We certainly were glad we had written her an invitation. She is another one who is the only pilot in the family. She pilots her husband on his business trips.

HAPPY LANDINGS

WICHITA FALLS CHAPTER

Nan Park, Reporter

More than one hundred Wichita Falls area pilots responded to our written invitation to attend our first safety seminar. The program was presented by H. B. GODWIN, GADO, Ft. Worth, JASPER BLACK and CHUCK VALDEZ, FAA Academy, Oklahoma City. MR. BLACK and MR. VALDEZ presented Physiological training in the areas of vertigo, hypoxia and usage of various oxygen systems, with slides as visual aids and demonstration rides in the FAA devised chair to create vertigo. MR. GOWIN served as our master of ceremonies and showed films on early concepts of flight, some successful and some unable to leave the ground. The primary objective of the seminar was to attract the pilot who retired to his (or her) easy chair, upon receipt of a private ticket, secure in the knowledge he (or she) was the greatest pilot ever. Signatures on the guest book and strange faces seen drinking coffee and champagne punch at intermissions made the entire effort worthwhile. These dynamic men do a fantastic job for the FAA and for us!!! RUTH RENTON and another Safety Councilor for the FAA appeared on television prior to the seminar and the seminar was covered by television.

MARY KITCHENS, Dallas 99, was our guest speaker January 8, 1970 for our meeting, held in the Contrail Room of Sheppard Officers Club. MARY, a delightful person, presented a film on "LITTLE PEOPLE OF AMERICA." After learning about little people from the film, we were told how MARY and her husband, LEE, began flying and how their Tri-Pacer had been adapted to "fit" them, under the watchful eyes of the FAA. MARY related experiences, not only in their flying but in their daily lives. A business meeting was conducted, after the excellent program, picture taking, and television camera

coverage was concluded, by our Chairman LOU ELLEN FOSTER. The meeting was attended by 99's, 49½ers, guests interested in little people, and a little teen and his parents who reside in Wichita Falls.

Among other achievements in recent weeks RUTH RENTON received her ATR; BETTY ALLISON, our nominee for A E Scholarship, began instrument ground school; the remainder of us are just plugging along on commercials, for the most part, hoping for the sun long enough to get APT. Hopefully, GOLDIE MARTIN will be recovered soon from having both arms broken several weeks ago, and BEVERLY PRESTON will be flying again after the arrival of her baby son in December. We miss both these active members!

A second seminar is scheduled for February 12, 1970, to be held in the Pilot's Party Room of the Wichita Falls Museum and Art Center, at 7:30 p.m., with a chosen topic of new and proposed FAA Regulations. Again we will mail invitations to area pilots urging their attendance. Speakers will be professionals from FAA and ATC, Ft. Worth.

JIMMIE KOLP, from our Chapter, has been appointed to serve on the 99 Museum Committee. We are pleased to share the capabilities of this gracious lady with you, and are pleased with this recognition.

SAFE FLYING



ALASKA CHAPTER

Catherine Kippenhan, Reporter

The January meeting was held at MARION ZAEGEL'S home on Campbell Lake. It was great to see MARYLEE OLDHAM in attendance. She rarely spends much time as far south as Anchorage. She and her husband are getting ready for polar bear season, headquartering at Kotzebue. MARYLEE hinted that they may be moving back to civilization one of these days — we will look forward to it.

MARY GANGE is back on her feet after spending several days in the

hospital with pneumonia at Christmas time. We missed MARY at the Christmas party — but she had a good excuse. MARY REID reports that she has sold her Cessna 180 and is busy checking out in various rental airplanes.

MARION and BILL ZAEGEL spent two weeks in Washington, D.C. in December, in connection with the Alaska Native Land Claims bill. They got a little flying in however, checking out some remote sensing equipment in a Helio Courier in Massachusetts.

ANN WILBUR is happy to announce that her new hangar is ordered and footings are poured and ready. She is hoping the building will be erected by mid February. (Don't forget you promised us a hangar party!)

RUTH O'BUCK was busy flying moose hunters all November. She has passed her ATR written! Also, RUTH has checked out in the Cessna 310 and is giving dual in it.

ANN WILBUR showed an exciting film put out by North American Rockwell on the Aero Commander Shrike at the January meeting. It left us all breathless and dying to go out and do some loops and eight point rolls.

The days are getting longer perceptibly and we all anxiously await the warmth of Spring to make our flying more enjoyable.

EASTERN WASHINGTON CHAPTER

Irene Anrode, Reporter

Our December meeting at the Moose Lodge in Spokane was especially enjoyable due to the many new faces it provided. One of the first orders of business was to vote in new members MEG HATCH of Coeur d'Alene, Idaho and HELEN SHANEWISE of Spokane. Both of these girls should prove exceptionally good members. MEG, a teacher in Idaho, is currently taking her writtens for ground instructor and hopes to put the license into good use as soon as she obtains it. Proof of MEG'S devotion to aviation showed up at Felts Field recently in the forms of her daughter and son-in-law who both went up for their first hours of dual and did very well for themselves.

New member HELEN SHANEWISE must be the most excited girl on this planet about now. For Christmas, her 49½er BOB (a non-pilot) presented her with a part ownership in a 1969

Turbocharged Cessna Skymaster. How's that for a Santa Claus? WOW! HELEN, who only started to fly this May, was heard to remark: "They teach me to ride a tricycle, and then give me a Honda!" Husband BOB, by the way, just passed his Instrument written after taking ground school just to be a help to HELEN. There must be special medals for people like that.

Another new face at the December meeting was prospective member JAN JOHNSON. JAN flies out of Tekoa, and amused us with several stories of her escapades as the only woman pilot there.

LYGIE HAGAN attended the meeting, bringing her mother and sis'er, FLORENCE MUNSILL and ALDINE LINDEMAN of Nebraska. Also attending were ALBERTA ANDERSON, MILLY SHINN, FERN LAKE and myself. FERN, incidentally, reports heavy activity in instructing over at Coeur d'Alene these days.

Among the missing was LEONA HEBERLING, who got a bit tied up in the Christmas rush at their drug-store. LEONA reports that between the rush, studying for her commercial written and the lousy December weather, she hasn't been doing too much flying. She hopes to remedy that shortly however, and is particularly anxious to try out the new DME they just had installed during annual.

Another steady worker is TERRI BECKER. TERRI stopped by at the office the other day on her way through Spokane. She was on an instrument flight, and also reports getting several hours recently in a Beech Baron. She hopes to have that multi-rating shortly.

As for the rest of the chapter, please drop your reporter a line so that we all can share in your special "doings". 'Til next time, then, happy flying to all!

* * * *

There is Color where once there was gray;

There is Truth in the dirt and decay;
There is Grandeur as wide as the sky;
I can fly!

I can fly!

I CAN FLY!!!

NORTHWEST SECTION

Mary Ellen Palmer, Reporter

Our January meeting was held on the 14th at THORA MORGAN'S lovely

home in Bellevue. Twelve members attended along with four guests. That's 70% of our chapter membership and about average for our meetings. This is a source of great pride as at least one member, HELEN DURHAM, lives over 100 miles from Seattle. We welcome MARY ELSE who is transferring from the Nebraska chapter.

We discussed the hearing to be held the evening of January 14 by the FAA to discuss the Terminal Control Area proposal. CHARLOTTE KAMM and MARY ELLEN PALMER met with JAY LAWRENCE and the board of the Western Washington chapter on Jan. 6 to compose a joint statement to be presented at the hearing.

We are sorry to hear that FLOR-ENCE BELL is ill. She is sorely missed.

The PALMERS' trip to Kentucky was most successful. Their daughters enjoyed all the snow.

KAY STEARNS and her family had a somewhat more exciting trip. She and her 49½ER GEORGE and son GEOFF left Dec. 26 in a Comanche 260 on a flight from Seattle to Burbank. They were IFR at 9000 ft. between Portland and Eugene, Ore. when they experienced an engine failure. The FAA controller had them pinpointed since they are transponder equipped. They broke out of the clouds at 1500 ft. The FAA called the Ore. State Patrol who blocked Interstate 5 temporarily and permitted them to land on the south lane. After landing the ice in the breather apparently melted and they were able to take off from the freeway and fly to Eugene for a further check. No further malfunctions were found and they continued on to Burbank.

IDAHO CHAPTER

Eula Logsdon, Reporter

It was a real Christmas Party when the Idaho Chapter held their December meeting at the home of JACQUE BATT in Wilder. This was a Christmas

Please send News Clippings, Pictures, etc. to SCS 99 Scrapbook Chairman:

Marge Nielsen

J&J Ranch

Route 1

Van Buren, Arkansas 72956

pot-luck dinner with husbands invited. JACQUE and PHIL were wonderful hosts and had their lovely home all decked out for the holidays. Bad weather made it difficult for some to attend, but for the fifteen who attended it was well worth the trip.

Our January meeting was held in the home of FRAN BROWN in Boise Thursday evening, January 8th. This was our first try at an evening meeting for quite a long time and we were happy at the nice turnout, which included GENE NORA JESSEN, HELEN HIGBY, ELOISE STOVER, LUCILLE TAYLOR, FLORENCE WATKINS, HILDA ELLIOTT, CONNIE WHITE, BARBARA HORNBACK, FRAN BROWN and EULA LOGSDON, with guests MADGE PETERSON and DONNA HOLT. We were especially happy to welcome back our first Chairman, BARBARA HORNBACK, who is recovering nicely from a long serious illness. We hope to see her regularly in the future. The program included the film, DENSITY ALTITUDE, which everyone enjoyed.

We are all deeply grieved to hear of LYN CLARK'S great loss. Her husband, MERLE, was killed in an automobile accident just before Christmas. Our deepest sympathy goes out to her at this time.

VELDA BELL and 49½er JOHN are spending January touring the Far East. Their itinerary includes such fabulous places as Hong Kong, Singapore, and many others that the rest of us just get to read about. Happy Holiday to them.

Have to hope our weather improves so we will have some flying news next month.

MONTANA CHAPTER

Elsie Johnson, Reporter

MARGE SWARTZ and husband DR. WARREN SWARTZ of Missoula are the very happy owners of a brand new Cessna Skylane. Marge wears the key on a necklace.

ELSIE JOHNSON, your reporter, is now on an extended vacation with no definite plans for the future. After over 20 years of being secretary at Johnson Flying Service of Missoula, she has decided she owed it to herself to see more of the world, although in that time, being also Chief Stewardess of Johnson Flying Service, she has done her share of seeing the United States. She is not guaranteeing how long she

can vacation before she's looking for a job and tired of playing.

JOY LUECK and husband BOB, of Missoula just returned from a January vacation trip which took them to Chicago and Mobile on business and then for a week's stay in Mexico City, playing tourist, visiting the markets, pyramids and doing all the things a first time tourist in Mexico City does. They flew commercial even though they own Missoula Skyflite (FBO) at Missoula. JOY who is a former 99 but says she is going to rejoin is also Whirley Girl No. 114.

MOUNT TAHOMA CHAPTER

Loretta Prettyman, Reporter

Instead of the regular monthly meeting in December we enjoyed an evening out or dinner and lots of hangar flying at Johnny's-On-The-Mall with our husbands, and welcomed a new member ALICE BUTLER.

This was the first opportunity for our husbands to get to meet one another and everyone present had a wonderful time. The main comment from the men was 'Let's do this more often', so the gals and their hubby's that missed this meeting (dinner) will have to make the next one for sure.

Our Chairman, MARY KIRK and husband, BOB flew off via airliner to Hawaii on a postponed honeymoon. MARY said BOB was only fulfilling his courtship promises. Congratulations again to both of them.

BETTY CRAWFORD and family are home from their trip to Japan and Hong Kong and understand that they had a wonderful trip. MAXINE BLUMER and hubby JOHN are back from Phoenix Air Races, where he was the official timer.

With the rainy Washington weather there hasn't been much flying but we are all taking advantage of the nice days as they come along. Happy and Safe Flying through this new year to you all.

WESTERN WASHINGTON CHAPTER

Priscilla Cook, Reporter

The Christmas meeting was a huge success. ILOVENE POTTER graciously invited both the Western Washington Chapter and the Greater Seattle Chapter to her lovely home. Sixty-two people attended with the chapters being equally represented.

Our chapter was well represented by DOTTIE DAUB, THEDA BRENT-

SON, DOROTHY BOYSEN, DELLA KOSS, BETTY McCULLOUGH and JAY LAWRENCE at a public hearing at the Seattle Center on the FAA's Terminal Control Area Plan. A statement was submitted to be entered into the record. This was composed at a previous meeting when some members of the Greater Seattle Chapter joined us.

IMOGENE CHAMBERLAIN is moving from our area. She and 49½'er HOWARD will be at home in February at 1715A Lawyer Street, College Station, Texas, 77840. HOWARD will be an Associate Professor in the School of Business at Texas A & M University. Our loss is certainly Texas' gain.

GINNY ANDREWS and 49½'er NICK will fly commercially to Bangkok to attend their son's wedding on January 21st.

Since winter weather is upon us flying can be rather restricted here in the northwest. We hope for sunnier skies and greater flying adventures soon.



ALAMEDA COUNTY CHAPTER

Eleanor Alford, Reporter

Ten members of our newly-chartered chapter attended a "Flight Session" at Hayward Flight Safety, November 14, at the invitation of our sponsoring chapter — Bay Cities. The girls found the evening stimulating, with a program on tower operation and controls with MR. LOU MARTIN in charge.

Our chapter's Christmas party was held December 6 at ADELAIDE MORRIS' home in the Berkeley Hills with members and husbands joining for pot luck snacks, gift exchange, games and fun.

ADELAIDE MORRIS and 49½'er DONALD, and DOROTHY SHACKLEY and 49½'er DARYL went "Plane Buddying" during the Christmas holidays in Baja. DOROTHY says she particularly liked the southern tip of Baja and would like to return.

Your reporter and her family flew to Santa Barbara for the holidays, and in a rented VW explored the environs including Lake Cachuma and Solvang.

Our regular business meeting was

held January 5 at the home of vice-chairman PETRINE LOCKHART in Pleasanton. PETRINE had a movie set up so we could enjoy a film put out by Beechcraft in color of a flight of the southwest area, including such spectacular spots as Death Valley, Furnace Creek, Indian reservations, the Grand Canyon, and the desert areas of New Mexico and Arizona.

Airmarking chairman MARFREDA COFFIN has her committee and workmen for the airmarking of Livermore (Calif.) airport. The date is March 1. JIM BYRONS, Airport Manager, expressed the desire for the name to be placed on the taxi-way parallel to the landing strip in 40-foot letters in black and yellow. The Livermore Valley Airmen's Association will be joining the 99er's in putting this project over. DENISE GORDON and ELEANOR ALFORD will furnish refreshments for the early morning event—7:30 a.m.—which can be quite chilly in Sunny California.

DENISE GORDON, our treasurer, is expecting her new rating of "Mother" in early March. ANN BLOXHAM, scrapbook chairman, has entered an adult evening class in instrument ground school at Mt. Diablo High School in Concord.

JANE WILSON, chairman of the pin committee, distributed our chapter pins to the membership. Treasurer DENISE GORDON noted a pitifully small treasury; so, it was voted that any member not wearing her pin to a meeting would henceforth be fined 25c.

Our February meeting will be held at a restaurant in the area with a short business meeting followed by a ceremony honoring our 49½'ers and presenting them with their 49½'er pins. There will also be a program featuring a movie of moon shots from Ames Research, Palo Alto.

Again, our January meeting seriously took up the subject of adverse publicity being given to General Aviation. JUANDA BIGELOW and DOROTHY SHACKLEY composed a letter which was published in the Hayward Review protesting an article written by JACK ANDERSON, which appeared in the Parade Magazine on October 13, and distributed through newspapers nationally. Copies of this published letter are being sent to FLYING (Magazine), AOPA and the FAA.

Our congratulations and best wishes

dinner. ETHEL and her 49½ER go to SAN LUIS OBISPO CHAPTER, who will receive their charter on Saturday, January 17.

ALOHA CHAPTER

Dorothy Read, Reporter

Aloha. We want to start the new year right by acknowledging our friends. Bay Cities Chapter, from which came our three founders, LINDY BOYES, DOROTHY KELSEY, and MARY KING, has two members to whom we owe much. RUTH RUECKERT seems to have become Aloha Chapter's official mainland delegate, and we all appreciate her help. Not only does she ably represent us, she sends us detailed and flattering reports of the meetings. Mahalo RUTH. GERI HILL has been another Bay Cities member who sustains us, both by attending our meetings when she is in town and by swelling our meager treasury with her gifts. Aloha, too, to Loretta Gabrielson, who has attended more of our meetings than some members

The holiday season is busy for everyone, but some of our gals found time to help others and to fly while doing this. DOROTHY KELSEY and BUD and PAT DAVIS helped fly the entertainers down to Kalaupapa (the leper colony on Molokai) for the annual show that the Lions Club and the General Aviation Council present there. Pat's parents, MR. and MRS. K. L. McCLEARNON also went along. Everyone had a wonderful time, but a 300 lb. Santa Claus in the back seat gave BUD, DOROTHY and PAT some worry. Each of them ran a weight and balance check before they would take off with that load. PAT flew to Kalaupapa the day before as part of a Civil Air Patrol mission to fly the Salvation Army Xmas party down there. Kalaupapa is a lively place at Christmas time!

JANE KELLY has her multi-engine rating and is now at work on her instrument ratings. JANE very ably represented Aloha Chapter on a morning TV talk show, "Hawaii AM".

KATHY CHADWICK is now MRS. TOM PENLAND. KATHY and TOM had a fliers' honeymoon — they ferried a Cherokee 140C from Vero Beach to Long Beach.

We welcome two transferring members, BETH OLIVER of Western Washington Chapter and CAROLYN FORD WILCOX of San Fernando Val-

ley Chapter.

Introducing our newest member, MADDIE DOLEMAN, who just got her private license.

We notice in the newsletters of other chapters that many of you visit Hawaii. Please bring along your roster and give us a call. We'd all be happy to give you any travel information or any inter-island flying tips you might need. Also, if you are in town on the first Wednesday of any month, you are welcome at our meetings. Aloha.

BAKERSFIELD CHAPTER

Persis Webster, Reporter

In January, the Kern County Airport Systems held its first special awards banquet honoring those who have contributed to the advancement of aviation. JUNE EDWARDS received a letter of commendation from William Drum, Airport Director of Kern County, for her work in aviation education. The Bakersfield chapter of the 99's was also commended for its contribution to aviation activities in Kern County. It makes one proud to be a member of 99's.

LAURINE and LOREN WITMER flew their sons back to college after the Christmas holidays—JIM to Santa Barbara and MIKE to Cal Poly.

JOAN PAYNTER has received her instrument certificate. With the winter smog it is an opportune time to have it.

Weather permitting MARIANNE LAXAGUE, DAWN MOORE, PRISCILLA SPENCER, and ACHA HOLFELDER plan to fly to San Luis Obispo for the charter night of the newly formed San Luis Obispo chapter of 99's. A hearty welcome to the organization and happy flying to the new group.

BAY CITIES CHAPTER

Kathy Marquardt, Reporter

Following the theme of "FUN AND FRIENDSHIP" we have started the new year. ETHEL SHAFFER invited us to her lovely home in San Francisco for our January meeting and then amended her invite to include

Next Issue due FEB. 20th. It must be in Dallas on the 20th, not postmarked that day. Mail to:

BOX 38499

Dallas, Texas 75238

PERRY served a delicious dinner to make one of our best meetings yet. In fact, we had so much fun we've decided to do it again next month — potluck style. Thanks ETHEL and PERRY for the nice time.

We officially welcomed our new members at our January meeting. Unlike most of us they even got some flying in over the holidays. JOYCE WELLS flew a friend's 80 year old mother from Novato to Chico in a Piper Cherokee Arrow. At 80, it was her first small plane ride and they had a beautiful day for the trip. ROSE SHARP may become a professional student at the rate she is catching on to aerobatics. Right now, the hammer-head turns have completely taken over the weekly lessons. BETTY EDWARDS has had to miss meetings for awhile, she sent word at Christmas that she hopes to do more flying in the new year. BETTY and 49½ER TILDEN have purchased a ranch on the American River, named Tilbet. BETTY also has had time to receive her commercial rating. DR. and MRS. THOMAS EISLER from Adelphi, Md. were guests of SUSAN KREN over the holidays. SUSAN'S sister, CYNTHIA, a non-pilot, enjoyed watching TOM go on instrument lessons with SUSAN.

CAROLINE SCHUTT recently took 3 Army enlisted men for a "get acquainted with California" flight. They flew about 800 miles around Northern Calif. and the Bay Area. The boys took CAROLINE to lunch at the Nut Tree. RUTH and FRED RUECKERT, CEASER and HAZEL BERTAGNA (Redwood Empire Chapter) attended the S. F. Bay Area Chapter NAA annual Kitty Hawk Dinner-Dance at the Fort Mason Officers Club, S.F. Three Early Birds were honored. Your reporter managed to get a few hours of flying into the holidays. I took ALLEN HURT for a ride around the area. A little different than the areas he had flown over previously in Alaska. He is working on a glider rating. That's about all of the news for this month. Many New Year's Resolutions were to do more flying in 1970. We will be having more news.

CONGRATULATIONS AND MANY THANKS TO OUR EDITOR HAZEL McKENDRICK FOR A JOB WELL DONE ON THE 40TH ANNIVERSARY ISSUE.

MEDALLIONS — MEDALLIONS

The 99 Compass Rose Insignia — on gold metal with blue and white enamel. A lovely addition to a charm bracelet, made into dangle-type earrings!!!, or used on a small chain for around the neck.

Excellent to have on hand for last minute gifts or even planned gifts for a 99. How about door prizes — and 49½ers take note: a grand "extra" gift. These are available only thru ECV. See page 164 of the 99 Membership Directory for details in securing. The Medallions are available for immed. delivery.

EL CAJON VALLEY CHAPTER Anna Christensen, Reporter

P*A*R* — THE PACIFIC AIR-RACE IS SCHEDULED FOR TAKE-OFF FROM GILLIESPIE FIELD OCTOBER 3RD. Take note gals. The route and special surprises have not been firmed, but indications are that again its a race not to miss. This PAR is the main feature of the ECV Chamber of Commerce yearly Aircade Celebration. Plan to attend. DOTTIE SANDERS and VI CHAMBERS have been working with the SD Chapter. Timing equipment has been checked and made ready.

DOTTIE sports a membership card as having been a passenger in the Goodyear blimp. The blimps, here for an aircraft suppliers convention, flew over the ECV area. AILEEN SAUNDERS, on the Airport Commission, was also a passenger. The steep ascent and descent without the aid of a seat belt is a mighty unusual feeling, according to DOTTIE.

WELCOME SAN LUIS OBISPO COUNTY 99's. This new chapter had the charter dinner night January 17th and deadline on this copy was before weather had decided to cooperate. Those hopefully with dinner reservations were VI CHAMBERS, LYNN COULTHARD, DOTTIE SANDERS, ODRIS and CHUCK TAYLOR.

DEE KEAVENY, ALOHA CHAPTER, but formerly SD when ECV had not yet been formed was in town. Luncheons and dinners in DEE'S honor made it possible to see long time friends. DEE is the "official" greeter in Honolulu for 99's enroute to the Orient or visiting the Islands. It's a

treat to be able to visit with her here on the mainland. Among those choring Aloha were DOTTIE and ROY DAVIS, LEAH LIERSCH, ISABELLE McCRAE, DOTTIE SANDERS.

May we review the Flying Samaritans? You will remember that one of our members (AILEEN) was with a group from SD who made a visit to El Rosario in 1961 and observing the need of the people for medical assistance created the Flying Samaritans with the sole purpose of providing medical relief to the remote areas of Baja.

DOTTIE CAMPBELL and 49½ER DICK are active with this group. Since February 1968 they have made a total of nine flying trips into remote parts of Baja to take vaccine, medicine, doctors and nurses to people who have no other recourse to medical help. DOT works in the office on records. DICK vaccinates, photographs, fills prescriptions, runs lab tests and fixes things in need of repair.

The farthest trip has been to Cedros Island about halfway down the Peninsula and about 50 miles out in the Pacific. In January the clinic was set up in El Arco and La Bay.

DICK, in addition to the above duties, is flight coordinator and briefs the pilots on the conditions of the fields. Latest check was San Francisco, a field at 4,000 feet elevation on top of a mesa, only accessible by air.

DOT and DICK showed slides of previous trips at the January meeting. Anyone interested in making a flight with the Samaritans should contact the CAMPBELLS.

FRESNO CHAPTER Theola Nutt, Reporter

December found the Fresno Chapter of 99s combining forces with the Fresno Sky Riders Club for an enjoyable Christmas party. Good food, music, and friends.

CAROL BUGAY spent Christmas vacation by flying to Marin, then touring the San Francisco area and taking in all the sights.

CLAUDINE SHREWSBURY and family enjoyed the climate and good flying of the San Diego area for a holiday.

An excuse to fly to Corona and a good Santa Ana Wind provided LIZ WILLIAMS with the chance to prac-

tice what she'd learned in regards to cross wind (40 K) take-offs in a 172. Winds in the Fresno area can be tricky too. BETTY MACPHERSON was practicing in 10-15 K gusting, when the 10-15 K changed to 30 K. Sure doesn't take long to stop or take off at that rate!

Between the bad weather days, the few good ones provided some practice time for VOLINE DODGSON. Some prefer the bad, though. KATHIE MACNAMARA and husband, KEN, are working on their IFRs. Their son, ROB, is also learning to fly making them a 100% flying family and keeping an instructor busy!

Good news! BARBARA FALLER and family are back home and her membership so soon to be reinstated with the 99s. Son, CHET, continues to improve from his accident.

Fresno goes on the map—for the Powder Puff Derby, that is. Our faithful member, LU FREEMAN, has been named as the Southwest Inspector for AWTAR and Fresno is the first check point of the race after taking off from Monterey.

One good 'bad weather' project is polishing airplanes. MARY WILDER can vouch for this. She says there should be a rating given for such an accomplishment!!

SARA JANE CLOUSE flew to Phoenix, Arizona for a wedding then on to Yuma to visit her son, who is stationed in the Marines there.

Commercial jet flew KATHIE MULDER east for a convention. (She is Executive Sec. of the Crop Dusters' Association.) She counted 28 big 'birds' ahead of hers in Chicago and clocked their take-offs at 20 sec. intervals. Makes one take their hat off to the efficient control tower operators.

The A.O.P.A. Instructors Clinic in Fresno was aided by 99s, VI HUCKLEBERRY, SUSAN CASTANG, and HELEN SMITH. They in turn attended all the sessions, taping some and taking reams of notes.

We are proud at the welcoming of one new member, LIZ WILLIAMS, and happy with the prospects of 5 more. We had as guests at the January meeting, BEVERLY MARTIN, VAL XAIS, JERRI BLAIR, JUNE COLE, and LOIS BEELER. The weather in our valley has limited flying time but by no means has it limited our enthusiasm for flying. Over and out.

LOS ANGELES CHAPTER

Ann Lodwig, Reporter

KUDOS TO NINETY-NINE NEWS EDITOR HAZEL McKENDRICK FOR THE WONDERFUL FORTIETH ANNIVERSARY ISSUE. I KNOW THE EFFORTS OF MANY PEOPLE WENT INTO THAT PROJECT, AND OUR THANKS TO THEM AS WELL. THE END RESULT IS AN ISSUE TO TREASURE! THANK YOU, HAZEL.

My thanks also go to CAROL LEWIS for taking over for me as our chapter's news reporter. I hope to be as efficient a sleuth as she was and will try to keep you all current on the events of our chapter.

Our chairman BEULAH KEE and RACHEL BONZON attended the Crescent Bay Flyers Fly-In to Borrego Valley in November. Rachel won the spot landing contest, but I understand the team of BONZON and KEE couldn't keep the target in the bombardier's crosshairs during the flour bombing contest.

Following Thanksgiving, RACHEL, DOROTHY LIMBACH, her son and his guest and a pleasant flight to Santa Barbara, Oceano at Pismo Beach, and return to Santa Monica. Pismo Beach seems to be a great place for collecting shells and watching dune buggies cavort on the sand.

November 23rd was the date of our chapter's fly-in to Giant Rock Airport. Taking part were DOROTHY LIMBACH, RACHEL BONZON, BEULAH KEE, SALLY LA FORGE, TILLIE KLEMENTS, VIRGINIA SHOWERS, HALDIS RAUCHFUS and her guest. All enjoyed lunch at Giant Rock and then a hike over the surrounding terrain. DOROTHY, in her enthusiasm as a rock hound, was accused of upsetting the load factor in the weight and balance considerations for the return trip. As a consequence of the delicious apple pie consumed at the airport restaurant before starting back, everyone's weight and balance may have altered.

SALLY LA FORGE was our gracious hostess for the chapter's Christmas potluck dinner. It was a very relaxed evening of visiting with good friends and enjoying the color slides taken by VIRGINIA SHOWERS of the 1969 AWTAR in which she flew as co-pilot with pilot HALDIS RAUCHFUS. VIRGINIA also brought pictures of her return trip with RACHEL BONZON and DOROTHY LIMBACH. They saw

some beautiful country on their way home, matched in interest only by their adventures in the air and on the ground.

No less than 22 members of the Long Beach Chapter met with us at Claire Walters Flight Academy the night of January 14 as we nearly completed preparations for the Flight Instructor Revalidation Clinic, sponsored jointly by the two chapters. The clinic will be held at the Miramar Hotel in Santa Monica, February 10-12, and this is the second year the two chapters have worked together to sponsor a Revalidation Clinic. Speaking for the Los Angeles Chapter, we have certainly enjoyed working with Long Beach on this most worthwhile event.

Our members seem to be quietly gathering their forces since Christmas. The weather has kept most of us grounded. It has, however, provided DOROTHY LIMBACH with added incentive to work on her instrument rating. While she has been busy in ground school, HALDIS RAUCHFUS got above it all on Scandinavian Airways for a European vacation. The trip included Germany, where her car got stuck in the Bavarian snow, Denmark, Norway, and Sweden. She told me her return hand luggage contained smoked fish and shrimp, and that the customs officer missed out on a real seafood dinner by not asking what that bag contained.

VIRGINIA SHOWERS and HALDIS did get a flight in to Las Vegas this month. VIRGINIA has been known for her winner's touch on the slot machines, and, true to form, she came home money ahead. What is it VIRGINIA, telekinesis?

Also this month SALLY LA FORGE and RACHEL BONZON have been building up their hood time and have been making instrument approaches to several local airports.

DORIS ROBERTSON, first recipient of our chapter's flying scholarship, has completed her private pilot rating. We are very proud of DORIS. She said she had always wanted to fly for as long as she can remember. She read of our scholarship offer in the local newspaper last year, and her first thought was, "There's got to be a hitch." But she also thought it was worth investigating, and as a result, she has her license and we have a new 99. She is a busy gal. She has worked as a stewardess and flight nurse, and is currently a nurse at the

UCLA Medical Center Hospital. She was a volunteer nurse in a village hospital in Viet Nam, and it was while she was in Viet Nam that she developed a great interest in flying helicopters. We hope that in helping her earn her pilot's license we have started her on a long and rewarding journey in aviation and in the 99's. Her immediate plans include participation with RACHEL BONZON in Orange County's Picture Hunt, January 24. Look out gals, here comes a winner!

(Ed. note: Thank you Dr. Lodwig for those kind words. Hope you come fly the PPD with us again soon. By the by—what is telekinesis? If that works in Las we all want it.)

MONTEREY BAY CHAPTER

Dolores Boyman, Reporter

News Flash—We have an important goal for the 1970 P.P.D. We would like to have at least one entry from each state in the U.S. and at least one from each foreign chapter of the Ninety-Nines. Then of course we have all those marvelous members at large. How about an entry from Germany or India or Italy or perhaps Israel? Wouldn't that be exciting!! Come on girls, the world really is quite small. You'll have a wonderful time and think of all the publicity you'll be able to drum up for your state or country.

But just a minute that's not all — we have something special planned for all you girls that got your pilots license before 1940. You don't have to be a contestant — just be at the 1970 Derby start in Monterey. If you are one of these ladies and plan to attend the race start please send your name and address to: P.P.D. 1970, Box 534, Pacific Grove, California 93950. We'll send you further information on this special event.

My last information on the P.P.D. decals was that they were not ready because of the change in the race terminus. I'm sure they will soon be available for you gals that are waiting — patiently.

Now that we're well into the new year let's see what we've been doing that's exciting. JO DIESER, bless her heart, got to practice two emergency landings at Santa Maria when the Cessna 150 she was flying (with Audrey Moranda as co-pilot) developed carburetor icing. Something was ap-

paren'tly mechanically wrong with the plane as the carb heat failed twice to remedy the situation. Her boss flew down to pick the girls up in a Cessna 310. Fun??

DELL HINN, our glider pilot, took over and managed (with the aid of her son, JAY HAWK) Salinas Soaring, Inc. while the boss was away on a week's vacation. Then DELL packed their trailer and headed for the Mohave Desert where she got to fly the Cadillac of the Schweitzers — the 2-32. Know what that is girls? Fun!!

Both DELL and TRISH MARKS flew drug samples to Santa Barbara not too long ago. DELL'S hubby is a physician you know.

Speaking of TRISH MARKS, she finally got her instrument ticket — and — was awarded the Monterey Bay Chapter's trophy for "Pilot of the Year". In eighteen months she went from a private license with ASEL rating to a commercial license with AS&MEL and the aforementioned instrument rating. Congratulations Trish!

MARY ELLEN EISEMANN and her 49½er, HANK, have finished their beach house, appropriately called "Sand Castle". It's located at Cayucos and is a landmark with its lovely blue tile roof—for all you beach buzzers!

HELEN SHROPSHIRE recently made two trips to Friday Harbor, Washington and says she's having a difficult time getting back to earth. How about that!

DOLORES BOYMAN with better half, Everett, is trying to plan the best and fastest route from Watsonville, California to Rockford, Illinois. We hope to make the trip next August in our Aeronca 7AC. We have no radio equipment but are thinking (seriously) about renting a portable unit. Anyone having any tips, suggestions or useful information (besides telling us to forget the whole idea) please let us hear from you via P.O. Box 1184, Watsonville, California 95076.

Before stopping, I did want to send belated but heartfelt congratulations to you, HAZEL McKENDRICK, on your you know which birthday and to let you know how much we enjoyed the November-December issue of the *Ninety-Nine News*. You obviously must work very hard on this publication and do such a terrific job.

(Ed. Note: That birthday was 4 years ago and it's been "gangbusters" ever since. Thanks for the kind words.)

PHOENIX CHAPTER

Becky Braudoin, Reporter

MARY VIAL and 49½er GEORGE had all 7 children and 2 grandchildren home for the holidays. MARY is now taking an accelerated course in conversational Spanish in hopes of being able to communicate on future trips to Mexico.

AGGIE and DALE LILJEGREN had a nice visit with VIRGINIA WEGENER at Ginny's Flying Service, Brackett Field, LA VERN County Airport shortly after Christmas while on their trip to Santa Paula, California.

TRUDY and BILL ROCHE are the proud new grandparents of Wayne James Maxwell Murphy.

JESSE WIMMERS has been jetting around the U.S. teaching ground school for AOPA. Last month saw her in Chicago, Detroit and Washington, D.C.

BETH USSHER got caught in Fallbrook, California over Christmas in the high winds . . . she had plenty of company.

JUDY URBAN accompanied Frank to the National Air Transport Association Convention at Anaheim in early December. After four days at the Disneyland Hotel they traveled to Monterey, Carmel, Oakland and Sacramento. They spent Christmas in Colorado on the slopes skiing.

MARGARET HLAIVENKA flew to Tucson, Prescott, Globe, and Grand Canyon over the holidays to acquaint her foreign exchange student with the state.

SHARI BERG recently returned from Chicago, the proud possessor of her Flight Instructor Rating.

ALICE MAU spent the Christmas holidays in the snow country of Minnesota getting to know her new grandson.

CHARLOTTE GRAHAM, JESSIE WIMMERS, RUBY SHELDON and MARJY CROWL attended the helicopter convention in Las Vegas. They were joined by NAN SCHEER, a member of the Phoenix Chapter who is living in Omaha. MARILYN ANDREWS joined the girls for lunch.

CHARLOTTE also recently attended the Airline-Hotel Seminar in Las Vegas and the Arizona Aviation Symposium. She is currently enrolled in the Air Research Jet Engine School and is the proud new owner of a new strobe light for her Skylane, a gift from 49½er Milt.

JUNE BONESTEEL, RUTH LUND-

BERG, and SHARI BERG recently went to Chandler and took their first glider ride.

Phoenix is hosting the AOPA Clinic in January, and as usual our girls JESSIE WIMMERS and BRUNI BRADLEY will be teaching.

BRUNI and her husband are being transferred to Berlin. BRUNI will fly the 210 across the Atlantic.

We are busy preparing for our annual Airlift in April.

RENO AREA CHAPTER

Jo Cromwell, Reporter

Good News! BERTHA CLINE, who was in a very bad accident last September, is back on her feet and working part time. She fell down a flight of stairs and for a while it was doubtful that she would fully recover, but things look fine now.

Two of my students, prospective 99s NORMA BURNETTE and FAYE STEWART are flying up a storm to get their certificates before the written expires. NORMA owns a 182 and FAY has a Citabria.

FRAN and GUS GUSTAVSON are in Gustine, California helping FRAN'S mother celebrate her birthday. They are trying to sneak over the Sierras between storms, so return date is indefinite.

Visitors to the Fallon Airport lately were ANITA WOREL and 49½ER JACK from the Redwood Empire chapter and GENE and LAURA MAE CRAWFORD from San Joaquin Valley Chapter.

JIM CROMWELL is about to finish training for his instrument rating, and we are dickering for a 180 with all the gauges.

There are those of us who think when it snows you are supposed to grab your skis and skates and charge up a mountain and slide down again and get snow in your boots and down your neck and turn blue with cold, and then there are those who would rather stay in the house all winter. You will find me among the latter. Best wishes for 1970 and happy winter-time, whatever your bag!

SAN DIEGO CHAPTER

Evelyn Trimble, Reporter

One of our members that was missed at our Christmas party was RUTH EBEL. Seems as though early in the day of the party RUTH was taken ill and rushed to the hospital where she

had surgery later the same day. RUTH was at the January meeting and is feeling fine and on the mend again.

VIRGINIA SEAVER and her 49½er are now living in Honolulu. We haven't received any mail as yet, but expect to hear as soon as they are settled. Their Debonair was dismantled here in San Diego, and is now in the process of being shipped over to Honolulu. Hope all the parts arrive and that no pieces have been left out (or left over). — We all miss you, VIRGINIA and ED, but hope you are having a grand time in your new home.

ELEANOR RICHARDSON is working on her multi-engine rating and should have her ticket before long. Almost all the members of our chapter are continually working on increasing their proficiency. About ¾ of the members all have earned qualifications beyond their private licenses and are still working. For instance, PAT OSMON is working on her flight instructor certificate now.

MARION BANKS will fly to Aca-pulco in February to pick up her husband and they will return together. The BANKS, the MULLENS and SEAVERS, all went to Warner Hot Springs for New Year's.

PAT OSMON flew to Mexico City for the Christmas Holidays — but didn't fly her own plane. Went as a typical tourist, by commercial airline.

BETTY WHARTON was admiring a mink stole at the Christmas party and wishing that she could afford one, but instead, poor BETTY merely received a new DME for the 210 as a Christmas gift.

AVA CARMICHAEL is being welcomed as a new member. AVA received her license last fall and she and her husband, DAVID, have been making good use of their licenses flying all about the country. Our chapter is growing fast, with several local gals just about ready for their private licenses, and we are ready to welcome them with open arms at that time.

SAN FERNANDO VALLEY CHAPTER **Rochelle Jensen, Reporter**

Happy New Year! The San Fernando Valley Ninety-Nines are already filling 1970 with flying fun and activity.

Our January 5th meeting was held at Skytrails restaurant with the usual familiar faces in attendance and a few we haven't seen in awhile.

VIRGINIA RAINWATER is looking



ROSE ANN FORD congratulating the proud winner of 10 free flying lessons, **PAUL HEGG**.

great after her 3½ month tour of Europe. She says she fell in love with all 15 countries she visited, and got an educational tour that was wonderful, even though the cost was a bit more than \$5 a day.

Mexico has been a popular place to vacation lately. JAN DRYFUS and MARY LOU LYONS each had wonderful experiences flying south of the border to share with us.

Welcome back ETHEL COLLINS, we missed you last year. A big welcome and congratulations also to new private pilot FLORIE FERMAN, we are glad to know you.

Classified under happy surprises: SHIRLEY THOM introduced Wing Scout Leader MARY MANN and Wing Scouts LINDA THOM and JANE HAGLER who formally presented a plaque of appreciation to ELLEN TRINDLE for her efforts teaching ground school. Congratulations, ELLEN, we are proud of you.

January 20 & 21st are the days — say Air Marking Chairmen JAN DRYFUS and GERRY VICKERS. Weather permitting, we will airmark beautiful downtown Hollywood-Burbank Airport in 40 foot letters for all to see. Tell you all about the fun next month.

Talk about luck — would you believe HARRIET BAIR lost her radio and lights while airborne again! This

time she was going to Palm Springs. DAPHNE CHOATE also lost a radio and got the green light from Van Nuys Tower. Say gals, this isn't contagious, is it?

Happiness is a Mooney Statesmen for Christmas—hey, PAULINE FLEMING, don't wax it to death! AUDREY SCHUTTE is sporting a new Cherokee, but says her latest frustration is learning to fly a helicopter. KATHY BLACK already had the plane, so Santa just brought her a new radio for it.

More happiness—we've been hearing wedding bells again. We wish much happiness to ABBY HADDAWAY WEISS.

Well, that's about all for now, see you next month.

SAN GABRIEL VALLEY CHAPTER **Marion Marriott, Reporter**

PAUL HEGG, a Sales Representative for Day and Night Manufacturing Co., is planning to take his 10 free lessons won in December in the raffle sponsored by the San Gabriel Valley 99's. PAUL is 6'7" and has had only one small plane flying experience in the past, MERLIN GEDDES treated him to one small plane trip. Picture PAUL folding to get into a Cessna 150 trainer.

December and January have been

That Treasure Hunt fly-in we had back in November was a hilarious and fun type outing. Members sharing the prizes and laughs were: ANNE EHRLICH, PAT GLADNEY, ALICE TAYLOR, HONEY COWAN. JOAN HANSEN, NOVIS PERCIVAL, EVELYN LUNDSTROM, JEANINE CEC-CIO, MARION BARNICH, PAT APPEL, MARY SMITH, BARBARA KNAPP, and of course our tricky flight chairman, TONI KUHN. The gals had lunch at Dorado Estates followed by horseback riding, and/or golf. Their final destination was Cameron Park where the winners were announced. MARION BARNICK took first prize for making all the check points and of course finding the place, and PAT GLADNEY and HONEY COWAN tied for second place.

TUCSON CHAPTER

On December 19th, ALDINE VON-ISSER hosted a get-acquainted brunch for 66's and 99's. The six 66's who attended were MARION SHIRLEY, MAY SHOUSE, TERRY ROBERTSON, KARIN FABRIS, and MRS. JOHN VARGA. The 99's who attended were SHIRLEY MARSHALL, VIRGINIA COOK, BARBARA WELSH, JANET ROBERTSON, LORRAINE YOCUM, CHRIS RUCK, MARGRET SHOCK, and NORMA WILCOX.

SHIRLEY MARSHALL earned her Diamond Altitude Pin, soaring to 30,300 feet January 9. She also earned her Lennie (lenticular) pin and her Gold altitude pin sailplaning at Black Forest, Colorado. Then to add to the excitement, she has been towing sailplanes up into the wave. We congratulate you SHIRLEY.

BARBARA WELSH, 49½er JOHN,

and friends flew to Las Vegas the week end of the 20th.

The WILCOXES, having spent all summer rebuilding their Piper J-4 now have it flying. They have taken no cross-countries in it tho. They did motor to Phoenix to attend the 1969 International Air Races the 3rd and 4th of Jan, and cheered a friend on to third place both days.

The January Meeting was a dinner meeting at the La Granda Restaurant, Tucson International Airport. Twenty-five 99's and 49½ers attended.

UTAH CHAPTER

Barbara Dunkley, Reporter

Now I don't want to sound like a complainer or anything, but if we don't get a break in our weather soon we Utah girls are going to have to start taking dual again! Not only have we had sub-freezing weather, we have had either snow, rain or fog for nearly two months!

The only gal I've heard of that's been brave enough to fly is VIVIAN YARDLEY, who flew in the Twin Beech to Montrose, Colorado with her 49½ Jim. They also took the airlines to Orange, California to welcome their new Granddaughter.

We were very happy to have the opportunity to visit with HARRIET BRIN and her 49½ BILL, who motored up this way in December from Montrose, Colorado. A group of us met them at the Ogden terminal for lunch and a good gab fest.

BARBARA BARLOW has been having fun snowmobiling and reports having won first place in two races, then as she put it, she crashed and burned in the last race. Don't hit the panic

button though, as we couldn't even find a bruise.

Salt Lake airport was fogged in for nearly a week, so a lot of the flights were detoured to Ogden. We in Ogden really enjoyed the excitement, but JOAN WILLIAMS was worried about her Bonanza being blown off the ramp so she decided to taxi it to a safer tie down area. She had to taxi behind a great big one that was warming up, and that gave her a bit of a thrill.

BECKIE WILKONSON LARSEN got married and graduated from the University of Utah in December. Congratulations on both, BECKIE.

Our January meeting was held at the home of BARBARA DUNKLEY, and we had as our guest speaker MAJOR DON SHOCKEY of the Civil Air Patrol. He gave a most interesting talk on search and rescue. He stressed the importance of filing flight plans, so let's all cooperate, gals. They are ready, willing and able to help us, so you can't beat a setup like that.

Those in attendance were JANE PATTERSON, JOAN WILLIAMS, LILA FIELDEN, TERI WOJCIK, BARBARA BARLOW, DARLA TOWNLEY, JO ANN WINTERLING, ELEANOR IRVINE, BECKIE LARSEN, NANCY REULING, VIRGINIA WILKONSON, VIVIAN YARDLEY and BARBARA DUNKLEY. As guests we had MAJOR DON SHOCKEY and a new 66, JOAN BARTON.

We are planning a fun trip to Elko in February if the weather will cooperate.

Here's to blue skies, so sunny and clear, that let us go flying both far off and near. If we can get rid of the snow, rain and fog — A whole bunch of hours we're going to log.

99 MEMBERSHIP LIST

JANUARY, 1970

"NEW"

EAST CANADIAN SECTION

Mogge, Margaret Edith Barbara (John)
RR No. 1 First Canadian
Loretto, Ontario, Canada — 519-941-2793

NEW YORK-NEW JERSEY SECTION

Gredsted, Stephana D. (Finn)
20 Germania Ct. Garden State
Toms River, N.J. 08753 — 349-3659

Rodriguez, Dianne Cecile (Ruben)
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Rumson, N.J. 07760 — 201-842-3255

De'la Fera, Gail A.
2 Cedar Lane Greater N.Y.
Rcsceland, N.J. 07068 — 226-2803

Wentzel, Virginia Pier
14 Beebe Ave. Hudson Valley
Norwich, N.Y. 13815 — 607-344-8059

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Zaharf, Joan
2425 Cedar St. Eastern Penn.
Philadelphia, Pa. 19125 — GA 6-0470

Downs, Helen Rose (Leo C.)
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Russell, Mamie K. (Marvin F.)
Overlook Dr., Box 63 Alabama
Montroeville, Ala. 36460 — 743-3483

Guice, Kay Karras (L. C. III)
238 Price St. Georgia
Bremen, Ga. 30110 — 537-2411

Husby, Peggy Bolton (Robert B.)
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Carrollton, Ga. 30117 — 832-7075

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Albany, Mo. 64402 — ID 9-3103

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4418 Urbandale Ave. Iowa
Des Moines, Iowa 50310 — 255-8149

Bentley, Christine E. (John M.)
9547 Morton Taylor Rd. Michigan
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2121 Fountainview, 95 Houston
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Kean, Claudine Annette (Edward)
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Blackburn, Janis L. (Robert M.)
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Colorado Spgs., Co. 80909 — 471-7561

Potanko, Marjory Ann (Andrew)
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Moranda, Nancy J.
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Petersen, Laneah
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Salt Lake City, Utah 84109 — 467-5639

* * *

"REINSTATEMENTS"

AUSTRALIAN SECTION

Crane, Ailsa
Alice Springs
Northern Terr. 5250 — Australia

MIDDLE EAST SECTION

Loch, Mary June (Wm. J.)
50 Sutphin Rd. Eastern Penn.
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SOUTH CENTRAL SECTION

Newman, Nancy Shaw (Gene)
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Jurva, Linda
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Ehrlich, Helen (John W.)
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Omaha, Neb. 68104 — 566-1845

SOUTHWEST SECTION

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Stutesman, Janice E. (Charles L.)
1500 E. 36th St. Tucson
Tucson, Ariz. 85713 — 602-623-6090

* * *

JANUARY TRANSFERS

Dorothea J. Heacock
From Greater St. Louis Chapter
To Santa Fe Area Chapter

Myra Hettinger
From Eastern Washington
To Orange County

Donna Joss
From Garden State
To Western New York

Holly Smith
From Georgia
To Memphis

Joan Stalk
From Alabama
To Washington D.C.

The Ninety-Nines Inc.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

International Headquarters — Will Rogers World Airport

Oklahoma City, Oklahoma 73159

RETURN REQUESTED