

MAY, 1970

Ninety-Nine News





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

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President's Column

May, 1970

The President's magic carpet swept down to Carbondale and DuQuoin, Illinois the first week-end of April for the second Executive Board Meeting of the fiscal year. Your Executive Board put in over two hundred woman hours of work, making decisions, setting policy, issuing directives and assigning priorities for the future. What a hard working group.

Because our priority this time was dealing with Data Processing, we met with Executives of Turco Mfg. Co. who will be programing our Ninety-Nine business. As you no doubt know, Turco, is the family business of LOIS and BOB FEIGENBAUM.

The first day's business was concerned with immediate items such as the 1970 Convention plans for Bretton Woods, N.H. Our V.P. BETTY McNABB brought us up to date on the arrangements, program of events and the facilities to handle our unique requirements. The New England members are enthusiastically attacking the numerous details that must go into the planning of this type function and their plans sound tremendous. Don't miss this one. The site is out of a story book and the setting can only mean, Fun and Friendship. The business meeting will be the morning of July 14th and 15th. Please take note . . . if we can finish our business at the second morning session, we won't have to meet that afternoon, BUT." An attempt to assure us ample time will be made by having the luncheon for Governors on Monday the 13th open to all members and delegates. The reports of the Governors will be read at this time with the written reports simply handed in at Convention Business time. I would like to say at this point that if there is anything in the report requiring Delegate action it MUST be read at the meeting. It is felt this procedure will hopefully allow all Governors and members an informal atmosphere to exchange ideas. The Convention Agenda will be available to you soon.

One other point with regard to procedures at Convention was discussed and agreed on as acceptable and this

pertains to nominations from the floor for Executive Board. It has been suggested that, because not all the delegates know all the nominees, the person nominating a girl for Exec. Brd., present a thumb nail sketch and qualifications so that the Delegates will be better informed.

After a great deal of in-depth discussion, the Exec. Board voted to accept the invitation of the East Canada Section for Convention 1972. The East Canada Invitation included exciting ideas of where, how and when and, enthusiastically, we accept. We are so happy with the thought of becoming more Internationally oriented that 1978 has been designated International for site consideration. By '78 the jumbo jets will be swinging us long distances at reduced rates which will no doubt allow more of our members to plan on attending.

We all thank Yael Rom and Israel for the generous and gracious invitation to Israel and we surely hope they will re-extend their invitation for '78. I for one would love to see this historic country and know its courageous people better.

The 1971 Convention plans were discussed and Wichita sound like a "WHEE" PLACE TO GO! How can we make each Convention uniquely better? I don't know, but somehow we do. Perhaps it's because with each passing year we get better acquainted and it makes getting together of even greater significance. Our mutual bond of love for Aviation gets stronger with time, doesn't it?

Committee reports were reviewed and action taken where requested. From the sounds of things we are moving at every level.

The second day of the Brd. Meeting was spent at the Turco plant with Mr.

Membership Count Is

3887

Olsen, the controller, the programmer and BOB FEIGENBAUM the President. In what seemed a short time, we resolved a procedure to follow in a classification system which will provide the services our membership requires. You will receive a questionnaire along with your re-newal form and new members will also be asked to fill one in. Just a few of the benefits to be derived will be mailing tapes by whatever classification you need, and up to date mailing tapes for the News and Roster. We anticipate the savings in mailing and printing costs will off-set the expense of setting the system up, and it is simply a much more business like way of handling some of the headquarters business. LOIS, you're really doing a GREAT job. Thanks.

On Sunday last minute details were completed and the business meeting was adjourned as everyone went hustling to their respective airline connections.

The week-end of the 11th was North-Central, South-East and Middle-East Sectional time. JOAN HRUBEC presented the Charter of the new Tri-Cities Chapter at the Middle-East Section, while BETTY McNABB, our veep and PAGE SHAMBURGER, SE Governor and Exec. Brd. member enhanced the activities of the South East Section. I had a ball at the North-Central Sectional. I might be just a bit biased when I talk about my Section but you don't mind a bit of bragging on the part of a very proud Prez do you? We combined a business meeting and Project Aware and the members sat spell-bound for four hours without a break. MARY CLARK, our Governor and Mother Superior of the Co-Pilots, did her usual tremendous job. Thanks to MARJORIE HATFIELD and her whole committee for the warm hospitality and just good ole fun.

We all want to say WELCOME ABOARD to the new Tri-Cities Chapter and our very best wishes to you all. PATSEY GALLOWAY is the chairman and will be setting the course for challenging the future, I'm sure.

The 14th saw me winging eastward to DCA and the Second Annual National Aviation System Planning Review Conference and you must read all about it following this report.

While in Washington, BLANCHE

NOYES and I had a chance to meet and discuss the Museum and Ninety-Nine activities. Such a great lady. I surely do appreciate being able to consult with her from time to time. She really has the interest of the Ninety-Nines at heart all the time. I also had the opportunity of chatting with JEAN ROSS HOWARD and learning more about Heliports and things. CLEO SHERBOW, our parliamentarian for Convention, worked me into her schedule and we went over the Convention Business agenda. All in all it was a very busy week but most enlightening.

On the 23rd, I'm off to California and several most enjoyable tasks, one of which will be the Southwest Section meeting and the Chartering of the new Golden West Chapter in the San Francisco Bay area. TONI KUHNS will be first pilot on their maiden voyage and we all wish them well. Gee it's great to see new Chapters forming. Proves we're moving and growing like mad. From San Francisco we (the whole family) go to Alaska and hopefully meet with Ninety-Nines there. BOB'S business takes us there for about a week. We travel from Anchorage to Fairbanks before starting back. On the way back I will be stopping off at Bozeman, Montana for the National Intercollegiate Flying Association Spring Meet. PAGE SHAMBURGER and I will join our new little mother, GENE NORA JESSEN, who will be taking time away from Motherly chores to put on her NIFA Chairman hat for a few days to represent the Ninety-Nines' interest and support of this valuable College Flying event. The dates are May 7 thru 9th.

At some point in May I hope to present the Charter to the new New Orleans Chapter and attend the N.Y.-N.J. Sectional. More on this later.

Spring has sprung. Hope to see you somewhere along the airways soon. B. Steadman

V-Pres. Report

A 99 Looks At The FAA

Betty W. McNabb

The "Flight Magazine" reprint in our March news certainly gives rise to justification for current unease and unrest among general aviation people. We do seem to be getting it in the neck from airlines (but not airline pilots), FAA, and news media.

We can only hope the FAA will realize that we are not "just" general aviation, we are a tremendous and important and necessary segment OF AVIATION IN TOTO. Meanwhile, nobody can control the news including the FAA — and we can not expect to control the FAA unless we work in complete concert to present better solutions to problems than anybody has come up with so far.

As far as the news media itself is concerned, I have been a freelance writer for years, and have almost wept many times because something I submitted to a news publication emerged from Rewrite like nothing I had ever seen before. Not always—but sometimes. So . . . I'll certainly join the crowd in the "I-hate-Jack-Anderson, Huntley - Brinkley - Parade Magazine-and-that-Bain-Fellow" Club. Plus anybody in any other area—OR AGENCY—who doesn't THINK THIS THING OUT.

If FAA continues to let somebody, don't know **who**, completely dominate it, I'll be happy to include them too, as many of us are already doing automatically.

MEANWHILE—let's talk about the GOOD things FAA does for us!

Do you read that excellent publication, the FAA "Aviation News"? March Issue answered a question about the wedding cake deal: "High-speed corridors will be designed for high density terminal areas wherever suitable. FAA studies of traffic flow

STENOTYPIST WANTED

Bids for stenotypist for the International Convention at White Mountain Inn, Bretton Woods, N.H., July 12-15, 1970 are now being accepted by International Secretary Joan Hrubec. Any 99 interested in applying or who knows of a stenotypist interested in applying should contact Joan at 16902 Dartmouth Ave., Cleveland, Ohio 44111.

plus experience with military restricted corridors, indicate that strict application of the corridor concept would not be operationally feasible at many busy terminals. FAA is considering corridor configuration for some airports, mushroom-type for others, a combination of the two at still other locations."

So that, friend bird-women, seems to be current status.

The new transponder codes which tell the controller, not visually but by the code itself, relative altitude, are nice. 3300, for instance, means under 10,000 feet.

An article which intimates that all OLD pilots are not airways menaces sat very well with this aging pilot. If you're not as young as you used to be, read and take heart.

Shaky on night visual approaches? There's an excellent article on how to.

Other published information received from the FAA tells us:

A proposed rule-making regards familiarity of pilot-in-command with runway length. Let us hope this does not apply to any 99. We hope all of us are sure about density altitude, temperature, our own capabilities and those of our aircraft before we tell the tower cheerfully, "24 Charlie is rolling."

Have you completed and returned your Current Eligibility Report? (AC Form 8050-73.) PART OF IT is regulatory. DON'T STICK IT IN A DRAWER AND FORGET IT. You could get your license suspended.

DID YOU KNOW that LAX ARTCC is the first to begin operation with the so-called "new-generation" computer system and program which automatically handles incoming flight information, performs necessary calculations and distributes flight data strips to controller positions? Next: Fort Worth, Kansas City, Denver, Oakland.

(I hope this doesn't interfere with those pleasant male voices — and sometimes female ones—who soothe me as I churn through the stuff.)

For 99, flight club, CAP, or any general aviation group—a slide presentation, brand new, and hats off to the people who put it together—"The FAA Story." DO show it at your chapter meeting. It's available from your Regional Public Affairs Officer or the FAA in Washington.

And more about transponders—an excellent FAA publication entitled "You and Your Transponder." Read all about it!

There are still lots of things about that outfit that fit their pseudonym, the FRIENDLY Aviation Administration. Let's try to keep them that way! Let's try to help, not just criticize. Maybe it's like the highway slogan—the life you save may be your own. In this case, the freedom of the skies . . .



HEADLINES from Hazel

NOTICE TO REPORTERS:

According to some who are infinitely wiser than I horses "sweat", gentlemen "perspire", and ladies "glow"! Be advised that some of you are causing your discombooberated ole editor to "glow" a mite. PLEASE, let's review briefly how a report is to be received by the editor to make her happy! At the top of the page please put your section, chapter, and name. They should be under each other, in caps, & double spaced. The report should be typewritten and also double spaced. Please leave a margin on all sides so that I can scribble love notes to the printer. The double spacing is so I can correct spelling etc. We can only use black and white pictures. We cannot use negatives . . . they just don't do worth a flip. We cannot use color pictures. Each picture should have a nice piece of paper scotch-taped to the bottom telling me who they are and what they are doing. A piece of paper big enough so I can write love notes to the printer. You see, I like to send love notes to the printer and I need a bit of space, in which, to do so. Newspaper clippings, color pictures, and negatives are out. Six pictures with the captions on one piece of paper makes me "glow" quite a bit. Sometimes, I even revert back to type, and just plain "sweat". I would appreciate it if we can all regroup and get back on the track.

I note with increasing frequency and also with great delight that more and more of our gals are getting into the Friendly Aviation Administration and are in school at Oklahoma City. I believe two reports this month reflect that. I am pleased that you have been accepted. I am pleased that you are joining this good organization. I think you will find it a very fruitful and worthwhile career, full of challenges and excitement, and a job that will give you much satisfaction. Hav-

Coming Events

Northwest Section

Flying Poker Party

May 16-17, 1970

Ctc: Illovene Potter

99 Air Race — May 17, 1970

Midland, Virginia

Connie Marsh

RR 1, Box 166

Bryans Road, Maryland 20616

Southcentral Sectional

Tulsa, Oklahoma

May 22-23-24, 1970

Illi-Nines Air Derby

Rockford, Ill.

East Canada Sectional

London Ontario, Canada

May 23, 1970

Dallas Poker Party

May 23, 1970

4th Annual Pilot Poker Run

First Canadian Chap.

Contact Sybil Dunn

June 7, 1970

AWTAR

July 3-7, 1970

Monterey, Calif. to

3M Airport, Bristol, Pa.

Fun Air Tour

Convention Aero-Mada

July 7, 1970 - July 12th

Registration Deadline

June 15th

See Air Meet For Details

International Convention

July 12-15, 1970

Bretton Woods, N.H.

North Central Fall Sectional

September 4-6, 1970

Louisville, Ky.

Sept. 26, 1970

Nebraska 1st Air Race

Contact: Judy Westbrook

Pacific Air Race

Oct. 10, 1970

Contact Eleanor Richardson

ing been a member of the team for about 25 years, I welcome you aboard and hope that more of you will pursue this career. It is great to have your vocation and avocation so closely aligned.

I invite your attention to the article on a seminar called SKY SAFE which will be held in Richmond, Va. on June 6th and 7th. It promises to be a great thing for general aviation and a seminar that we all could use. I will be there shedding truth and light about "How to get a good weather briefing" and there will be others to give lectures on all the aspects of safe flying. I can think of no better way to get yourself current, mentally and aeronautically, than by attending seminars of this nature and I hope to see lots of you there. There will be many 99's participating as instructors, so it should be a grand opportunity to get together, learn something, and renew old friendships. SEE YA THERE!! You know if we all, voluntarily, keep current and abreast of what's going on, it will preclude this from ever becoming a requirement. We in general aviation can and must do all that is possible to improve our safety record; to check periodically on any bad habits we might have gotten into that could cause us trouble; to learn what facilities are available for our benefit and to use all of them to the utmost; to remain current in all facets of aviation; and there is no better way than to avail ourselves of these refresher courses when they are available.

Please also be sure and read Louise Sacchi review on the FAA NPRM 69-41. Very up to date on what is going on in the rule making department. When these local meetings are held, be sure to attend and participate. Dallas won a great victory with the help of AOPA and I am sure that AOPA will lend a helping hand to all who request their help. Contrary to the thinking of a great many, they are really not "agin" everything. On the other hand, if you roll over and "play dead" and leave the involvement to others, you may wake up some morning and find that while you were waiting for "George to do it", the rules are set, the ball game is over, and you never got up to bat. Louise's overview of what is going on is just great and I suggest you keep it for ready reference. Also the report by our beloved boss, "Bea" on the National Air-

space System. These are must readings if we are to keep up with what is now going on and what is planned for the future. We in general aviation are going to pay the bills, and we best be sure that we are getting our money's worth.

Someday, I hope to have the time to just take off and attend all the exciting functions that are going on all over the country. The Ninety-Nines are a busy group of troops and it all sounds just great. Marie Richardson's account of the 21st anniversary of the Australian Women's Pilots Association for openers and all the other things that are going on here in our country and in Canada makes me wish I had unlimited time and money so I could go "play". When these events occur near you and you can go and participate, do so. In this way we can truly make this a year of "Fun and Friend-

ship". Remember also, that the Editor wants to know HOW-WHAT-WHEN-WHERE-WHO.

GOOF Dept: If this was really "up-town," I would call this errata, but since it's just us kids, we apparently made a "boo-boo". The New York-New Jersey Section of the Ninety Nines presented the A.E. medal to Turi Wideron with Governor Ellie-baby McCullough doing the honors. Forgive me and you may beat me with a wet noodle when next we meet.

Kathy Caston and I will be herding the "Gold Bird" across country the second week in May in hopes that I can improve my navigational expertise, so maybe we will see you "eyeball to eyeball" somewhere along the way. We are TAR 25 this year and 2+5=7 which is a winner. See ya!

Love to Hiram Hazelette wherever you are.

Backward Glance Column

By Melba Gorby Beard Charter Member

On Feb. 10, 1929 I started flying at the Long Beach airport in California, and to earn the \$25 an hour cost, quit my art studies at Pasadena Jr. College and got a job which allowed a half hour dual a week. The OX-5 powered International all-wood biplane had no

windshield and only three instruments. In due time received the 10 hour Private Pilot license, No. 9116, and that fall became a Charter member by mail application. At first there were no Chapters, just eight Sections, patterned after the CAA (FAA) divisions.



AVIATION, November 1934, should have credit for the group picture: WOMEN PILOTS AT COLLEGE PARK — Six of the leaders at the air meet held at College Park, Md., Oct. 14. Standing, left to right: PHOEBE OMLIE (License No. 199), HELEN MacCLOSKEY ROUGH (18300), FLORENCE LOWE PANCHO BARNES (4668), VIOLA GENTRY (1822). Seated left to right: GENEVIEVE SAVAGE (21739), MELBA GORBY BEARD (9116). (Received from H. Glenn Buffington—Seattle, Wash.)



Winner of the Earhart Trophy Race, Mrs. Melba Beard, 22 years old of California, receiving her award from the donor, Amelia Earhart (right) after defeating seven other women fliers in the twenty-five mile contest at the National Air Races in Cleveland. (Sept. 1935)

The widely scattered and loosely knit, we were bonded by our love of the air and our membership. From the beginning we wished to stay an organization of licensed women pilots, resisting efforts over the years to relax eligibility.

Not owning a plane, my experience in new and strange types developed rapidly. I flew all the light training and sport planes of that time, including the Travel Air, Waco, Fleet, Great Lakes, Bird, Eaglerock, Swallow, Commandaire, Cardinal and many others, powered with the OX-5, various Warner and Kinner engines, Axleson, Cirrus, Wright, etc.

Next came the LC (Limited Commercial) license and a year or so later at 200 solo hours, I passed the so-called Transport Test in an OX-5 powered Parks biplane. This was the same as the present Commercial License which I have held since. The writtens and flight test were both taken on the

same day. Various ratings were held in the early years, but now it is just SEL, and even after 41 years of flying, I seem to have only around 3,500 hours.

The years until my marriage in 1933 were filled with every kind of flying available to a woman at that time—passenger hopping, student instruction, demonstrating, flight school operation for others and myself, airport management, even some test flying and movie work and, of course, the frequent air shows and competitions. Because this activity was so far from my folk's home in Pasadena, I bought a second-hand Chevvy and learned to drive it on the airport.

I participated in every available contest on the West coast—pylon races, aerobatic contests, spot landings, and the popular little air derbies around the Southwest. One was called the Tom Thumb Derby, a round robin fun race,

usually with lunch enroute. The real accomplishment was in finishing the course at all, especially with only poor maps and no compass. The "99's" were usually invited as a group to participate in the regional air shows, putting on a race or contest. It was also rather rugged at times. One of the easier problems was how to be comfortable yet attractive around high, open cockpit planes, and dusty, skimpy airports. The English riding habit seemed the best. It gave protection and was acceptable. Another favorite was the white coverall.

While operating my flight school, a new plane owner on the field, William Beard, an instructor at Cal. Tech., asked my help in doing spin recovery, a retroactive license requirement when the Private was boosted from 10 to 50 solo hours. However, I was unable to put his Bird plane into a spin, which is true to this day. During our flying, the plane's engine twice faltered and lost power. Mr. Beard seemed impressed with my handling of the two forced landings. He liked a woman who did not shrink at the word "airplane", and I in turn was attracted to him. So we flew to Yuma and were married. Bless him, for 37 years, he has encouraged and supported my flying and still enjoys going along occasionally.

Commercial flying days were now over, but I still flew in the various contests. In 1933, I placed fourth in a woman's race from Burbank to the new San Francisco Airport. There were more little derbies, races and air shows. In 1934, at a Fresno show where the "99's" appeared as a group, I won the Edith Boydston California Women Pilot's Trophy, climaxed by doing 33 consecutive loops.

My husband changed his work to Washington, D.C., and together we flew the Bird plane East. There I participated in and won two events in the first All Women's Air Show, 1934, at College Park Airport, Maryland. This was a successful enterprise put on by the women pilots of the nation's capital. This encouraged me to enter the Bird in the biggest race of all, the Women's Stock Plane Handicap Race at the 1935 Cleveland National Air Races which Amelia Earhart sponsored for several years to stimulate more flying my women. It was handicapped so that the slowest plane



Phoebe F. Omile, Viola Gentry and Melba Beard are charter members of the Ninety-Nines, as you know. The 'solo' picture is of the late Florence Klingensmith (License No. 7096), a copy of one she sent me years ago and which inspired me for days on end! (Received from H. Glenn Buffington—Seattle, Wash.)

would start first, and all should finish at the same time. It was my big chance. I was at the peak of my flying. I was handicapped the slowest, first off, and my strategy would be not to let anyone catch up or pass me. No one did. I, a pilot from the far West had won the most important flying competition for women at that time against the best female pilots in the East. It was my happiest moment, and the memory of that victory zoom at the finish line is still with me. The next day the bubble burst when officials said that an error had been made in my handicap, all their fault. I would switch places with second place winner, also flying a Bird. Recovered from the shock, friends helped me file a protest to be reviewed

at a later time by the NAA in Washington, D.C. The result, the Contest Committee recognized my protest, but was extremely sorry nothing could be done. In fairness to us both, a compromise would be the best solution. So I wound up as the winner of the race, retained the lovely trophy, but received only second-place money. The other girl would place second, but was awarded the much larger first-place purse which satisfied both of us. As this decision was reached well after the event, some score sheets show me as placing second in the race. The following year, my entry approved, I flew the Bird back across the country to enter the National Air Races to be held in Los Angeles, only to be told that my plane was disqualified

for age. A friend loaned me his plane, but AGAIN the timers made errors on my and other entries. At this point, I retired from competition. I couldn't beat that game.

In 1938, I was one of several women among pilots certificated by the Post Office Dept. to participate in the nation-wide experiment of local pick-up of air mail. My flight was from Altadena, Calif., to the airline terminal. As my area had no airport, I was given permission to use the local golf course to pick up my two sacks of mail.

Soon the war was upon us, and though invited to join an early group of women pilots going to England, I declined in favor of bearing and rearing our two children. Even sold my beloved airplane. The war years were spent at home, serving with the Civil Air Patrol in Wisconsin, and later as a Red Cross nurse's aide in California military and civilian hospitals.

When flying resumed, I had missed so many technical advances and not being interested in further commercial flying, resumed flying for fun.

Unable to find our original plane, I purchased a similar one on the East coast and flew it home to Arizona where we now lived. The following years have been devoted to the restoration and flying of the planes of yesteryears, a pleasure in which other pilots are becoming aware. To have more control over the repair and management of my antique planes (have owned 7 in all), I went to trade school and got my Airframe and Powerplant Mechanics License. I do all of my own maintenance and some of the repair work, a pastime enjoyed as much as flying.

Organizations: In the "99's", I have held the office of International Secretary, around 1946-47, followed by several years as a Trustee of the Amelia Earhart Scholarship Fund including two years as Chairman. Was Governor of the Southwest Section 1937-38, and have been a member of the following Chapters: Los Angeles, New York-New Jersey, Middle-East (Washington, D.C.), organized the Wisconsin Chapter in 1941, and since 1951 have been a member or officer of the Phoenix Chapter. In 1963, I joined other charter members at Atchison, Kansas, to commemorate Amelia Earhart's birthday by flying the First Day Covers

and stamps to New Mexico and Arizona. Phoenix Chapter sold more covers than any other. I was on Start Inspection three years for the AWTAR; then three years, as an Enroute Timer.

In the early years (early 1930's), I was a member of the NAA and WIAA and the Women's Air Reserve as well as the "99's". Recent years, I have devoted my energies to two newer groups, the OX-5 Club of America as a local and national officer and in 1963, received their award for the Most Outstanding Woman of the Year. With the Arizona Antique Aircraft Association, I am busy as an officer and with their activities of "keeping the antiques flying", and putting on their annual Fly-In of vintage planes. I fly my 1928 Bird plane to as many events as I can with the "99's" and others, even winning the antique division of their recent Kachina Doll Efficiency Race with the skillful help of navigator Juanita Newell.

By necessity, I design and sew my own flying outfits for open cockpit flying, including feminine helmets, and have in the works two booklets dealing with antique aircraft, one being a history of the Bird airplane.

In conclusion, attending the 40th Anniversary in New York was a great experience, especially meeting with other charter members. My appreciation goes to those "99" officers whose earlier efforts resulted in locating so many of our original members.

Convention Carol says



*BE ON the LIST
Yes, you can be the special
recipient of a special
Surprise!*

Register Early

by JUNE 25

The First! Sky-Safe Voluntary Pilots Proficiency Program Slated for Richmond, Virginia, June 6 & 7

A new program for pilots of general aviation aircraft to voluntarily check their skills and receive refresher training if necessary was announced today by the AOPA Air Safety Foundation and the Virginia Department of Aeronautics.

The program, to be held in June, is the first of many scheduled across the nation by the AOPA Air Safety Foundation to continue to keep all pilots current.

Ralph F. Nelson, Executive Vice President of the Foundation, stated that SKY-SAFE is a unique new one-day program where Skill, Knowledge and You, will be brought together for a Safe Airman's Flight Evaluation.

The finest flight instructors and aviation education technologists assisted by the foremost representatives of the airframe and avionics industry will be present at Byrd Field, Richmond, Virginia.

Cost of the program is \$30.00, one-half of which will be paid for by the state of Virginia on a scholarship basis to each Virginia state-licensed pilot who has not participated in a state approved flight school program or an AOPA Flight Training Clinic within the past 24 months.

Willard G. Plentl, Director, Aviation Division of the State of Virginia, said that the realistic price structure of the program should encourage all pilots to attend.

Pilots may fly in their own aircraft or rent the aircraft of their choice at cost, i.e., a Cherokee 140 at \$12.00.

Pre-flight to shut-down evaluation will be provided in addition to the opportunity to attend at least three of the numerous lectures.

Lectures to be offered by experts in their field are as follows: FAR, Weight and Balance, Multi-Engine Operations, Attitude Instrument Techniques, Engine Systems and Maintenance, FSS Weather, Terminal Operations, Omni Clinic, and Aero-Medical Facts. A Vertigon simulator will be available. Members of the aviation industry will be on hand for on-the-spot consultation by the individual pilots.

The program format will consist of an hour and a half of dual flight instruction followed by a de-briefing and

attendance at three or more lectures that will be running concurrently throughout the program.

Out-of-state pilots may attend. AOPA membership is not a requirement. Radio equipped aircraft will operate out of Byrd Field, Richmond, Virginia. Non-radio equipped aircraft may participate in the program but will receive special instructions from the Air Safety Activities Department of the AOPA Air Safety Foundation.

Pilots who complete the SKY-SAFE program will be awarded certificates and wallet cards by the Foundation attesting to the voluntary completion of a proficiency check on himself and the aircraft in which he is rated and current.

Prizes will be awarded to the youngest pilot who participates, the oldest pilot who participates, and to the pilot who flies the greatest distance to attend the SKY-SAFE program.

It is to be emphasized that this is to be a voluntary effort on the part of each pilot to find out just how current and how safe he is. It will also be a rare opportunity to gather with the experts in the aviation industry and "hangar fly".

Pilots should contact the Air Safety Activities Department of the AOPA Air Safety Foundation for further details and pre-registration forms. The SKY-SAFE program is planned to assist 400 pilots over the two-day period of Saturday, June 6th and Sunday, June 7th. All of the participants will be registered on a first-come, first-served basis.

Persons who desire to attend the lectures and not participate in the flight will be charged a fee of \$15.00. They will not be eligible to receive the SKY-SAFE certificate from the Foundation.

See what the letters stand for:

S=Skill

K=Knowledge

Y=YOU, the Pilot

S=Safe

A=Airman's

F=Flight

E=Evaluation.

Contact: Pattie Hughes—AOPA Safety Foundation—4650 East-West Highway—Washington, D.C. 20014.

Presidential Report on National Aviation System

Am just back from the Second Annual National Aviation System Planning Review Conference held in Washington, D.C., April 14-17. At this point my head is full of the current jargon, like Data Acquisition, time-frequency, conspicuity enhancement, cost allocation, L Band versus VHF, micro wave relay and cost benefit.

The conference was recommended by WACOA a couple of years back and I was most anxious to see how it would work. The FAA spokesmen stated their departmental objectives and outlined study projects along with status reports. Industry reported on their R & D projects. All in all it was a flea market on a very technical in-

ternationally important plane.

For instance, FAA is planning to spend a Billion dollars in R & D on a satellite navigation program which will assist Air Carriers in transoceanic flights and maybe continental flights someday. It's a pretty sophisticated set-up with the aircraft transmitting through the satellite to a computerized system which gives the pilot navigational assistance and gives the ground controller positive identification and control. At last count there weren't very many such flights and with acceptance of the big jet concept, it is unlikely the number of flights will increase significantly when compared with the projected growth of domestic

airplane movements. On a cost benefit ratio, I'm afraid my enthusiasm for the expenditure was somewhat nil and I couldn't help wonder what had happened to inertial guidance systems? Then my diminished interest in the new concept was completely destroyed when a representative of Airline Transport Assoc. asked "Who asked for this system?" (What does this do for Gen. Aviation?)

Another of the way-out systems is the Micro wave ILS. Although many questions haven't been answered, it appears that for the moment just more of what is already here would help the most.

With the passage of the new aviation User Bill, more money will funnel back to the airport/airway system than has ever been available. I would hope that money will be made available to establish new airports where needed now as this type of community project is getting increasingly unpopular. Expansion of our existing facilities is a must as we prepare for the increase in aircraft movements. Hopefully transportation to and from the airport will catch up.

As for us in General Aviation, exciting new things are in the offing. First, improvement of the existing VOR-DME system with greater accuracy built in to allow for area navigation, and along that line, wait until you see the new glide slope computer attachment which will allow you to put an ILS wherever you want. New requirements for anti-collision lights (strokes) are under study. The day-glo paint seems out for ever. Pretty obvious why, too. It didn't last and got quite expensive. McDonnell Douglas is working on a collision avoidance system that can be used by General Aviation. The parts cost about thirty dollars and the unit will sell for around \$1500.00. That's about par for the course, isn't it? This basic unit can be added to and for an additional \$1500.00 it will tell you where the menacing aircraft is in relation to yours.

Some interesting statistics were brought out, such as: 49.5% of travel is less than 500 miles and 85% is less than 1500 miles. 13% of all aircraft accidents happen on runways. Does that strike you as an unusual figure?

Ecologists take heed—Aviation is contributing less than 1/50th of the

Department of Transportation FEDERAL AVIATION ADMINISTRATION

WESTERN REGION

P.O. Box 92007, Worldway Postal Center
Los Angeles, California 90009

6 MAR 1970

Mrs. Alberta Nicholson
Governor Southwest Section 99's
3450 Cleveland Circle
Salt Lake City, Utah 84109

Dear Mrs. Nicholson:

This letter is to commend the 99's, specifically the Los Angeles and Long Beach Chapters, for their untiring efforts and unselfish devotion to the aviation community in sponsoring three successive Flight Instructor Refresher Clinics in the Los Angeles area.

Claire Walters, Chairman of the Clinic Committee for the past two years and Rachel Bonzon, Chairman for the 1968 Clinic Committee, deserve special commendation for their leadership and support of these clinics.

All members of the two chapters supported the clinic with enthusiasm and I'm told there are several ladies who deserve individual recognition. Some of these ladies are Kay Fitzpatrick, Joan Dilley, Jean Grooms, Chris Huerth, Beulah Key, Joyce Jones, Georgia Lambert, Doris Minter, Jean Schiffmann, "Frosty" White, Delene White and Adele Young. We are sure that others deserve similar recognition, however, we are unable to identify them.

The support of the 99's made these clinics possible, and without their organization and drive, the clinics would not have been so successful. We credit the clinics with reducing the failure rate on flight instructor applicants and upgrading applicants for other certificates. We believe that this in turn will help reduce the accident rate.

We wish to thank you and your organization for your enthusiastic support in the past and hope for your continued assistance in aviation education in the future.

Sincerely,
ARVIN O. BASNIGHT
Director

May, 1970

pollutants of any other mode of transportation. Which only means it shouldn't cost us so much to clean up our share. It is well to note that airport planners are aware they must consider the impact airports have on the environment.

The Conference was a real exercise in cooperative effort. I hope its total effect will be worth the effort as I am beginning to think this isn't the Age of Aquarius, but the Year of the Jaw-bone!

NOTAMS

AUSTRALIAN WOMEN PILOTS' ASSOCIATION 21st ANNIVERSARY 1971

THE FEDERAL PRESIDENT, SUE FOLKS, AND MEMBERS, EXTEND A VERY CORDIAL INVITATION TO ALL NINETY-NINES, AROUND THE WORLD, TO CELEBRATE WITH US, OUR 21ST ANNIVERSARY IN SYDNEY IN MARCH 1971.

A FLYING EVENT WILL BE HELD JUST PRIOR TO THE CONVENTION. THE WINNER WILL RECEIVE THE BEAUTIFUL A.W.P.A. TROPHY. THIS EVENT WILL ALSO GIVE VISITING PILOTS AN OPPORTUNITY TO PARTICIPATE AND TO SEE A BIT MORE OF THIS WONDERFUL COUNTRY OF OURS.

More details will be given later.

Come one, Come all. Enjoy the fun and activity with us.

Important Notice

The International Nominating Committee, with the concurrence of the International Executive Board, makes the following change in the procedure for nominations from the floor at conventions as in the case of nominations for the Executive Board which takes place after the announcement of the incoming Executive Officers:

"When placing a name in nomination, the proposer will give a brief history of her nominee to include Chapter and Section, flying qualifications, and offices held."

This information will enable newer delegates, unfamiliar with the nominees, to vote wisely and impartially.

Status Report on FAA Nprm 69-41

From: Louise Sacchi

After much adverse comment from the Aviation Public, FAA held a meeting in Washington on Feb. 28, 1970 to present an amended proposal with "concessions" to general aviation.

The "concession" is to divide the 22 airports into 2 classes: class 1—airports emplaning over 3,500,000 passengers per year. Transponder required. No Student pilot operation.

Class 2—airports emplaning less than 3,500,000. No transponder required. Student pilots will not be banned.

The amended proposal is equally as dangerous and discriminatory as the original.

It is dangerous because:

1. Without altitude capability on the radar, the controllers have no way of knowing whether the traffic on the scope is above, below or in the TCA.
2. It mixes both high performance and low performance aircraft under positive control, and will lead VFR pilots into clouds, and dangerous proximity to the jets, particularly the 747, which is dangerous to all aircraft for more than 10 miles behind it.
3. It promotes a false sense of security on the part of the airline pilots, that they need not bother to look at all for other traffic.
4. It will lead to a greater concentration of aircraft at very low levels under the TCA, which will create an additional collision hazard—particularly in marginal conditions, when there can also be jet aircraft remaining VFR.
5. It will lead to IFR confusion, and inadvertent violation, when a non-transponder aircraft is routed through a TCA.
6. The increase in transponder blips in good weather will so clutter the scopes to the point of nullification of all information. (In some areas, this is already a hazard, as witness requests to "squawk standby".)
7. Because of the variety of shapes and sizes, even the law-abiding pilot will find it impossible to remain clear of all TCA's.

THE DISCRIMINATION IS OBVIOUS IN THE CLEARANCE REQUIREMENT, BECAUSE:

1. The airlines are always on IFR clearances, gen. aviation is not.

2. The controllers cannot talk fast enough to accept any more traffic, so the VFR aircraft will not get clearance.

3. With reduced utility of the private aircraft how many people will buy or continue to own one this, as the NBAA discovered, also applies to expensive corporation jets. Therefore, the FAA is effectively working a great economic hardship on all of general aviation.

Although the ALPA/AOPA has agreed with the rest of general aviation that climb and descent corridors are the only safe and workable solution, the FAA refuses to consider them. (Lots of airline captains much prefer corridor.)

Following are their arguments as presented by MR. WM. FLENER at the Feb. 28th meeting:

1. Corridors would slow traffic.
FACT: THE RUNWAY IS THE LIMITING FACTOR FOR TERMINAL TRAFFIC, SO THE CORRIDOR COULD HAVE NO SLOWING EFFECT.
2. Corridor has no flexibility.
FACT: THERE IS NO NEED FOR IT TO BE FLEXIBLE — HIGH PERFORMANCE AIRCRAFT CAN BE MANEUVERED ABOVE 10,000 FT. AND THE CORRIDOR ONLY SERVES AS A FINAL APPROACH, OR INITIAL DEPARTURE.
3. The danger area is within 30 miles of the airport.
FACT: THIS IS ONE OF THE MOST COMPELLING REASONS FOR CONFINING JET AIRCRAFT TO A CORRIDOR WHERE THERE WOULD BE NO OTHER TRAFFIC FOR THEM TO HIT.
4. A Learjet will overtake a 727.
FACT: A LEARJET CERTAINLY CAN OVERTAKE A 727, BUT SINCE IT IS A CONTROLLABLE PIECE OF MACHINERY RATHER THAN A RUNAWAY HORSE. THERE IS NO REASON FOR IT TO OVERTAKE THE 727.

There is now one even more important reason for using the corridor, and that is the 747.

The FAA report on its wake turbulence indicates that even a 707 is in grave danger of being overturned within 10 NM behind one of these behemoths. Think then what will happen to the smaller airplanes who hap-

pen to cross behind one in a TCA, or even are vectored inadvertently where it has been. The 747 would be long out of sight, so the pilot would never know what hit him.

The FAA says, it can implement the TCA with its present manpower and equipment but assures us that it has requested thousands of new controllers, and billions of dollars of new

equipment.

As a commentary on this—witness what has happened to the traffic control system, when 10% (FAA figures in newspaper) stayed home for the last few days, airline schedules cancelled, 5-6 hours delay, general aviation unable to file IFR, etc. Think what will happen when all VFR traffic must have ATC clearances.

REGISTRATION FORM 1970 International Convention

The Ninety-Nines Inc.
Bretton Woods, New Hampshire

July 12-16, 1970

Name _____

Address _____

Chapter _____ (Chm?____) Section _____ (Gov?____)
(Gov. or Chapter Chm. please indicate)

Attending 1970 Convention: 49½er _____

Children _____ Guests (names) _____

Plan to arrive by:

Private Plane _____ Airline _____ Car _____ Bus _____

Type _____ at Airport: Whitefield _____ Twin Mountain _____

Fun Air Tour? _____ North Conway _____ Berlin _____

Day of Arrival _____ Departure _____

Please note number of people attending each Convention affair:

**Chairman Coffee _____ Heritage Dinner _____

Get-Acquainted Hour _____ International Buffet _____

Clambake (informal) _____ Banquet _____

A.E. Luncheon _____ Tours: Franconia Notch _____

Governor's Lunch _____ *Mt. Cranmore _____

*Antiquing _____

*Not included in registration (optional)

**For Chapter Chairmen or their designated representative only

Note: Hotel is American Plan — all meals included in hotel daily rate.
Additional meal tickets available.

REGISTRATION FEE: \$20.00

PRE-REGISTRATION FEE: \$15.00
(Postmarked on or before June 25, 1970)

Make checks payable to: Ninety-Nines 1970 Convention

Clip this form and return to: Mildred Doremus, Registration Chairman
177 Essex Street
Lynnfield, Mass. 01940

REGISTER EARLY AND SAVE!

CONVENTION 1970

CONVENTION NEWS FROM NEW ENGLAND SECTION

To help you with flight planning the vacation part of your trip to New England for the 1970 Convention, here are just a few suggestions.

Bar Harbor, Me. Mount Desert is one of the most spectacular islands along the Atlantic seaboard. A product of the ice age, its reddish granite mountains rise above forests of evergreens. The area has remained unspoiled as part of the Acadia National Park and is accessible by plane or boat.

Rockland, Me. The last week in July you'll find lobster being served on the village green during the Annual Lobster Festival. Take the opportunity to fly along the rugged coast of Maine with its harbors, coves and islands. Beautiful!

Basin Harbor, Vergennes, Vt. This popular and plush resort on Lake Champlain offers lodging, dining, golf, tennis and swimming.

Sturbridge, Mass. Southbridge Airport is a short taxi ride from Old Sturbridge Village, an early 19th century New England settlement. People in authentic costumes perform typical daily activities such as candle making. The grist mill, herb garden, blacksmith shop are just a few of the attractions that reflect life in an early 1800 rural town. Good food available at the village or the justifiably famous Publick House.

Old Rhinebeck, N.Y. This is the site of Cole Palen's famous antique plane collection. Visit it any day of the week. On Sunday at 2:30 there is an air show of World War I vintage you just won't find elsewhere. Fly into Skypark and they'll transport you to Old Rhinebeck at a dollar a head.

Swimming Stops: Katama Airpark, Martha's Vineyard; Block Island, R.I. (no fuel); and Montauk Point, Long Island, N.Y.

Refueling Stops for Pilots and Passengers: Mildred's Chowder House, Hyannis, Mass. (taxi up to the restaurant); Runway Rendezvous, Barre Montpelier, Vt.; Silver Ranch, Jaffrey, N.H. (fried chicken, hamburgers etc. in a piney setting); The Green Meadow Lodge, Sterling Mass. (great for steaks); Bradley Field, Conn. (superb cuisine).

Don't overlook the possibilities of the big city. Boston and New York offer sightseeing, theater and night life in abundance. Use Beverly or Norwood Airports for downtown Boston and Hanscom Field for the historic Concord-Lexington area. Teterboro is your best bet for New York City.

Further information will be available in the Hospitality Suite at Convention. See you there!

MEET YOUR 1970 CONVENTION EXECUTIVE BOARD

Planning a Convention is an exciting, challenging experience requiring the talents, time and energies of many. The New England Section is privileged to have a distinguished Executive Board of capable women responsible for the 1970 International Convention at Bretton Woods, N.H. We're proud of our girls and would like to introduce them to you.

Margaret "Peg" Davidson of the Connecticut Chapter, is Convention Chairman. Peg, a busy 99 indeed, is also Section Governor and is currently Secretary for the AWTAR Board. An Instrument rated Commercial pilot with 800 hours, Peg flies a Cessna 205. She has competed in the IAR and won two AWNEAR's. Peg and her plane are becoming a familiar sight at airports throughout New England as she works all of her assignments into a busy schedule.

Convention Coordinator is Lois Auchterlonie of the Eastern New England Section. An ex-WASP, Lois joined the 99's in 1955 and hasn't stopped actively contributing since. She has served as Chairman of the Kansas Chapter, Governor of the New England Section, and Chairman of the All Woman New England Air Race in 1967. Lois, with over 2,000 hours, flies a Cherokee 180. By profession she is a freelance technical editor and proposal coordinator. We're most lucky to have her using her organizational talents to see that various committee efforts mesh smoothly and that ideas are properly channeled.

Keeping us all busy, busy, busy raising money is Convention Treasurer Fran Porter. Fran allows an occasional pat on the back for a job well done, but never falters as an inspiration to do better! A member of the Eastern New England Chapter, Fran

has held most Chapter offices and has served on numerous Chapter committees. She is presently Section Vice-Governor. Her plane is a Navion and her log shows over 300 hours. Fran has competed in many AWNEAR's and was AWNEAR Operations Chairman for 1967.

Serving as liaison for the Northern New England Chapter is Jean Batchelder whose clear thinking and sharp mind have been invaluable to Convention planning. A past Chairman of her Chapter, Jean has also served as Membership Chairman. She writes an excellent aviation column for the Manchester Union Leader, a prestigious New Hampshire paper. With approximately 500 hours, Jean flies a Cherokee 180 and has competed in several AWNEAR's. She is ably wear-

ing another "hat" for Convention as an active member of the Publicity Committee.

We are most fortunate in having Joan Pinkham as our public relations counselor. Joan is lending her talents because of a deep desire to serve aviation. She has been responsible for promoting general aviation in many ways, large and small, over the years, and her efforts for us are greatly appreciated. Joan is a student pilot and prospective 99. She promises that if we'll stop working her so hard, she'll finish up and get that license!

These are the five exceptional ladies who make up the Convention Executive Board. Under their guidance, the New England Section is moving toward an exciting Fun and Friendship Convention.

1970 International Convention Calendar of Events

SUNDAY, July 12

- | | |
|------------|-----------------------|
| 1:00- 6:00 | Registration |
| | Hospitality Room open |
| Evening | Facilities of Hotel |

MONDAY, July 13

- | | |
|-------------|-----------------------------------|
| 9:00- 6:00 | Registration |
| 9:00-12:00 | Chairman Coffee |
| 12:30- 2:00 | Governor's Luncheon |
| 2:30- 5:30 | Free afternoon and optional tours |
| 6:30- 7:30 | Get-Acquainted Party |
| 7:30- 9:30 | NEW ENGLAND CLAMBAKE (informal) |

TUESDAY, July 14

- | | |
|-------------|--|
| 8:00- 6:00 | Registration |
| 8:30-12:00 | CONVENTION ANNUAL MEETING |
| 12:30- 2:00 | A.E. Luncheon — Guest speaker: Mrs. Morrissey |
| 2:30- 5:30 | Tour of Franconia Notch, Flume, Cannon Mountain |
| 6:30- 7:30 | Happy Hour |
| 7:30-10:00 | Heritage Dinner — Guest speaker: Clarence Chamberlin |

WEDNESDAY, July 15

- | | |
|-------------|------------------------------|
| 8:00-12:00 | Registration (if necessary) |
| 8:30-12:00 | CONVENTION ANNUAL MEETING |
| 12:30- 2:00 | International Buffet |
| 2:30- 6:30 | Free time and optional tours |
| 6:30- 7:30 | Social Hour |
| 7:30-10:00 | Banquet |

THURSDAY, July 16

- | | |
|------------|------------------------------------|
| 7:00- 2:00 | Transportation to various airports |
| | Hotel checkout time is 2:00 p.m. |

"Gotcha Covered" by Susie Sewell

The Ninety-Nines are noted for conducting fun flying events that are well organized and free from "show-off" tactics. Many local communities marvel at how well the Penny-A-Pound flights raise funds for charitable purposes and at the same time treat the little ones and the old folks to the thrill of that "first flight." Fortunately, there is always someone who raises the question, "Where do we stand on insurance?"

No group of ladies has become more interested in the complex subject of aviation insurance than the 99's. Nor is any group likely to soon be more knowledgeable on the subject, if interest is any measure.

Recently at the "Project Aware" held by the North Central Section in

Detroit the 99 insurance program was presented in brief by Susie Sewell, 99 Insurance Representative and Executive Board Member.

The liability which arises out of group sponsored events, involving aircraft can be categorized as follows:

1. **Participants Liability**—This is the ordinary liability encountered by any aircraft owner or operator of a non-owned aircraft whether involved in a competitive event or not. So long as the use of the aircraft does not involve operation for remuneration (not including event prizes), the standard pleasure and business owned aircraft policy or an individually purchased non-ownership liability policy will provide all insurance necessary

2. **Sponsor's Liability**—It is possible, but not a sure thing, that the sponsor may be an omnibus (or piggy back) insured under each participant's policy in that most pleasure and business aircraft policies include as an insured, not only the named insured, but anyone responsible for the use of the aircraft (plus a few exceptions). If it were not for the technical job of requiring minimum limits, securing certificates of insurance and being certain that all policies contained the proper omnibus insuring clauses, the sponsor might be able to totally rely on the participant's insurance. These are the technical uncertainties that prompted the 99 Executive Board to arrange a relatively low cost sponsor's liability policy to cover each chapter electing to purchase the coverage. This policy provides insurance against liability imposed by law arising out of aircraft not owned by the chapter. Hence, it is called Aircraft Non-Ownership Liability. The insuring company will defend the named chapter, its officers, directors, employees, or other chapter members if sued in their official capacity in connection with the insured event.

3. **Comment**—The policy was requested and designed to take care of events heretofore normal to the organization. It only applies to aircraft liability. It is possible that individual chapters may plan and sponsor events for which this policy is wholly inadequate. It becomes inadequate at the point that the aircraft liability is not the paramount risk. This occurs when the general public or any substantial segment of the public is invited to assemble either to participate or to witness the event. Just consider the liability hazards of large auto parking facilities, crowd control, bad food sold by vendors or concessionaires, collapse of bleachers or other seating facilities, etc.

Our present policy is aircraft event sponsor's liability only. Where the public is substantially involved in a proposed event it is recommended that you seek insurance counsel locally.

HOTEL RESERVATIONS — MAKE EARLY!

Reservations required at this resort hotel. Arrivals without prior reservations may not find accommodations available at Mt. Washington Hotel. **EARLY** reservations strongly recommended. **DON'T PROCRASTINATE!** Do it now!

MOUNT WASHINGTON HOTEL

Bretton Woods, N.H.

NINETY-NINE CONVENTION

July 12-16, 1970

Name _____

Accommodations Requested

_____ Single with Private Bath	\$28.00 Per Day
_____ Double (Twin) with private bath	\$24.00 Per Day Each Person
_____ Rooms with connecting bath (For 3 or 4 Persons)	\$22.00 Per Day Each Person
_____ Rooms Near Bath	\$19.00 Per Day Single or Dbl.

Name of Each Reservation _____

\$10.00 Deposit Enclosed for _____ Reservations in Amount of \$ _____

(Deposit Returned if Cancelled Within 5 Days of Convention)

Arrival Date _____ Departure Date _____

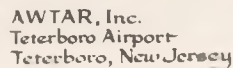
Mail to: Mount Washington Hotel
200 Bolyston Street
Chestnut Hill, Mass. 02167

(Use this winter mailing address until June 1, 1970
then mail to Bretton Woods, N.H. until June 25, 1970)

Rates for children:	Ages 1-4	\$8.00 per day
	5-15	\$14.00 per day
	16 up	\$17.00 per day

MAKE YOUR HOTEL RESERVATIONS TODAY

July 3-7, 1970



2759.31 Statute Miles

Things are jelling very nicely for this the twenty-fourth Powder Puff Derby. Entries opened April 15th with 56 received at Race Headquarters by the 17th. That does not include, of course, those that might be coming in by dog sled from the bush country or those stuck into bottom of the mail bags. It will all add up to the most ever to go into the hat for the first day drawing for place position at Monterey, Cal. on the 23rd of April.

We are delighted that AULEEN HALL is handling the biographies of the racers to the news media and that JUDY BROOKS is again handling the PR on timers, judges, inspectors and PR girls.

The following companies, to whom

we are most grateful, have contributed to the General Race Fund: Piper, Cessna, Beech, Gulf, Humble, Zep-Aero, Flying Magazine, Bennett Lumber and Glenn Buffington.

Palomar Chapter graciously sent in \$50.00 to help defray the deficit of the 1969 Race. We are most grateful and thank them wholeheartedly.

If you are not racing, do go to the start or terminus or one of the stops along the route if one is in your area. Racers love to see the 99s along the route. Everyone can't win and the fun of it is getting together with other 99s.

Powder Puff Derby pins are still available to previous racers. If you want yours to wear at race time, send your order now to BERBARBER EVANS.

Send \$1.00 for entry kit to AWTAR, Inc., Teterboro Airport, Teterboro, New Jersey 07678.

CONVENTION CROSSWORD

By Virginia Bonesteel



PLEASE ANSWER

**your questionnaire enclosed
with Dues Renewal.**

**Return to Headquarters
IMMEDIATELY upon receipt
99 census is important.**



"Patter from Polly"

LEST WE FORGET

All 99's help support their race

Winning friends for 99's throughout the world

Today is the day to give for '71

Appreciate your loyal support

Remember to send contributions to:

Pat McEwen
Ways and Means
16206 E. Central
Wichita, Kansas 67230

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.

FLASH!!! FLASH!!! FLASH!!! **AWTAR Draws First Day Entries**

There were 56 first day entries. Many dignitaries gathered in Carmel for the drawing of that coveted number 1 position: T'was late when the editor finally got the information and so only got the top ten plus my own . . . selfish that way. Anyhow, here are the first ten positions:

1. Marion Banks and Dottie Sanders
2. Pat Dietz
3. Tony Kuhns and Patricia Appel
4. Dr. Marjorie Poole and Frances DeHaan

5. Lucy Shattuck and Janie Oesch
6. Valera Johnson (ed note: Hope Dinger comes with you to start)
7. Lois Bantting and Ann Marie Lewis
8. Emily Cletsoway and June Cunningham
9. Sharion Ehrich and Carolyn Pobans
10. Remonia Sloat and Charlene Poe

Please forgive all misspelled names. Blame it on my bad ears or a bad connection or bad typing . . . Editor

A. E. Scholarship

Three men keenly interested in education and deeply involved in aviation will serve as honorary judges for the 1970 Amelia Earhart Memorial Scholarship Awards.

Their selection of the scholarship award winners from the finalists they are now judging will be announced at the Ninety-Nines 1970 convention.

The judges are JAMES R. MARIS, Head of the Department of Aviation Technology at Purdue University School of Technology, E. TILSON PEABODY, director of the Air Transport Section, General Motors Corporation, and JAMES H. STRAUBEL, executive director of the Aerospace Education Foundation.

PROFESSOR MARIS is a currently licensed commercial pilot with single and multi-engine ratings. But his flight experience goes back to World War II. He was a B24 bomber pilot with the Eighth Air Force in England and flew 30 combat missions over Europe before becoming a flight test engineer in 1945. He retired from the U.S. Air Force reserves as a lieutenant colonel in 1967.

Under his direction at Purdue (which was the first university to own and operate an airport), a two year course in aviation electronics and aviation maintenance is offered as well as a bachelor of science degree program in professional piloting which requires 150 credit hours, including 90 in the humanities, science, industrial management, economics and additional general academic electives.

More than seventy of Purdue's professional pilot graduates are employed with scheduled airlines and 10 percent of them are captains.

PROF. MARIS, who has been with Purdue since 1955, won the WILLIAM A. WHEATLEY Award for his outstanding contributions to American aviation in 1968.

A past president of the University Aviation Association, he is also active in aviation education at lower grade levels and was instrumental in founding the Indiana State Aerospace Council which successfully pushed for public school-level optional aerospace study in Indiana primary and secondary schools.

A devoted family man with four daughters, PROF. MARIS has served



Professor James R. Maris, Purdue University—Honorary judge for 1970 Amelia Earhart Scholarship.



Judge E. Tilson (Til) Peabody, director of Air Transport Section, General Motors Corp.



James R. Straubel, Executive Director Aerospace Education Foundation—Honorary Judge for A.E. Scholarship 1970.

Photo by Fabian Bachrach

as chairman of the board and elder of the First Christian Church and as a Sunday School teacher of teenagers for many years.

E. TILSON ("TIL") PEABODY, started out in education, served five years in the U.S. Navy as a carrier pilot and pilot-instructor, became an experimental test pilot and since then has made corporate aviation his career and aviation education of teenagers an abiding interest.

Born in Ipswich, Mass., TIL PEABODY received a bachelor of science degree in physics at Bates College (Lewiston, Me.), a master of arts degree in physics from Wesleyan University (Middletown, Conn.) and then took graduate work in education at Trinity College and Yale University and law courses at Wayne State University in Detroit.

After winning his Navy wings of gold at the Pensacola Naval Air Station, he served aboard the USS Lexington and the USS Enterprise before serving as base officer, recruiting officer and pilot-instructor at the U.S. Naval Air Base at Squantum, Mass.

Before joining the eastern aircraft division of General Motors as chief test pilot and director of flight operations, Til Peabody was an experimental test pilot for Pratt & Whitney. Since 1948, he has been director of the Air Transport Section for GM with headquarters in Detroit.

A member of the board of directors of the National Business Aircraft Association and vice-chairman of the Business Advisory Board of the Flight Safety Foundation, TIL PEABODY has a long record of service to countless aviation groups. More, he sayeth not. For he is a QUIET BIRDMAN.

JAMES H. STRAUBEL, who has been the chief executive staff officer of the Air Force Association since 1950 and of the Aerospace Education Foundation since its inception in 1956,

just received the Frank G. Brewer Trophy for 1970.

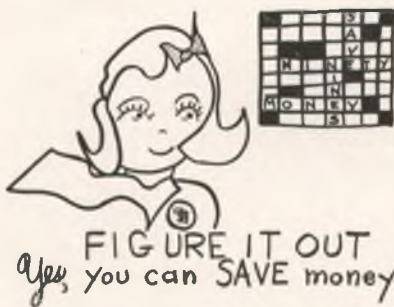
The trophy is awarded each year for outstanding contributions to aerospace education of the nation's youth. He was awarded this recognition "for outstanding contributions to the growth and development of aerospace education in the United State and abroad—as stimulant, catalyst and innovator—during more than two decades both as executive director of the Air Force Association and of the Aerospace Education Foundation."

In 1966 he received the highest alumni award offered by Lawrence University, his alma mater, for his accomplishments. The citation noted: "It is your task to combine scientific knowledge with a social consciousness to bridge the gap between humanist and scientist, civilian and military personnel."

The year before, he had originated and directed, in five major cities, a series of seminars known as "The Coming Revolution in Aeronautics" to help prepare business, financial and educational leaders for aviation developments in the 1970's.

Mr. Straubel is also publisher of Air Force/Space Digest Magazine and Aerospace International Magazine, the world's largest aerospace magazine published in this country exclusively for foreign readers.

Convention Carol says



Register Early

by JUNE 25



Come On In, The Water's Fine!!!

By Pat Jetton



The waters of the 99s, that is. Jump in and see for **yourself** what you will do for **yourself** by becoming actively involved in your Chapter and Section activities. The more involved you get, the more you will enjoy your membership. Really, it's true. If you allow your membership in the 99s to be just a passive one you probably won't get much out of it. The Newsletter will get less and less interesting because you won't recognize half the names in it; the Chapter activities will be less and less appealing because you won't know what they're doing; the Section will be chartering Chapters you never heard of and International will be making friends without you.

NIFA (National Intercollegiate Flying Assn.) is really gathering speed in the 99s. If your Chapter has not yet participated why not investigate it? This might be exactly down your alley.

And there's more, many more, projects and activities to consider. There's APT and there's Public Relations and there's races and there's newsletters and, and, and . . . With as many projects as we have and with new ones showing up all the time, surely you can find one that appeals to you . . . and then jump in head first. FUN and FRIENDSHIP are just the first of what you will find if you do.

And if you **can't** get involved, at least get acquainted. Take your roster with you when you go out of town and call up one of the local gals just to say hello. One of the best things about flying is the people you meet and a 99 **people** is even better. One of our members says "the greatest thing about being a 99 for me is that it gives me the perfect excuse to meet all sorts of wonderful people". She goes on "so far I have always gotten far more out of these contacts than I have hoped to give". I think that expresses it perfectly.

Sooooooo, come on in, the water's fine.



BUT, if you make your membership an **ACTIVE** one, you'll enjoy it more and more. And don't give me that business about being too busy. Look at your own Chapter—I'll bet there are members who work full time; split shift workers; mothers of young children; all kinds of people who are busy but who aren't too busy for the 99s. You remember that old saying "if you want something done, find a busy person to do it".



I'm not suggesting that you jump head first into **all** your Chapter's activities. This might **not** be practical. But take a look at the different activities. You're bound to find one to interest you. So airmarking is not exactly your cup of tea; why not try the Flying Activities Committee—one for the weekend fliers and one for the weekday gals. They don't plan fancy fly-outs—they just get together and all point their airplanes in one direction (one Chapter calls themselves "The Bunch for Lunch Group").

Or, how about the Aerospace Education Committee? Lots of this work must be done during the day when the schools are open so if you have some interest in this area and can spend the time while the family's away, look up the Chairman (or volunteer to be one) and see what's needed and what can be done. It might be fun and it surely is needed in a number of areas.

As Headquarters Chairman, I have enjoyed one of the most stimulating experiences of my life. I had no idea how much work goes into making the Ninety-Nines Organization operate efficiently, until I spent several days at our International Office in Oklahoma City.

Pleasant surroundings are conducive to better efficiency and are in keeping with the prestige of our organization. We have recently attained this. The interior decorating, under the able direction of LORRAINE McCARTY, has made your Headquarters an office of comfort and beauty. It is far from being complete, but the effect, thus far, is so warm, feminine and coordinated that it is easy to visualize the finished product, with efficiency the end result.

At the fall Executive Board Meeting, it was decided to update the office equipment and procedures. An electric postage machine and an automatic letter opener were purchased, to expedite incoming and outgoing mail. At certain times of the year, when ballots are mailed and dues renewals are being received, mail handling is an overwhelming addition to the daily office routine. Your Executive Board also gave the green light to convert to Data Processing. It will take about a year to make the complete conversion. The first item, before converting

to Data Processing, is the mailing of a questionnaire with the renewal forms, to all members this summer. These must be completed accurately and in detail. Remember, the computer can only act on data supplied to it by the membership. We can store, on cards, an unbelievable amount of information. We have talents in our organization of which we are not aware. This material could be readily available in our data files for future use. For example, if we need a stenotypist for International Convention, we only need to refer to our data files to extract a listing of all stenotypists. Then we could write these girls and ask them if they would like to be considered for the job at Convention time. The same is true for artists, writers, instructors, etc.

After we get our records on computer, we can eliminate many of the complicated files that we now maintain. A complete listing of the membership information can be run by the computer each quarter, thereby giving us whatever statistical information on the membership that may be required. Some of the other benefits of the data files are to print tapes for mailing ballots and for dues renewals. Also, tapes could be printed, arranged alphabetically, by Sections, by Chapters, or in any other logical arrangement. Therefore, a Section could order an accurate mailing list, or a list could

YOUR HEADQUARTERS

Lois Feigenbaum, Chairman

be ordered of members living in selected states, etc.

One of our important new money saving projects, as a result of the Data Processing move, is the automatic setting of the roster. At the present time, the printer must take all of the membership information, sort it, set the type, proof read it and print it. Our future plans call for the computer to print out the roster in the proper sequential order, with the proper spacing, so that the printer need not sort, set type, nor proof-read it. All he will have to do is insert the necessary headings, photograph it (reduce it in size, if necessary) and print it. This will not only save money, but will accelerate the entire roster printing.

This major change will certainly have problems, and, certainly not everything will go perfectly, but we expect to be in full swing by the 1971 International Office election. It might even be possible to get a computer prepared Section Mailing list by Spring Section Meeting in 1971.

I hope that you can visualize these changes and the work that will be required to make them become a reality. However, I am convinced that they will ultimately make your International Office a thoroughly modern and efficient one. I think we particularly owe "B" our thanks for getting behind this project and pressing the necessary buttons to make this project "GO".

AIR MEETS

Fun Air Tour/Convention Aero-Mada

The Southeast Section is delighted that the FAT has been invited to start at Phoenix. Now, Ninety-Nines from Michigan, Arizona, California and Texas, and some working AWTAR stops, will be joining the fun! There will be new games and old games—and "contemporary" games with a twist. And surprises. Lots of surprises . . . especially with scoring and prizes.

Scoring is on a point system with points for passengers, for being APT and for APT passengers. APT pins will be verification for APT points! Passengers and APT passengers vs. airplane capacities will be equated by percentage.

Prizes are "funnies."

Early "rendezvousers" have an advantage for accumulation of points, so participation fees are in multiples of 99; i.e. \$.99 for a Westfield rendezvous, \$1.98 for Charlottesville, \$2.97 for Santee, \$3.96 for Montgomery, etc., per airplane.

Registration is limited to Ninety-Nines and, as Tour dates fall during a busy time for some of the stops, Registration deadline is June 15. There is no limitation on aircraft; the only requirement being that they be properly registered, licensed and equipped. Pilots need only be properly licensed.

Many Ninety-Nines are happily planning stop activities for FAT partici-

pants. CHARLOTTE "KELLEY" GRAHAM, assisted by BETTY JO SMITH, is Chairman of the Route segment from Phoenix to Natchez, and hopes to have a "Cowboy Steakfry" for July 7 arrivals at Phoenix. RUTH DEERMAN is planning lunch for participants in El Paso. FRANCES COLLINS, who will be flying AWTAR, and VELMA COPELAND are cooperating on plans for the overnight stay at Midland. There is no scheduled lunch stop between Midland and Natchez so that you, should you join the FAT, may better utilize time and route possibilities for an early rendezvous with the Eastern route segments at Natchez.

CHARLOTTE JENKINS, PEGGY McCORMICK and other members of the Mississippi Chapter are arranging a happy time for you at Natchez. At Montgomery, JUANITA HALSTEAD (who will also be flying AWTAR) and ALISE HEILPERN have enlisted the aid of the Montgomery Chamber of Commerce and other members of the Alabama Chapter to greet you, transport you, and see to your welfare. At Santee, S.C. (Wings & Wheels Airport is just off the Vance Omni) SUE OVERTON will charm you upon arrival and receive your daily competition cards. That evening FAT participants will be guests of Wings & Wheels for cocktails and PAGE SHAMBURGER will Hostess/MC a banquet-type dinner. Leg prizes will be awarded for competitions up to this point.

Charlottesville has been planned as a refueling and hangar-box-lunch stop to expedite the flight to Westfield (Westfield replaces Barre announced in earlier issues). MAXINE WALKER and the Virginia Chapter will meet and assist you at Charlottesville. CHARLIE ROLLER of the Virginia Aeronautics Commission and Manager of Horizon Aviation has arranged for Radio and TV coverage.

CATHERINE HILLER, PEG DAVIDSON and her Convention Committee, the Westfield Chamber of Commerce and the Barnes Airport Fixed Base Operators are cooperating to make Westfield a memorable stop.

Leg prizes for the legs from Santee will be awarded at Westfield and you (Continued on Page 21)

Fun Air Tour / Convention Aero - Mada



FUN AIR TOUR/CONVENTION AERO-MADA REGISTRATION (APPLICATION) FORM

(MAIL TO: Virginia Britt, 6121 Cypress Rd., Plantation, Fla. 33313 by June 15)

Aircraft Type _____ Ident _____ Pilot _____ Anticipated No. _____
 Normal Cruise Speed _____ Hours Endurance _____ Persons Aboard _____
 Initial Rendezvous _____ (Point at which you will join the Tour)
 ETA at Initial Rendezvous _____ Passenger Capacity _____ Pay Load _____

ADVANCE FLIGHT PLAN OUTLINE

ROUTE: PHOENIX (Phoenix-Litchfield) to EL PASO (El Paso Int'l) via Flight Plan Rte. Lunch. EL PASO to MIDLAND (Midland-Odessa) via Flight Plan Route. RON. MIDLAND to NATCHEZ (Hardy-Anders) via route pilot's choice. NATCHEZ to MONTGOMERY (Danelly Field) via MEI. Lunch. MONTGOMERY to SANTEE, S.C. (Wings & Wheels) via TGE, CSG, MCN, ALD, VAN. RON. SANTEE to CHARLOTTESVILLE, VA. (Charlottesville-Albemarle) via route pilot's choice. Lunch. CHARLOTTESVILLE to WESTFIELD, Mass. (Barnes) via route pilot's choice. RON. WESTFIELD to BRETTON WOODS, N.H. (Airport pilot's choice of Twin Mountain, Whitefield, Berlin)* via route pilot's choice. (Please designate below all routes not already defined above.)

STATION	ROUTE	ESTIMATED TIME ENROUTE (Use normal cruise speed - no wind)
PHX (Phoenix-Litchfield)	START	
To ELP (El Paso Int'l)	via	
To MAF (Midland-Odessa)	via	
To HEZ (Hardy-Anders)	via	
To MGM (Danelly Fld)	via MEI	
To SAN (Wings & Wheels)	via TGE, CSG, MCN, ALD, VAN	
To CHV (Charlottesville-Albemarle)	via	
To BAF (Barnes)	via	
To BRETTON WOODS (Apt) via		

REGISTRANT NAME (99) _____ ADRS. _____ Tele _____

ACCOMMODATIONS REQUIRED AT RON POINTS (Indicate reservations you have made/will make in the space provided):

	No. Rooms	Type (Single, Dble., etc.)	Reservations Made		No. Rooms	Type (Single, Dble., etc.)	Reservations Made
PHX	_____	_____	()	SANTEE	_____	_____	()
MAF	_____	_____	()	BAF	_____	_____	()
HEZ	_____	_____	()	BRETTON WOODS	_____	_____	()

PARTICIPATION FEES, per airplane, payable with Registration:

PHOENIX Rendezvous: \$7.92	EL PASO Rendezvous: \$6.93	MIDLAND Rendezvous: \$5.94
NATCHEZ Rendezvous: \$4.95	MONTGOMERY Rendez.: \$3.96	SANTEE Rendezvous: \$2.97
WESTFIELD Rendezvous: \$.99	CHARLOTTESVILLE Rendezvous: \$1.98	

A COMPLETE REGISTRATION IS ESSENTIAL TO PARTICIPATION

* Preferred order of selection

will be briefed for the final leg into convention airports. (Tie-downs — stakes and ropes—have been requested for Convention airports).

Overall winner prizes will be presented at the Governor's Luncheon, Mount Washington Hotel, on July 13.

So won't you don your APT "buttons", join the FAT, meet your friends, and fly with us to convention?

Virginia Britt, Chairman

Page Shamburger, Co-Chairman

NOTE: The following hotels have requested early reservations.

Santee—For night of July 10

Write or "Holidex" to: Holiday Inn, Santee, S.C. 29142

Rates quoted:

1 bed 1 person	9.36
1 bed 2 people	13.00
2 beds 2 people	15.08

Bretton Woods—Convention dates

Until May 23, send to: Mount Washington Hotel, 200 Bolyston St., Chestnut Hill, Mass.

Rates quoted: AMERICAN PLAN (Meals included)

Single-Private bath	\$28 per day
Dble-twin beds-private bath	\$24 per day ea
3-4 per Rm, Connecting bath	\$22 per day ea
Single or Dble, near bath	\$19 per day ea

Westfield—For night of July 11

Reservation cards will be mailed upon receipt of Registration.

Rates quoted:

Singles	\$11-\$13
Doubles	\$15-\$16-\$17-\$18
Roll-aways & Cribs	\$2.00

For Phoenix, Midland and Natchez, please write for information.

Address: Virginia Britt, 6121 Cypress Road, Plantation, Fla. 33313.

CONFIRMED PROGRAM OUTLINE

July 7, 1970 Tuesday

PHOENIX, ARIZ. (Phoenix-Litchfield Arpt) — Arrivals Phoenix

July 8, 1970 Wednesday

PHOENIX to EL PASO, TEX. (El Paso Int'l)

Poker Game to Natchez

Lunch El Paso

EL PASO to MIDLAND, TEX. (Midland-Odessa)

Poker Draw Midland

RON Midland

July 9, 1970—Thursday

MIDLAND to NATCHEZ, Miss. (Hardy Anders)

Dice Roll Midland & Natchez

Poker Draw Natchez — Rendezvous with Eastern Route Segment

"Roulette" numbers installed

Natchez

RON Natchez

July 10, 1970 Friday

NATCHEZ to MONTGOMERY, ALA. (Danelly Field)

Breakfast Briefing Natchez

"Arrival" Contest to Montgomery

Lunch Montgomery

MONTGOMERY to SANTEE, S.C. (Wings & Wheels Arpt—located at the Vance omni)

"Snoopy" contest to Santee

RON Santee

July 11, 1970 Saturday

SANTEE to CHARLOTTESVILLE, VA. (Charlottesville-Albermarle Arpt)

Breakfast briefing Santee

"Time" contest to Charlottesville

Lunch Charlottesville

CHARLOTTESVILLE to WESTFIELD, MASS. (Barnes Arpt)

"Kamikaze" contest upon arrival

Westfield

RON Westfield

July 12, 1970 Sunday

WESTFIELD to BRETTON WOODS, N.H. (Arpt pilot's choice of Twin Mountain, Whitefield, Berlin)

Breakfast briefing Westfield

Card "fill-ins" to Bretton Woods

SECTIONAL MEETINGS

NORTH CENTRAL SECTIONAL REPORT

"It really was a 'Star-studded' Section meeting, MARY E. CLARK, Governor, North Central Section 99's, wrote in her letter to me, "and I'm thrilled with the letters which I have received about it. The consensus is that we must continue to have some type of 'Project Awareness' at every Section meeting. We must have an informed membership. So at the Fall meeting, we will do it again . . . although I'm already planning some changes. There will be more time for questions and answers and discussion" And here is the list of people who starred in Project Awareness which kept its promise to be educational and informative as it dealt with both the philosophical and practical aspects of the Ninety-Nines organization, past, present, and future.

INTERNATIONAL ORGANIZATION AND HOW IT FUNCTIONS

BERNICE STEADMAN, International President

MEMBERSHIP

PAT JETTON, International Membership Chairman from Dallas, Texas, chapter

THE CONSTITUTION AND HOW TO AMEND IT

JANICE KUECHENMEISTER, Vice Gov., N.C. Section



Ellen Zaitz, Jean Dunmore and Shirley Gradolph, Michigan Chapter at registration desk at North Central Section Meeting.



Marge Hatfield, Michigan Chapter Chairman and Patrick Watson, Speaker.

THE NEW 99 INSURANCE

ELIZABETH (SUSIE) SEWELL,
International Bd. of Directors, Ok-
lahoma City

THE A.P.T. PROGRAM

BOBBI MILLER, Greater Kansas
City Chapter, N. Central Section.

N.I.F.I.

PAT CLEARY, Mich. Chapter who
is:

1. Grad student at Univ. of Mich.,
engineering and psychology.
2. Bd. of Directors of U. of M.
Fliers

3. at NIFA meets—2nd in naviga-
tion and power off landings

4. 1967 Runner-up for achievement
award

1968 Top Woman Pilot — AR-
LENE DAVIS Memorial Award
(Ohio)

1968 Queen of NIFA

Rec'd Sports Illustrated
Award of Merit

Who's Who among students
in American Universities
and Colleges for achieve-
ments in flying club at
Dayton (Ohio) University.

AIR AGE EDUCATION

MARGE COMPTON, N.C. Section
Air Age Education Chairman

AMELIA EARHART SCHOLARSHIP

JAN POCOCK, M.C. Section AE
Chairman

THE 99 MUSEUM

BERNICE STEADMAN

The Michigan Chapter Convention
Committee functioned well under the
General Chairmanship of Liisa Dixon.
They were: (1) Hospitality & Ban-
quet, JOYCE ODOM; Registration,
KATHY STILWELL; (2) Publicity,
PHYLLIS RAPAPORT; (3) Decora-
tions, MAYETTA BEHRINGER; Pro-
gram, EILEEN GERMONY; Art, JO
LEE; (6) Graphic Art, BEV PRICE;
(4) Favors, ALICE MARKEY; (5)
Transportation, LUCILLE QUAMBY;
Ways and Means, SAMMY McKAY.

Some thirty or so other members
served on these committees. They
were (1) OLIVIA BOTTUM, SUZ-
ANNE CROOK, LILLIAN SNYDER,
BECKY THATCHER, ELLEN ZAITZ;
(2) ELLEN ZAITZ, ELIZABETH
SCHUCKER, MARJORIE ANN HAT-
FIELD, LIISA DIXON; (3) MARY
MAZUREK, DOROTHY MEADOWS;
(4) BETTY FINOUT, MERLE
FRAME, KATHY GERHOLD, JAC-
QUELYN MARKHAM, BERTHA Mc-
MENEMY, SALLY SCHARRER; (5)
ADELE BINSFIELD, VELMA DEL
GIORNO, MARIAM GILLIS, FOREST
HATFIELD, LEAH HIGGINS, JUNE
HODGE (NOT A 99—THE ROOM-
MATE OF WANDA JUBB), WANDA
JUBB, FAYE KIRK, BERNIE MAZ-
UREK, GENE S. MEADOWS, KEITH
AND CLAIRE OJALA, MARY PEL-
TO, MARILYN SIDWELL; (6) DOR-
OTHY BREWER, JO LEE.

GLORIA SCHAFER'S Dad contribu-
ted a beautiful red Delicious Apple for
each "goody bag" from SCHAFER
ORCHARDS, Buhl Ins. Agency of
Trenton, Michigan donated name
badges which cleverly contained the
printed program for the week-end,
GEORGE SENTAS of Sentas Aero at
City iArport welcomed the 99's in his
own office "because I like girls," he
said, "it's nice to have the pretty
things around" and provided tele-
phones and coffee to committee as
well as to arrivals, LILLIAN SNY-
DER'S husband, WILLIAM, provided
the champagne in GEORGE'S office
which warmed and delighted the new
arrivals, too. City Airpport Manager
BOB RATHBUN so kindly provided a



North Central Section 99s Governor Mary Clark accepting Home Weather Station she won as a door prize, from Loma May, Toastmistress.

radio car to transport Conventioneers from their tie-downs to Sentas Aero.

STAN SMOKOVITZ provided the refreshments enjoyed in the Meet and Greet room, Airway Underwriters, the Continental breakfast, Zantop Airways, the beer and snacks that accompanied the old time movies provided by JOHN ISSITT.

Among the lucky door-prize winners were LILLIAN SNYDER—winner of a week-end for two at Brownwood Acres, Center Lake, Mich., EHREN FATH, of Marion, Ohio, winner of Dinner for 2 at Boyne Mountain Ski (golf in sum-

mer) resort in Michigan, atnd PAT FAIRBANKS, Cincinnati, O. who won the set of Spark Plugs donated by NED DIXON. PAT was especially pleased because she will give them to her husband who is building his own

**PLEASE ANSWER
your questionnaire enclosed
with Dues Renewal.**

**Return to Headquarters
IMMEDIATELY upon receipt**

99 census is important.

plane, a Knight Twister for sport and bi-plane racing. Our own GOV. (MARY CLARK) won the Weather Station which was raffled off during the evening. It couldn't have happened to a nicer person!

LOMA MAY did her usual delightful job as toastmistress (She's the greatest) and sparred verbally with our speaker whose tongue-in-cheek title had been "Why Women Should Not Fly" and resolved itself to mean that it only embarrassed male pilots with whom they flew because women are such careful airplane drivers that they usually make good landings and can tell when men pilots do not . . . and why.

Detroit papers (Free Press & News) gave us good coverage. Local daily and weekly papers featured 99's who lived in their areas with stories and pictures. FAYE KIRK and LORRAINE McCARTY appeared on Focus, a noon radio program hosted by WJR's J. P. McCarthy. JULIE AUERBACH flew DON LESSANU, Sports Editor for radio WCAR over the city and the taped interview was played in spots a dozen times over the week-end. MARJORIE ANN HATFIELD was in the Meet and Greet Room when radio WWJ showed up and she was able to answer their questions. Under the Auspices of the Canadian Flying Club, LILLIAN SNYDER was interviewed on CKLW, a Canadian channel. TV7 WXYZ interviewed MARY CLARK, TV4 WWJ-TV, talked with BEA STEADMAN, and TV2 WJBK's camera man, sound man, and reporter scrambled aboard CHARLENE and WALTER FALKENBERG'S (of Hobart, Indiana) Cessna for an airborne TV interview. It came out beautifully, for CHARLENE is an excellent pilot, a ground school instructor for private and instrument, and has been working as Safety Counselor with the FAA. Her slightly Southern accent and her bright yellow crinkly patent coat were as impressive as her blond good looks, and, oh yes, her knowledgeable answers to all their questions. We are trying to gather all the printed matter we can for the scrap book, so any of the N.C. Section 99's whose local papers carried the news, please forward copies to PHYLLIS RAPAPORT and/or to VALERA JOHNSON.

This was a good week-end. An excellent blend of fun and business.



Pat Jetton and Bea Steadman

SOUTHEAST SECTIONAL (Additional Pictures on Following Page)



Huntsville Aviation manager Bill Whatley, registration chairman Claudia Conn, Ala. Chairman Kathleen Vaughn, and Sylvia Derrick have everything in readiness for the smooth arrival of more than 120 to the Southeast Section Meeting.



Some of the gals quickly assembled to discuss their flights.

SOUTH AFRICAN SECTIONAL Yvonne van den Dool Reporter

Our Autumn Sectional was held at Durban Wings Club, Virginia Airport, Durban, on the 4th April. INGRID HEINZ drove down from Johannesburg, as did Lo-an Roux from Ladysmith, AURIEL MILLER from Margate, and several others from various parts of the country. We had several guests, mainly student pilots who are interested in becoming 99s. After the main business had been discussed, we had a series of lectures. The first was given by MR. J. LANG of Air Traffic Control, Louis Botha Airport, Durban, who spoke of A.T.C., flight planning etc. Then LES MILLER of the Durban Wings Club spoke on "Safety in Flying", and 49/er Peter White told us about various radio aids.

A most enjoyable and informative afternoon was spent. A braaivleis (barbecue) at Governor ANN WHITE'S home, that evening, wound up the get-together.

A Natal newspaper reporter interviewed the members and took pictures, and a few days later an article about the 99s did appear in the local newspaper.

Unfortunately, owing to the fact I take most of the pictures for our 99 newsletter, and that I live in the "bush", I have only one picture (taken by a press photographer) available at this time. It takes at least two weeks for the photo spools to be returned to me from Johannesburg (300 miles away), where they are processed.

Saturday 25th April, the U.S.A. 99s will be leaving New York for South Africa, to begin the first 99 Air Safari. We'll be there to meet you at Jan Smuts.



99s in Cape Town: L to R: YVONNE VAN DEN DOOL, MOLLY LOWE, NORMA BRIDGMAN, JENNY CLARK.



Gov. Page Shamburger (left) and Kathleen Vaughn (right) discuss Huntsville's new radar system with Chief of Controllers and Mrs. John Williams.



Each of the past Southeast Section governors were honored with a plaque. The seven who were in attendance were, from the left: Minnie Wade, Georgiana McConnell, Juanita Halstead, Evelyn Johnson, Virginia Britt, Martha Tobey, and Janet Green.

WEST CANADIAN SECTION

ALBERTA CHAPTER
Anola Laing, Reporter

A good attendance at our April meet-

ing was due to VFR weather—finally. After being “below minimum” the past two meetings our gals were all anxious to get back in the pilot’s seat. It was good to see the Edmonton girls again and our new chairman, **DOREEN WRIGHT**, conducted the meeting briskly. 99ers attending unanimously agreed on red blazers to be worn when repre-

senting 99ers at other aviation functions such as the Abbotsford Air Show. Our various fund raising projects are coming along fine due to the hard work of our members.

Many exciting meetings are scheduled for the coming months. Our Spring Sectional will be held May 2 in Edmonton when we will be meeting with the Brandon 99ers. Then on June 13 we plan to wing our way to Swift Current, Saskatchewan. We would like to encourage the gals in Saskatchewan to join us. Our organization has so much to offer them and we plan to tell all about it.

Most of our 99ers have been “in limbo” the past month what with snow showers, floods and soggy farm strips. **LUCILLE HALEY**, Edmonton, has been flying high trying to break her old altitude record in a Fleet Canuck. Some of our 99ers attended the Alberta Flying Farmers Convention in Lethbridge and others are off to the COPA convention in Banff—all promoting the 1971 Powder Puff Start in Calgary.

SOUTH AFRICAN SECTION

Yvonne van den Dool, Reporter

Just returned from the Tip-to-Top Air Race. Forty-six planes took off from Baragwanath Airport, Johannesburg on Friday 13th to participate in the country’s biggest “Fun” race. The route was Johannesburg-Durban-East London - Beaufort West - Youngsfield, Cape Town.

Five out of the 9 women taking part were 99s—**MARYNA HYLAND** (Orange Free State), **INGRID HEINZ** (Johannesburg), **VERA PITOUT** (Durban),



Molly Lowe (right) and **Yvonne van den Dool** with Molly’s Cherokee 180 which they flew in the Tip-to-Top Race.

MOLLY LOWE and YVONNE VAN DEN DOOL (Northern Transvaal). Two all-women teams took part.

MURIEL GARROW, JEANETTE VAN GINKEL and MARTIE GIESEKE acted as officials for the Aero Club and could therefore not fly the race with us. None of us won the race, but we all had lots of fun, both in the air and on the ground. Incidentally, the Tiger Moth was the oldest and slowest aircraft taking part, and the Impala (Jet) was the fastest.

April 4th is our sectional meeting at Durban, and later that month we shall be welcoming our American 99s on the 99 Air Safari. We managed some publicity for the 99s when the Safari was broadcast on the S.A.B.C. last week.



NORTHERN CHAPTER Alma G. Smith, Reporter

July and Convention are the two big things Northern New England Chapter has on its mind in spite of the fact that, as Chapter Chairman JEANNE BENNETT reported at Spring Section meeting at Bradley, there are just about seven members left on the active list.

Our nurse member, MADELINE BLIDBERG is off to Vietnam for a year's tour of duty. DAWN HAZELETT will be in Europe, and HOPE RIEHLE is busy campaigning for her husband TED, candidate for lieutenant governor in Vermont. Illness has struck others in the chapter, but Northern will manage to come through to roll out a green carpet welcome.

Chairman JEANNE and PAT MACK, Convention Transportation Chairman, brought news to Section meeting of Lebanon, N. H. interest in being the site of the next AWNEAR.

Snow showers resulted in a drive-in March meeting at Laconia, N. H. Airport. Convention was the subject of discussion, and plans were made for the Clam Bake when our chapter will be hostess.

GERRY GRENIER and BEVE SHORES are gathering data for PAT MACK's "how to get to Bretton Woods" committee.

Five of those "active seven" of Northern flew to Bradley for Spring Section. Our May meeting Saturday, the



Angel Derby Entrants Gene Woodworth and Mona Budding, Eastern New England Chapter 99's, New England Section.

9th, at Whitefield, N. H. Airport will give us a Convention site preview.

The Chapter will meet at Lebanon Airport Saturday, June 13.

Chairman JEANNE, incidentally, has started ground school classes at Lebanon. She has ratings of Ground School Instructor through advanced and instrument. DORIS WURSTER is actively working on her instrument rating, at last report. She may have it by now. New member SHIRLEY RUDMAN is building up time for her commercial. SHIRLEY'S husband was recently named attorney general of New Hampshire.

Northern Chapter is planning a post-Convention meeting in August with RAMONA MORRELL at Greenville, Me.

JEAN BATCHELDER, liason with CEB (Convention Executive Board), is speaking at a women in aviation meeting planned by Laconia Business and Professional Women's Club April 21.

See you at Mt. Washington.
(Memo: Hope Good Luck to Ted! Hope he makes it. Hope also to be "skinny dipping" with yu between PPD and Convention. OK! Ed.)

EASTERN NEW ENGLAND CHAPTER Katherine Tompkins, Reporter

I hear that spring is here but it's still snowing around here. March 14

was our date with Boston Center in Nashua, New Hampshire in the midst of a raging blizzard. Earlier we visited the New England Aeronautical Institute where we had an informal talk by its director Brigadier General HARRISON THYNG. GENERAL THYNG we found to be a very outspoken and determined individual as he spoke of the school and its goals, things that he was concerned about in the aerospace field such as the SST, air traffic control, and education in general. We wish we could have heard more but we had a date with Boston Center just around the bend.

At the center we were warmly greeted and divided in four groups of ten for our tour of the facility. As we wound through an impressive maze of computers, telephone wiring, huge tape recorders, and radar equipment we became very respectful of the wonderful fellows who so diligently man those boards and guide us through the air. One of the controllers for the Gardner area handed his mike to GENE WOODWORTH and had her give an altitude change to an American Airlines flight passing through. Seems this Captain liked to have his stewardess talk to Boston Radio for him occasionally and the controllers don't often have a lady voice handy.

Next on our schedule was a chapter

meeting followed by cocktails and dinner at the nearby Old Coach Inn. The men were abandoned in the bar (with nary an objection) while we took care of our business. JUDY GILLIS was appointed APT chairman and everyone was urged to get APT soon to meet the June deadline. MONA BUDDING and GENE WOODWORTH recently returned from Wichita and Miami with MONA's beautiful new Cessna Sky-master. They'll be flying the Angel Derby together sponsored by Burnside-Ott. We're all wishing them loads of luck. DOT PULIS and 49½er CLIFFORD are the proud owners of a new Bonanza in which they took off for the sunny south just as soon as they had been checked out in it. A fitting baptism. JOANNE OSTERUD has completed her multi-engine and instructors ratings and is instructing instrtime at API, Hanscom Field in everything from aerobates in their clipped wing cub on up.

JOANNE is also an accomplished sky diver with 25 jumps to her credit.

In the jet set this spring is HARRIET FULLER vacationing in Hawaii, and GEORGIA PAPPAS who's skiing in Switzerland. LOIS AUCHTERLONIE was given a token award (February meeting) and a special thanks for her talk on Wasp days and especially for being an outstanding Ninety-Nine. We just couldn't do without her enthusiasm, hard work, and good ideas.

Following our meeting we rescued our fellows from the cocktail lounge and headed for a luscious sirloin steak dinner with all the trimmings. Thanks to VIRGINIA BONESTEEL for a superb job of organizing this full and interesting day in Nasua. Then we plunged homeward through the raging blizzard—hopefully our last for this season.



HUDSON VALLEY CHAPTER Kathy Heidrich, Reporter

After a long unflyable winter, spring has arrived and the Hudson Valley girls have spread their wings and taken to the skies.

JO-ANN PERKO and PEG WEISS flew to the "Meet the Bunch for Lunch" get-together on April 8th, at Orange County Airport.

JOAN FRAZIER and her 49½ RUSS bought a Beech Musketeer recently. It seems JOAN ONLY stops long enough to refuel and she's off again. Basin Harbor, Syracuse, North Adams, . . . you just never know where she turns up next. If you should spot a Musketeer N555FF, that's our JOAN. Best to JOAN and RUSS, and many happy flying hours in your new plane.

The chapter "Poker Run" has been scheduled for Saturday, July 18, 1970, the raindate being Sunday the 19th. The participating airports, to date, are Schenectady County, Sky Park (Red Hook, N. Y.), Sky Acres, Columbia County, and Stewart AFB. All airports are on the Albany Sectional or New York Sectional. There will be plenty of flying, fun, and prizes. Hope to see you there!

The Chapter is growing rapidly! This month we are very happy to welcome four new members.

SHIRLEY BUTTS, a former Western New York Chapter member has renewed her membership in our Chapter. She owns a Cherokee 180. This flying teacher has over 1000 hours command time. Shirley is an instrument rated private pilot.

JOAN FRAZIER, a mother of 5 potential 99's, has a private ticket and owns a Musketeer 200.

LILLIAN ROYLANCE has 1450 hours pilot-in-command time and has her Commercial License. She has a mink jacket just for the purpose of wearing while flying her Beech Debonair. That's the way to travel!!

And MARGARET "PEG" WEISS. PEG, an RN and a mother of four, did most of her flying in Colorado until recently, when she and her 49½ PAUL moved east. She didn't waste time finding an airport when she arrived, PEG's been flying out of Poestenkill Airport.

Until next month, Happy Flying!

LONG ISLAND CHAPTER Marilyn P. Hibner, Reporter

After spending several months collecting and compiling statistical data from our membership, we are proud to announce that NEARO E. ANERL has been chosen as the "most representative member" of our Chapter. I doubt if any of you has ever even heard her name before or knows anything of her background. So, we'd like to give you a quick briefing and profile on NEARO to better acquaint you with this gal.

Needless to say, her personal attributes are obvious . . . 35-26-36! She

stands 5'4" tall; and her shapely legs—tapering from a 20" thigh to an 8" ankle—support her 128 lbs. A full-color picture of her would reveal her blue eyes, rich brown hair (which she usually wears pinned up in one of the latest styles for the long-hair set), and favorite color of blue for her outfit. Aside from the assistance of flattering eyeglasses, she's strictly natural—doesn't own a wig; never wears false eyelashes; and hasn't even had her ears pierced! She's a young 43 years; is married; has a son and a daughter; and still slips into a size 12 dress (which she says she prefers more than skirts and blouses). Her other personal preferences are: medium-heel shoes; knee-length hemlines; and a favorite flying outfit of slacks, a sweater and a jacket. When she's not flying, she's either sewing; working full-time; or conversing in French over one of her favorite seafood platters. A glance through her personal belongings indicated a size 7½ shoe; a ring—size 6; and a glove tagged size 7. Although her B.A. degree from college doesn't say it, she has a definite preference for being right-handed.

All of these statistics are what keeps our gal ticking and make her take to the skies at least once a week. When the weather permits (bad weather being her biggest complaint as a pilot), she can be found at Republic Airport, renting her preferred aircraft—Piper models. She has been flying for 9 years, during which time she has logged a total of 556 hours—averaging about 95 hours per year recently. Although she has traveled 853 air miles on her longest cross-country, she usually logs her time on short local flights in the Long Island area. She holds a private pilot license for ASEL; holds a current 3rd class medical certificate; and got her first thrill of solo flight after 18 hours of dual instruction when she first got the "flying" bug. She's been a member of 99's now for 6 years, in addition to membership in A. O. P. A. Asked what her goal is in the realm of flying, she simply states, "Pleasure!"

No, you've never heard of her before, by name, but you've read of her many accomplishments, flying experiences, family and other personal background as you've read each of our columns. For, in reality, she is our composite member . . . the resulting averages we determined by tabulating our members' statistics (which varied greatly) and then calculating "down-the-middle"



NEARO E. ANERL, "Miss Long Island Chapter"

averages. So, NEARO E. ANERL (a composite name determined by the most frequently-appearing letters in membership first and last names), although non-existent, is most representative of our Chapter's membership. Interestingly, none of our members matched even 50% of these "averages." All 99's are unique in a special way!

On a more realistic level, congrats go to SHERRY O'KEEFE and PEGGY FORD, both ready to open ticket counters with their new commercial licenses. SHERRY'S now on a crash program to get her instrument rating by mid-June (and by "crash" I mean "rush" not "disaster!"). DONNA FLAUM, the gal who makes our "average statistics"

crumble, is pushing for her ATR. NINA CLAREMONT, with 49^{er} HUGH, primed their Piper Arrow and headed for the Bahamas. JOAN FLEISCHMANN and 49^{er} ARTHUR also traveled south to enjoy two weeks in Florida. Our Chairman reported that CHARLOTTE SABATINE is heir-conditioned

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

... hope it's a future 99! CHARLOTTE was one of those lucky ones to watch Appolo 13 at Cape Kennedy.

We've scored another monthly fly-in for the Chapter. Those who made it to Trumbull in Connecticut, on April 12th, were: HELEN MOXIM with 49^{er} AL; JO O'BRIEN and 49^{er} JIM; NINA CLAREMONT; DAISY POSS; THELMA BAKER; MARGE GRAY, and PAT BRISCOE, a guest who ventured out with MARGE and THELMA. AS usual, they ate! Our members find eating a favorite pastime ... when they eat at a fly-in, they have to re-check weight and balance for the aircraft before heading back home.

Our Chapter was recently honored by McIntyre Aviation (FBO at MacArthur Airport). Honored because they requested our cooperation and assistance at their recent Open House. I understand, however, their request was prompted by our "salesgal in the field" SHERRY O'KEEFE, who offered them every service our membership has to offer, short of burning sacrifices! Those who assisted in fulfilling SHERRY'S offer were: DOROTHY BOCK, RUTH DOBRESCU, MARILYN HIBNER, DAISY POSS and SHERRY O'KEEFE (with her 99 foot in the door).

As for MARILYN HIBNER and 49^{er} KEITH—we're off to Texas. (Watch out Hazel ... your state just ain't big enough for both of us literary nuts!) (I called you twice in Hou. but apparently you were adjudged persona-non-grata for lack of appropriate credentials for entering the state. Let me know AHEAD of time for an appointment and proper escort. Ed 44-54-64)

WESTERN NEW YORK CHAPTER Doris Culp, Reporter

With the Sectional Meeting being held at Niagara Falls on May 23, the Hard Work Dept. of our Western New York Chapter met at the Airways in March to finalize plans for hostessing the meeting. AGNES DENLER, ARLENE BRAY, KATHY POTOCZACK, TERRI PIRRUNG, ETHEL FEDDERS and PEG PIEPER attended and also celebrated KATHY'S new Commercial rating. As you might have guessed, she has already started on her instrument, and with her determination, it won't take her long!

Quite a group gathered for our work meeting in April, and committee reports indicate a most successful Sectional at the Parkway Inn, Niagara

Falls, for all the 99s in New York State. The list of workers includes AGNES DENLER, ARLENE BRAY, KATHY POTOCZAK, TERRI PIRRUNG, ETHEL FEDDERS, BETTY LAMBERT, DONNA JOSS, PEG PIEPER, JEAN VALVO, FRANCES WILSON, CECELIA KENNY and DORIS CULP.

Happy to report that our former 66, PEG PIEPER, has earned her Private Pilot license and is now a full fledged 99. Her instructor was TERRI PIRRUNG, and in PEG'S own words, "She's a real plane driver. After an hour with her you feel like a real pro." Confirms all our suspicions! Terri has received both of her Ground Instructor ratings, too. TERRI-fic! FRAN WILSON has an impressive list of ratings now that she has her instrument and Ground School Instructor—Primary and Advanced—ratings. Now she is working toward adding to it by pursuing an aerobatic course and also an Instrument Instructor rating. ETHEL FEDERS announced another new member, ELIZABETH CARROLL, from East Aurora. Western New York Chapter is certainly experiencing a population explosion, and we're looking forward to seeing all of our new members often. Welcome to all of our new enthusiastic 99s!

Here and there: Your reporter and 49½er, HERB, were vacationing in Spain so couldn't attend the March meeting. Had a grand and glorious trip and were so busy taking all the tours that we didn't get in any private flying, but did enjoy the jet flight to Madrid. Another time would love to fly along the Mediterranean and fully capture the beauty of the Sierra Nevadas and the sea. JEAN and BURT VALVO are off to Grossingers the end of April and are looking forward with great confidence this time to landing on the 7000 feet of runway at the new Sullivan County airport—little better than Liberty. Prep: JEAN is still under the hood and quote—"may be forever." AGNES and AL DENLER spent a wonderful week at Key West. They reluctantly flew down commercial, but compensated for it by having a great ride home in Prior Aviation's Navajo. News of our 66, MARY OSHEI, is that she has been off to Trinidad, W. I.

How about some news from those of you who can't get to the meetings. We all enjoy hearing about your flying activities.

Until next time—fly like angels!



MIDDLE EAST SECTION

EASTERN PENNSYLVANIA CHAPTER

Ginny Merrion, Reporter

I'm sorry about missing last month's newsletter but the deadline and a slight bout with the flu arrived at the same time. I'll try to make up for it this month.

The February meeting was held at the Sheraton Penn-Pike Motor Inn with LOUISE SACCHI, our transoceanic pilot, the speaker of the day. She gave a very enlightening and amusing talk accompanied by a slide presentation of her many trips to Europe and Africa. LOUISE is on still another ferry trip while I am writing this letter. She has had so many trips planned that in order to meet her schedule ALICE MEISENHEIMER has been ferrying the planes from Kansas to Boston where LOUISE picks them up for the remainder of the trip.

The March meeting was held at 3M Airport to air mark the numbers on the runways with luncheon being held at the Holiday Inn adjacent to the airport. The meeting was well attended with fifteen members and six prospective members present. Naturally the chief topic of discussion was the AWTAR Terminus and the many things yet to be done.

The Penny-A-Pound will be held at 3M Airport on Saturday, May 23rd. We are all hoping for a beautiful day, a large turnout of members and a very successful event.

A special meeting of the Terminus committees, the AWTAR Board, and any and all members willing to work will be held on May 2nd at 3M Airport to finalize plans for the Terminus.

Although I am sure the Sectional Meeting will be reported elsewhere in this newsletter, I would like to mention the excellent representation our chapter had at this meeting with seventeen members and prospective members plus many guests. The weather was perfect and the setting in historic Williamsburg couldn't be surpassed. Many of us stayed over the weekend to get the most enjoyment out of the trip. As a comparatively new member I may have been more impressed than most by the seminar presented, but I found the presentation of each aspect of the organization very enlightening. It

was particularly delightful to have an opportunity to meet Blanche Noyes.

We would like to welcome as new members: JANE SQUIRES, DOROTHY MILLER, MARIANNE BLAIR, EILEEN WEIGAND, and PATRICIA BRAYCHAK. I'm sure I speak for all of the girls when I say we are delighted to have them with us.

Congratulations to JOANNE MALOY on earning her Commercial.

NANCY DIEMAND and 49½er BUZZ are spending the month of April in Japan visiting Expo 70.

A farewell luncheon was held for BEV HOWLETT at the Dupont Country Club in Wilmington. BEV has left the Wilmington area and plans to relocate in Florida. We will certainly miss her and hope she can fly back to visit us often.

Guess that's all the news for now. See you next month. HAPPY FLYING.



SOUTHEAST SECTION

ALABAMA CHAPTER

Sylvia Derrick, Reporter

"A picture is worth a thousand words" so the saying goes. So see above for Alabama Chapter's news this month.

"The best yet" were the words GOV. PAGE SHAMBURGER used in describing the Southeast Spring Section Meeting in Huntsville on April 10-11-12, believed to be one of the largest ever attended. We Alabama girls worked hard, but it would not have been possible without the cooperation of weatherman JOHN WILLIAMS (he pleaded for our help on the pollution problem as affects the weather) in providing us with warm "sunny south" days. BILL WHATLEY and the wonderful people at Huntsville Aviation: they have beautiful facilities, a courteous and very efficient staff including 99er ROSALEE BOX. The beautiful Skycenter with hotel and golf course on the premises made it all a real pleasure.

HUNTSVILLE MAYOR JOE DAVIS appeared to welcome everyone to the city and proudly accept comments on the beautiful downtown area everyone enjoyed from a cocktail party overlooking the area. Huntsville is built around a spring in the heart of town that bubbles 24 million gallons of water daily.

Alabama and Huntsville love to have you enjoy our Southern hospitality, so y'all come back soon and tell your friends what a great place we are to visit. We promise to make you welcome.

As this goes to press, we are preparing for the arrival of the Angel Derby participants and looking forward to the excitement of May 4-5. By now you will know the winners and it is all over, and we Alabama girls have left for a vacation and well-deserved rest.

CAROLINAS CHAPTER

PS, Reporter

Carolinas Chapter members blasted off for the Rocket City, Huntsville (Alabama), for the Spring Section meeting. This truly great Sectional was devoted to Project Awareness and to honoring our past governors. Lo and behold, though the Carolinas gave the Southeast their very first governor, our two most active past-governors, LOUISE SMITH and BETTY HAMILTON, had a scheduling conflict and just couldn't be on hand. We missed them. And, Sportsman's Pilots Association's gain was our temporary loss. They did send a wire from Tucson, though, and we did appreciate it. We're sure counting on the both of you at the next meeting, Betty and Louise.

Those two missing-in-action ones were replaced with Carolinas Chairman, NANCY (MERCY) WRENN, Secretary-Treasurer—EVIE HYMAN, who—would you believe flew in Saturday morning (April 11) and out again right after the meeting. Betcha' no other chapter can claim a member who flew round-trip of about 600 miles just to attend the business meeting! EVIE did—from and back to Greensboro, N. C.—in a Mousecat. BUZZ TAYLOR, NITA HUDMAN, NANCY DUNCAN, SUE OVERTON, new Carolinas member BARBARA O'CONNOR, and your reporter were all there. Count 'em, that's eight Carolinas gals who did enjoy the Alabama hospitality and organization. Thanks KATHLEEN VAUGHN and your "right-hands." We had a ball.

Carolinas Chapter voted \$2. per member contribution to NIFA and the check (\$50.) has gone west to GENE NORA JESSEN. We hoped we've opened the door for each chapter in the Southeast Section. This amount in addition to the section-voted 2nd year's check of \$100. We believe in the college flying programs down in this part of the country. And like some smart member

said, "It's time for us to stop selling aviation to each other—and help the new pilots coming along."

Several Carilinas types have entered the Powder Puff Derby—Past Chapter Chairman BEBE RAGAZ and new member BARBARA O'CONNOR, LOUISE SMITH and EVIE HYMAN. Others are firing up enthusiasm for the Fun Air Tour and Convention. Even before those, we're set for the Carolinas Air Tour at Wings and Wheels Museum (Santee, S. C.) April 25-26 and the Wilmington (N. C.) Flying Fun week-end when our BARBARA O'CONNOR is to fly a comedy act.

SUE OVERTON is the Carolinas member in charge of the FAT stop in our Chapter — Santee — Wings and Wheels Airport/Museum. This is a RON stop—reservations should go to the Holiday Inn for the night of July 10th. For this Fun spot, tis promised free ground transportation and tie-downs—and, a sponsored (thus, free to you) cocktail party that evening. Special contests and prizes are in the works. Enter the FAT—join up at Santee or before—come see what the Carolinas Chapter is planning just for you.

GEORGIA CHAPTER

Shirley NeSmith, Reporter

Six members and one visitor from the Georgia Chapter of the 99s met in Huntsville for the Southeast Section meeting, April 10-12, 1970. Esther Wright flew her Cessna 172 to Albany. There she joined BETTY McNABB in her Bonanza and winged on to Huntsville. An hour later, CAROLYN KENNEDY arrived in her Comanche (wonder if CAROLYN was getting her Comanche tuned up, ready for the Angel Derby?) Saturday morning, JOYCE SOX, CAROLYN DUNN, SHIRLEY HOLMES and MARIANNA WILSON (a visitor) arrived in a Cessna 172. After the business meeting, we had a delightful tour of the new space center museum at the Redstone Missile Base, after which SHIRLEY HOLMES, JOYCE SOX, CAROLYN DUNN, and MARIANNA WILSON flew back to Atlanta. Sunday morning, ESTHER WRIGHT and BETTY McNABB got to fly actual instruments come home, shooting an instrument approach to Albany and Thomasville.

PAULINE MALLARY, CAROLYN KENNEDY, and LOIS LACY are busy getting geared for the Angel Derby. ESTHER WRIGHT and BETTY McNABB are co-chairmen of the Albany

stop for the Angel Derby. Hope to see all of you there. Good luck to all the Angel Derby contestants and especially our Georgia Gals for a fast, safe flight from Ontario to Nassau!

See you at Dog Island in May and bring a picnic lunch!

KITTY HAWK CHAPTER

June Rodd, Reporter

Old man weather has been so good to us recently—enough to make fair weather pilots out of all of us. Can you imagine, even this reporter—me—JUNE RODD, was early on arrival for the fly in to GREENVILLE, NORTH CAROLINA—so graciously hosted by MR. JIM DARDEN, Air Port Manager, and his wife, Mrs. DARDEN.

We KITTY HAWKS are still few in numbers, in that we are still considered a brand new chapter but overcame this by combining our fly in meeting with the N. C. PETTICOAT PILOTS—who, incidentally, we are also associated with. Bui it makes a much more impressive arrival and no one can complain if we do a bit of recruiting for the 99's amongst such eligible associates.

We expect to grow up fast—with the able guidance of NITA MELVIN, our Chairman. She has been busy getting us incorporated this month—not to mention her gentle prodding to get all the other business attended to. ESTHER FORDHAM, Membership Chairman, reports new applicants in the making.

We were all treated to the red carpet by the city of GREENVILLE, N. C.—even to the VIP treatment of Television Interviews, broadcast on two channels. It seems women pilots are news....

We were privileged to see a special filming made for and presented to us by WITN-TV on the development of a community—with emphasis on Aviation and the part it plays in Community growth.

Our luncheon was hi-lited by a long list of dignitaries to welcome us. There was the Chamber of Commerce, the Air Port Authority, Industrial Development Committee Chairman and a guest speaker, CAPTAIN EDWARDS, of the Air Force ROTC, who is an "Angel Girl". He is Supervisor for a group of East Carolina University students—ladies known as the ANGEL FLIGHT GIRLS.

And this is about all the mischief we could muster in one day. So, 'til next month—see ya then.

SPACE PORT CHAPTER

Cy Beers, Reporter

Our April meeting was held Wednesday, April 8th, at Falcon Aviation, Orlando, Fla. It was attended by JUANITA BLUMBERG, DOT MACNAMARA, MARGARET STANNAH, WANDA GARSON, LUCILLE THOMPSON, and MARY BLACKWELL from Orlando. CY BEERS and ANN CONWAY flew over from Daytona. JERI SNYDER drove over from Merritt Island.

Plans were started to "Beautify" Herlong Airport Administration Building and to repaint their runway numbers. Details will be worked out by K. RILEY as soon as she recovers from the badly torn ligament in her knee, suffered on a boat. Those things are dangerous, K.

MARY BLACKWELL was appointed Aero Space Education Chairman at the College level and JOAN DAVIS at the High School level. Mary has already talked before several groups and the Florida Technological University about the importance of Aero Space Education.

JUANITA BLUMBERG showed us the Certificate of Appreciation for ERNEST (I incorrectly called him Ed in the last newsletter) MOSER and will be presented to him by JERI SNYDER. As you may remember Ernest really rolled out the red carpet for us last month in St. Augustine and had his son, JIM, give us all those aerobatic rides.

We voted to incorporate our Chapter and ANN CONWAY's 49½, Lawyer LOUIS CONWAY, has agreed to do this for us for "free". Many Thanks to him.

After the meeting a very interesting and informative discussion was presented on the proposed Terminal Control Areas. Mary Blackwell spoke for the FAA and JUANITA BLUMBERG for General Aviation. I think we all understand this proposal better now, although there was not a complete agreement for or against it.

ATR and Multi-engine and IFR Examiner MARY BLACKWELL is APT again, having just completed her semi-annual check ride. MARGARET STANNAH is working toward getting APT. She has been away from flying for a few months.

LUCILLE THOMPSON is expecting a little Co-pilot. Congratulations. We were sorry to learn that JOAN DAVIS is recuperating from an operation and hope she will soon be back flying again. Our sympathy to MIRIAM DAVIS,

Gold Coast Chapter, whose 49½, Hub had a heart attack recently. We wish him a speedy recovery.

Three Orlando Ninety-Nines flew to New Smyrna for the Grasshopper Meeting and a delicious lunch, March 25th. DOT and ROGER MACNAMARA, JUANITA and LOU BLUMBERG, MARY and DICK DIXON, and WANDA and JOHN GARSON and their son KIRK went (drove) to the Sun Coast Chapter's Poker Run, on March 22nd. Altho the rains came down and they were unable to fly they reported a wonderful time and yummy BBQ.

The Month ahead will be a busy time for the Space Port Chapter, with the section meeting next weekend, helping in Ft. Lauderdale on the Acara air races the following weekend, the Angel Derby stop in Orlando (hosted by our Chapter), May 4th & 5th and our Efficiency Race for Ninety-Nines and families May 10th.

SUNCOAST CHAPTER

Dotty Birdsong, Reporter

The Florida Suncoast Chapter Poker Run March 22nd turned into a Drive Run at Birdsong Tampa Downs Airport. Fifty-eight of the original sixty-four reservations drove in for the party. The five airports involved were set up at booths around the Tampa Downs restaurant. Participants in all four categories, Pilot or 99, Co-pilot, Guest and Children, dropped in at each of the airports and drew a card or cards if they had more than one entry and ended up at the "Birdsong Airport"

where they received their meal tickets in exchange for their Poker Hands. The overall winner and winner of the Pilot-99 category was MASON LYKES from Tampa with a 4 Kings drawing. A fixed card of five aces was slipped into the box by prankster 49½er RILEY McGRAW of Clearwater and shook up top winner MASON LYKES and victim BETTY McGRAW when it was announced as the winning card. The Co-pilot trophy was won by 49½er TOM DAWSON from Brooksville. LEW BLUMBURG, 49½er, took the Guest trophy. He is from Orlando. ROBBIE KAY ALPAUGH of Tampa took the best poker hand trophy in the children's category. Second place pilot was Petersburg, second place co-pilot went taken by FRAN BUCHAN from St. to NANCY JENKS of Tampa with daughter DEDE JENKS taking second place children prize and NORMA SHORTS from St. Petersburg won second place guest prize. Prizes were also given for the third place winners. The door prizes held out until everyone had received a gift. DOTTY BIRDSONG took the worst poker hand prize.

The Suncoast Chapter regular monthly meeting was held April 8th at Albert Whitted Airport in St. Petersburg. The regular business meeting was held by Chairman ETHEL GIBSON and new member Nancy Levnie of Tampa was voted into the Chapter. Our next meeting will be the second Wednesday in May at Sarasota.

TENNESSEE CHAPTER

Evelyn Bryan Johnson, Reporter

Here I am pinch hitting for RUTH THOMAS who is in Memphis attending a week long P.T.A. Meeting.

Did we ever have a nice time at the Southeastern Section meeting in Huntsville, Alabama? You bet we did! And we can proudly state the Tennessee Chapter had the most members present at the meeting. And, on top of that, we had two Past Governors there—GEORGIANNA McCONNELL, AND EVELYN BRYAN JOHNSON. The Southeastern Section presented lovely Plaques to all the past Governors. Our Chapter has had three Gov.'s during the past years.

SARAH DUKE could not be at the Section meeting to receive her past Gov. plaque, she had a previous engagement in connection with Civil Air Patrol and was out of the State. BEA REED rushed over from the Masters Golf Tournament in Augusta, Georgia

Convention Carol says



BE THE ONE
yes, cut the registration cost!
BE a VFR Pilot
Register Early

Very First Registered

by JUNE 25

to be at the Section meeting. It is a good thing she did, since she is our Chapter Chairman. MARGARET MILLS and her husband FRANK, flew their Cessna 172 to Atlanta, this past weekend. Their daughter Josie flew back with them for a visit.

We extend sympathy to LADY McREYNOLDS in the loss of her Mother.

JOY LYNN MAYNARD has just returned from a two week visit to California. She says she really toured the State to see all she could in the short time she had there.

BILLIE O'DELL has been busy commuting between Morristown and Knoxville. Her Father is seriously ill in the University Hospital.

HELEN HAYES from Morristown has just received her Private Pilot Certificate. As soon as her Certificate number arrives her application for membership will be in the mail. We have waited anxiously for HELEN to get her License as she will make us an excellent member.

MARIE HURLEY has passed her Instrument Written Exam. It won't be long now until she will be a full fledged Instrument Pilot.

The awards committee has held their meeting and selected the person to receive this years award for his or her efforts in the promotion of aviation in Tennessee. The secret is closely guarded and won't be told until June. I know everyone who submitted a nominee is anxiously waiting to see how it came out. For those of you who do not know, our Chapter selects some individual, naturally a resident of the State of Tennessee, who has contributed greatly to promoting Aviation in our State or just Aviation in general. We honor that person at our June meeting each year. We present a plaque stating such contribution. This will be our fourth annual award. So far those who have been honored are: LILLIAN R. WARD, in FAA office in Nashville; JAMES E. "BUDDY" MARTIN, Past Director of the Tennessee Aeronautics Commission and WARD REILLY, General CAP.—Gen. Reilly is Chmn. of the Board of Directors of Civil Air Patrol.

This is it for this time. Hurry Back RUTH you do such a good job with the news.

MEMPHIS CHAPTER Netta Holden, Reporter

Well, Spring has finally sprung, and if most fly-girls are like I am, they don't want to be on the ground on a

clear blue day. Taking advantage of such a day during Easter week, yours truly flew 34 Tango to Ryan Airport, Baton Rouge, Louisiana. My 49½er, Doug, and sons Mike and Cody were with me. For our return trip to Memphis, we had to file IFR to get out.

JENNY COOK and a friend flew to Lake Cumberland, Kentucky, in a Cherokee 180. JENNY will be one of the official stop-timers for the Powder Puff Derby's must stop in Dyersburg, Tennessee. Jenny is now APT.

ROSEMARY and BOB WILLIAMS flew to Gadsden, Alabama, in their new Bonanza.

POLLY and HOWARD DUNCAN have just returned from a tour of the Florida coast in their trailer. POLLY is going to fly the Powder Puff Derby in a Cessna Skylane.

BETTY DUNN flew to Oxford, Mississippi, for a day.

CHRIS BROWN and JUNE PENTECOST flew to Dyersburg, Tennessee, for a coffee-break.

MARTHA and FRANK TOBEY in their Debonair, along with Virginia and Everett Proctor in their Cessna flew to Heber Springs, Arkansas, for lunch.

My 49½er, DOUG, piloted a new PA-39 Twin Commanche C/R with counter-rotating props to Dyersburg, Tennessee. Quoting DOUG—that's a fabulous piece of machinery.

Our monthly meeting of April was held in Memphis. Ninety-Nine members attending were: JOANNE MURDOCK, HOLLY SMITH, BECKY HAYWOOD, JOSIE HOWSER, JUNE PENTECOST, BETTY DUNN, CHRIS BROWN, MARTHA TOBEY, MARY OLIVER, JENNY COOK, VIRGINIA PROCTOR, GLADYS ESTES, POLLY DUNCAN, ROSEMARY WILLIAMS, HILDA SAVAGE, NETTA HOLDEN, and two new members, NELDA WILSON, and DOT WILSON. After our regular business was in order, plans were discussed for a possible fly-in to Blytheville, Arkansas, and Kentucky State Park.

As a new policy I would like to write a little about each of our new members. We welcome HOLLY SMITH. HOLLY has three children—ages 11, 7, and 6. Her husband, Craig, is in the Marine Corp, and also a pilot working on his Instrument Rating. Holly was originally in the Georgia Chapter and flies a Luscombe. THE SMITHS live at 135 Mary Ann Drive in Memphis.

The Southeast Sectional meeting was held at the Skycenter in Huntsville, Alabama. The Memphis Chapter was

well represented by Ninety-Nines and 49½ers. Those taking part in business, fun, and activities were: MARY OLIVER, CHRIS BROWN, JUNE PENTECOST, HOLLY SMITH, JENNY COOK, GLADYS ESTES, MARTHA AND FRANK TOBEY, ROSEMARY and BOB WILLIAMS, MARY AND JOE STANLEY, VIRGINIA and EVERETT PROCTOR, and NETTA and DOUG HOLDEN. EVELYN and DAVE LYONS flew in from New Orleans, Louisiana, to attend. Sure was nice seeing them again. The Alabama fly-girls really entertained with a get together cocktail party, a trip to Alabama's Space and Rocket Center, and a banquet. It was my first sectional meeting and surely not my last. Our many thanks to the Alabama Chapter for a very enjoyable weekend.

In the meantime—lets all fly at least once a week.



LAST FLIGHT

Michigan Chapter

ELIZABETH (LIZ)
SCHUCKER

ALL-OHIO CHAPTER

Judy LaRue, Reporter

Hello fellow pilots—welcome to Spring and isn't it great!

Congratulations to EDY MAXIM for obtaining her instrument rating at Miller Aviation in Columbia, S. C., with FRED COLE and SYLVIA ROTH her instructors and FRAN MILLER her examiner. The Chicago Area Chapter will be pleased to know that ANNIE, SYLVIA's aunt, keeps up with their activities by faithfully reading their column in the "99 News" each month.

FLO and DOC BOND now have a Cherokee 180 which is having a second radio and transponder installed. They will both be working on their IFR ratings.

Don't miss the Flea Market to be held in Dayton, Ohio, on June 13. It's

being held by our Ways and Means Committee and you may contact EVE-LYN ARNOTT for directions.

MARY and PETE BRANDMAN recently returned from a 3-month business/pleasure trip to Mexico and Central America. They left Findlay on December 22 in the Travelair—and since MARY speaks Spanish, she was elected to do all the flying, which resulted in a total of 55 hours.

If you want to meet 99's, just fly your plane to Latin America. In Veracruz, Mexico, Mary met 99 ARLENE WALKUP, BRONETA EVANS and VELMA WOODWARD of the Oklahoma Chapter; PAT McEWEN of Kansas; and RUTH HILDEBRAND of Texas. About a week later, they ran across this same group again in San Jose, Costa Rica.

After stopping in Nicaragua, El Salvador and Guatemala, they flew back the West Coast of Mexico. In Puerto Vallarta they had a very pleasant meeting with 99's HELEN SHROPSHIRE and ZOE DELL NUTTER of the Monterey Bay Chapter. In Mazatlan they met FLORENCE WATKINS and JOY WAITE of Idaho; and in Phoenix they met DEE SOUTHARD of the Arizona Chapter, who is an FSS Specialist at Sky Harbor Airport.

While in Phoenix, MARY took the instrument instructor written and now has her instrument instructor rating.

That's all for now—and the best of luck to all the gals in the Angel Derby.

CENTRAL ILLINOIS CHAPTER **Bobbie Kesterson, Reporter**

I'm sorry to say that, due to a very temporary spell of illness of our two year old, I missed the March 1st meeting at Decatur. However, MARSHA and JOE WILCOX, who had planned to go with us, made the trip anyway and we found that MARSHA was one of seventy people who took an ATC Specialist test in St. Louis in February and one of the seventeen who passed it. She now plans nine weeks training in Oklahoma City and then to Indianapolis to work. In the meantime, she is teaching ground school at Rend Lake College near Mt. Vernon.

Our membership chairman, THEO SOMMER, introduced our newest member, NAN LARENCE, and two prospective members, LIBBY KAISER and PAT SHERIDAN. We held another meeting in Springfield, Illinois on March 12th to celebrate our twenty-fifth anniversary.

MARTHA McMAHON arranged a brunch for FAA personnel and our members. PHYLLIS HANLON, BETTY FLOSKI and ILA ZABORAC helped. BARBARA JENISON did a lot of the planning of this meeting but had to turn things over to MARTHA when her mother became ill. We were happy to note from the minutes of this meeting that Helen Grienke was there. She is a charter member of our group.

JEAN READ is still instructing part time at Mt. Hawley and was hoping to give a dual cross country to Florida so she could stop at Atlanta to visit her daughter, JANE.

KATHLEEN WOOD was planning a trip to Harrisburg, Pennsylvania, among other things.

MARTHA McMAHON took her first jet ride from Indianapolis to Daytona to see Bill race in Formula Vee races.

GLADYS SPEAR and I, with our 49½ers, were among the five plane loads of people who flew over to Flora on Sunday morning a couple of weeks ago for breakfast. Later in the day, three of the planes made a trip to Benton; and then son, Scott, and I put in another hour around Carlyle Lake. When we got back, were sorry we had been gone so long as we found DEED and MAX HOLCOMB waiting to say "hi" and "bye". Last Sunday, we flew over to Columbia, Illinois to look for a small plane for one of our buddies and then got in five takeoff and landings after we got home. These Sunday morning trips are so much fun, we thought we might round up LINDA BORUM and the other five planes and all go to the Redwood Inn in Danville May 3rd where we girls could also make the meeting for a change.

The TAYLOR TITCH at our house is coming along fine and, three weeks ago, we went over to Sparta and bought a back pack; so it is now only a matter of time.

CHICAGO AREA CHAPTER **Sandy Klock, Reporter**

The April meeting of the Chicago Area 99s was held at Lakepoint Towers in downtown Chicago, with Gen Bowman as hostess.

Co-hostess MARCELLA KLOTTER twisted Virginia Rabung's arm and got her to bring her slides of a flying safari through Africa taken a couple of years ago. The method of getting tanks topped there is to circle a town several times, set the plane down nearby, and hope somebody comes out with some

gas. Moral of the story—appreciate your lineboy!

JACKIE FRANKEL's mother, in town from Florida, was a visitor at the meeting.

VIRGINIA COFFEEN and husband GEORGE attended the North Central Sectional in Detroit, and also stopped in South Haven to visit sister.

GERRY KRAUSE, NITA FINEMAN and PAT CLARK were among our Chicago gals attending the Sectional.

PAT CLARK and 49ER FRAN recently attended a multi-engine instructor certification course in Richmond, Virginia.

SANDY KLOCK and BETH HOUGHIN of the Nebraska 99s recently got together again in Hales Corners, Wisc. for the annual EAA officers' meeting. SANDY is secretary for Chicago Chapter 15 of EAA, and BETH is secretary for Eastern Nebraska Chapter 80. They first met during last year's Powderpuff Derby when Beth was working the race stop at Kearney, Neb., and SANDY and MARCELLA KLOTTER landed there. Here's an example of "fun and friendship through 99s".

PAT RUZICK and BARB WHITE are now the proud owners of a Cherokee 140 based at Chicagoland and have bought a Schweitzer 2-22E sailplane. They hope to see many 99s at West Bend, Wisc., this summer to help enjoy it. Pat is a CFI in gliders and can give any instruction necessary for a glider rating.

The "love bug" has really been busy around our chapter lately. The most recent 99 to be bit is SANDY WESTERHOLM, who is engaged to CHUCK ROGERS, also a pilot, and a real nice guy. Congratulations!

PAT FRIEDMAN, JACKIE SOLLENBERGER and SANDY KLOCK have been holding a mini-99s meeting on Mondays at well-known Tom Farina's instrument ground school.

WILLIE and CHARLIE DYE flew their 182 down to Sarasota, Fla. in April for a spring vacation. WILLIE checked a friend out in an Aztec, and then spent the rest of the time enjoying Florida sports.

DIANNE CHOIN plans to attend a commercial ground school sponsored by Du Page Aviation, RUDY ZIMMERMAN instructing, starting May 17th at beautiful Pheasant Run Lodge, St. Charles. Keep out of that pool, DIANNE!

Don't forget the big Illinines Air Derby coming up next month!



Cadet squadron members of the Civil Air Patrol group in Johnson County, Kansas, finally will get an opportunity to put their ground training lessons to practical use after acquiring an airplane, the first in the program's 28-year history. The Johnson County Aero club, sponsor of the cadets, purchased the used red and white single-engine plane in January. One cadet already has made his first solo flight in the aircraft. The squadron has 115 cadets. Flight instructor for the Johnson County Civil Air Patrol and the Aero Club is our own ALEAH COMBS. She reports four adult students as well as the cadets now training.

GREATER KANSAS CITY CHAPTER **Frances Dunfield, Reporter**

Our April meeting was an April Fools party at JOANNE MAPLE's barn! This was a pot-luck dinner and the food was great and the fun and games were a near riot. Thirty-two near-rioters attended.

We are proud to give a big welcome to six new members—MARGE ENGELMANN, a transfer from the Spanish Peak Chapter, Pueblo, Colorado; NORMA ROWLAND, a transfer from Montana; JO GENSOR, ROBERTA JONES, LEE CRAFT and BILLIE JEAN WILSON.

The Wellington Flyout was cancelled because of a snow storm and fifteen

99s and guests made it to Lawrence a week later, without hostess and arranger-at-the-last-minute our own KATHY ZIMMERMAN.

We returned to Lawrence, Kansas, April 21st for airmarking.

We were disappointed with our attendance at the Detroit Sectional, especially since we had to give up the travelling trophy! Attending from Greater Kansas City were BOBBI MILLER, MARY ANN NOAH, ROSAMOND OLIVER and BOB OLIVER, ELAINE MORRIS, RUTH STAFFORD, NONA MARTIN, MARILYN DICKSON, and SHELDON and RONNIE STAFFORD. All are urging that we be at the Louisville Sectional Labor Day week-

end to hear the panel discussion on Project Awareness, which did not get its full attention because of a time conflict.

We are concentrating on blue skies and tail winds for MARY ANN NOAH and BOBBI MILLER for the Angel Derby. This is the first race for BOBBI and she says they will win. BILL MILLER and GEORGE HAMILTON will meet the ladies in Nassau for the celebration.

COLLEEN GORDON (recently became Mrs. DALE DRUMMOND) goes to Waco, Texas to attend the Waco Aerobatic School April 19-24 and then will fly a Great Lakes in the Sportman's Competition that next weekend.

ALEAH COMBS will be in Wichita April 28, 29, 30 for the FAA Instrument Instructors Seminar. She will then journey to Tulsa, Oklahoma for a seminar at Oral Roberts University.

IOWA CHAPTER

Claudette Parker, Reporter

Boy, did I get lazy while vacationing that month in Mexico. Unfortunately, I've missed two deadlines because of it! BILL and I really had a grand time, and I might add, Tri-Pacer 5861D never sounded better. Especially while flying over some pretty rugged country. We found Mazatlan beautiful, and to my surprise, ran into MARIAN FREDLUND (Minn. Chapter) there. We felt a little bad about LIZ and RICHARD missing us at Puerto Valerita, but that's the way it goes!

Truly enjoyed Manzanillo and its relaxing atmosphere. We even ventured down to Zihuataniho one day and ended with the last two weeks in our old favorite, Guadalajara. Going home we encountered head winds, which wasn't at all like our trip down. Let's face it—in a Tri-Pacer it's nice to have tail winds. Our last stop before coming back home was Ottumwa, Iowa, with LINDA and BOB ARNOLD. Which, by the way, leads to my next story.

LINDA and BOB just returned from the Yucatan Peninsula. They flew the Gulf coast of Mexico in their 172 (Honda in back seat) landing at Tampico, Vera Cruz, Merida, Chicheniltza and Cozumel. Apparently loved Mexico and can't wait to go back. Coming home they had quite an experience also . . . NOBODY stops off to see LBJ, but they did! Linda landed at the LBJ Ranch and instead of being greeted by LBJ himself, they were greeted by his secret service men. Well, with all that in their favor they decided "too much red tape" and took off for home.



March meeting at Bloomfield, Iowa. Left to right: Diane Notch, new member; Ruth Swanstrom, LuEtta White, Myrtle Campbell, Marcia Andrews, Phyllis Barber, Gerri Walker, Maryann Smith, Linda Arnold, Mary Lou Wright, Bette Ann Davis, Annetta Haack, Jan Horton (living in Des Moines—member of Eastern New England Chapter). —Bloomfield Newspaper Photo

RUTH and ROBERT SWANSTROM (Ottumwa) flew to Springfield, Illinois, for the Illinois Flying Farmer Clinic. With Robert only out of the hospital three days (following surgery), RUTH did all the flying. Fog moved in and they ended up staying 'til Monday. They enjoyed the rest and also had a chance to tour Lincoln's home. Two weeks later with much nicer weather, they attended Nebraska F. F. convention at Grand Island.

Seems March 7th was a good fly in day for the Bloomfield meeting. Hostess for the event was LUETTA WHITE with 49½er James doing good deeds. JAMES found room for the planes to park and with the help of gentlemen in-laws and out-laws, transported 99's and 49½ers with guests to the church on time, where the meeting was held. At the church, LUETTA, with the help

of her lady in-laws and out-laws served a smorgasbord for the group.

Afterwards while the 99's slaved over a business meeting, the 49½ers and guests visited a Ham radio operator's "shack". At the end of the day, the "Wee" lads and lassies received kites for flying, in this appropriate month of March. All bid each farewell to meet again at Sioux City, April 5th.

Well, as it turned out 5861D was layed up for its annual and didn't make Sioux City. As I understand it, not too many did. It was rather a windy, stormy day.

JEANNE BEDINGER was hostess for the meeting. Seems after the day's activities everyone was anxious to get in the sky and head for home. But on taxiing out, LUETTA and JAMES WHITE (BLOOMFIELD) got caught in a little wind action unfortunately bending the prop on their Cessna. (3031F) Realizing the damage could have been much more, they felt they were fortunate. But still, it's a rather sick feeling and can't help but bend your pride also. JEANNE BEDINGER offered them lodging while their bird was confined. With family awaiting their return that very day, the main concern was to get home. LT. COL. SID KUBESCH and 99 JOEY with LT. COL. JAMES I. GRANGER and 99 CAROLYN, offered them transportation, back to Bloomfield. LUETTA called them the "Angels in the Aztec", and 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.





Phyllis Ann Barber (Iowa Chapter Chairman) receiving a "Key to the City" corsage from Mrs. Hazel Nardini, Bloomfield, Iowa's first lady Mayor.

—Bloomfield Newspaper Photo

certainly were, LT. COL. KUBESCH flew them home. They did appreciate everyone's offer of help. Since this was just a week before the Detroit Sectional, LUETTA was proud to say that Graham's at Sioux City did a great job getting 3031F ready for that flight to Detroit. LUETTA did tell me she simply couldn't begin to thank everyone for being so good to them, but that must be 99's in action and I agree with her, they are the GREATEST.

Detroit Section was really fun and those of you who missed it shouldn't have. Attending from Iowa were: PHYLLIS ANN BARBER; (Marion) MARY LOU WRIGHT; (Webster City) LINDA AND BOB ARNOLD; (Ottumwa) ANNETTA AND BOB HAACK; (DSM) LUETTA WHITE; (BLOOMFIELD) GERRI WALKER; (CEDAR FALLS) and last but not least, yours truly. Can't ask for tail winds both ways, but

believe it or not we had them in the Tri-Pacer.

Thank-You Detroit . . . we all had a ball. P. S. Still think I fly a kite huh, Bobbi Miller? — — —

See you next month.

MICHIGAN CHAPTER Maretta Simpson, Reporter

The North Central Spring Section Meeting was held in Detroit the weekend of April 10th, at the Sheraton-Cadillac Hotel. The meeting progressed very well, and it was a most delightful weekend for those who were able to attend.

MARY PELTO will give free check rides to anyone who wants to become APT.

WINNIE DU PEROW'S son, DONNIE, is working toward his private license, and is now going solo cross country. Perhaps, before long her son

DOUG will be flying their 172.

SAMMY McKAY is planning another successful Dawn Patrol for May 24, 1970, at Lapeer. SAMMY will need lots of help, so why not volunteer for this May 24th a few hours of your time to work on this project with SAMMY!

MARGE ASHTON and husband, CHARLES, watched the launch of Apollo 13 . . . which, according to news reports, came close to being lost in space forever. What a frightful experience this must have been. The three astronauts on this flight to the Moon must feel most thankful and fortunate to be back on the Earth again.

If you are interested in the Physiological Training in the High Altitude Chamber at Dayton or Bunker Hill, please contact MARGE ASHTON.

We were so very sorry to hear that ELIZABETH (LIZ) SCHUCKER of Royal Oak passed away the week of April 13th. Her death was very unexpected. LIZ has been a Michigan 99 for several years, and her passing is a great loss to her many 99 friends as well as to the Chapter. Our heartfelt sympathy goes out to her family at this time.

Many of the Michigan gals are getting ready to spread their wings in the "Angel Derby" which will be history by the time this gets to press.

ALICE MARKEE has been working hard lately toward her Instrument rating, and on promoting flying in the Flint Area. ALICE is president of the Flint Aviatix Club.

MINNESOTA CHAPTER Betty Kuechle, Reporter

A special treat was in store for the gals who attended our March meeting at new North Central Airlines Training Center. KRISTI HAWKINSON gave an exciting, first hand account of her experiences aboard the maiden flight of the TWA 747 back in February. She went as a representative of the Asso-

We are proud to announce three new initiated Collegiate Press and was able to show us pictures and brochures, members of the Minnesota Chapter: BARBARA BELLAIR, HANSI MARTE and RAMONA DeWALD. Our chapter is growing!

MR. GORDON AMUNDSON, Manager of Flight Training for North Central Airlines, had everyone shaking the cobwebs out when he threw an old fashioned quiz at the group. It made for a very enlightening evening. The discussion included cylinders, oil temp-

erature and pressure, static pressure instruments, vacuum and hydraulic systems and much more. Some gals actually had the answers, guess we weren't as rusty as we thought. Our March meeting led into our April meeting as MR. AMUNDSON invited us back for more. This time we were quizzed on maintenance requirements for our planes. Even some of the 49½ers present were stumped by some of the questions. It doesn't hurt any of us to be refreshed now and then. I think MR. AMUNDSON was trying to tell us something as he suggested still another session.

Some exciting trips came out of our winter flying. RUSS and BARB LUND took their Cessna 402 to Las Vegas, Aspen, Colorado and Salt Lake City, Utah. SALLY and BOB WOODBURN also took in Aspen, Colorado with their 310 Cessna. I promised a report from DOROTHY and DAVE BOLANDER about their trip to Yucatan so here it is in capsule form. DOROTHY and DAVE made New Orleans their last stop in the U. S. before heading for Merida, the capitol of Yucatan. Upon clearing customs they discovered a new charge for immigration and fumigation of aircraft. DOROTHY broke it down this way: \$3.00 for fumigating, \$12.50 for customs plus "whatever you care to contribute . . .". Highlights included Chichen Itza and the ruins, there they found a good runway but discovered there was no transportation after landing; Isla Miyeres and Tulum, Mayan seaport and walled city; Campeche where they drove to the Bay of Carmen for some tarpon fishing; Vera Cruz and then back into the states at Brownsville, Texas. Another highlight of their trip was a visit to the Confederate Air Force at Harlingen, Texas.

Attention all Minnesota 99's . . . get those muscles toned up for our next plane wash coming up in June.

QUAD-CITY CHAPTER

S. Ehrich, Reporter

Quad-City 99's welcomes new members MARY DAVIS and DEBBIE McFARLAND to the 99's.

GIGI KATZ won the Chapter Copper Cupcake Annual Award. A present from IZ was an airplane charm with a ruby on one wing tip and a blue-green amethyst on the other. She won the award for correctly remembering which wing had the ruby. SHARON EHRICH is wearing her new 99 pin, designed and made by her 49½er. It is a compass rose shape with intertwined 99's in the center.

GINA MILLAR promised to part with her recipe for caraway seed soup for the new cookbook of 99 dishes.

CAROLYN POBANZ and SHARON EHRICH have given their slide presentations of the 1969 AWTAR a total of 15 times to service clubs, aero clubs, church groups, and youth groups. The talks are promoting good will and acquainting the public to general aviation.

SHARON received Basic Ground Instructor license and is an Instructor at Illinois Central College; teaching Private Pilot Ground School to twenty guys and one girl. She recently soloed in a Cessna 120; and 85 hsp taildragger. This is a change from her 182. After Instructor DENNIS HILL got out, she thought she was going to have to put a case of baked beans in back in order to be able to touchdown. She needed experience in conventional gear in order to have first hand knowledge when talking to her students.

Quad-City wishes JEANNE MORSE and her new husband our best wishes on their recent marriage. THEO SUMMER, our Central Illinois news source, told us of the surprise shower given for JEANNE, complete with nutsy gifts and gorgeous cake with frosted airplane picture.

Guest at our February meeting was 99, RUTH SOLLEY of Galesburg, Ill.

Each month a bit of air education review is included in our monthly newsletter. Sample paragraph runs:

"Roses Are Red
Violets Are Blue
And So Are Taxiway Lights

If your brother drives you along a street lined with blue lights ask him to turn around. The man flashing the red light from the tower is watching you. He's probably concerned about keeping the active runway clear or something."

March 14 we met in Davenport, Iowa for a film of our chartering and a skit of a "typical" 99 Executive Board Meeting. The Live entertainment featured fictitious 99's Sunny, Dawn, Twyla, and Starletta. MARIE MERDIAN was presented with a pin as a remembrance of her year as Quad-City's first Chairman.

CAROLYN POBANZ is studying for her instrument written and practicing timed turns in a 180. She rode as observer with Neil as pilot on an actual IFR trip from Moline to Midway Airport, Chicago. FERN RATHE and 49½er, JOHN, and four children (theirs) flew to Aspen, Colorado in their Cherokee for skiing.

Quad-City Chapter won the Traveling Trophy at the North Central Sectional for having the largest percentage of Chapter members at the meeting. We all flew together in a 182.

NORMA SMITH announced the Incorporation of our Chapter in the State of Illinois. NORMA, her 49½er, and two daughters flew to Florida for Easter. We were all invited to ride with them.



ALBUQUERQUE CHAPTER

Peg Noltensmeyer, Reporter

We are all in tune with the heartfelt pride of all of you for our APOLLO 13 ASTRONAUTS and so very thankful for their miraculous recovery flight. The revelation of the entire experience will remain in the hearts and minds of many of us for a very long time.

It's April 18th and as I sit by the window writing this it's snowing hard, in New Mexico! ! !

We had one of our worst snow storms over Easter and with hard winds and all sorts of threatening weather since then, its all been pretty discouraging to the active pilot but among those who were ahead of the weather were JOY FEAK and her family who spent Easter in Guaymas, Mexico and BERNIECE SWARTZ and her husband who enjoyed the holidays with their two small grandchildren in Ft. Worth.

And in between the storms too were the BORDERS as they delivered their Stinson to a purchaser in California. To quote NAIDA, "Thank goodness for Air-marking!" since the small strips in that area were so many and so close together.

Welcome to JANE SPILLER, the newest member to our chapter. JANE flies and is part-owner of a 172. Along with flying, she enjoys painting. She's an interesting and exciting addition to our group.

Our invitation of last month still stands to all of you and we swear the recent weather has been phenomenal!

ARKANSAS CHAPTER

Marge Nielsen, Reporter

Arkansas 99s flying in to Jonesboro, Arkansas to meet with Cape Girardeau 99s to discuss the Springfield, Mo. AW

TAR stop, were Chairman RUTH GRAY, BEVERLY HARP, BETTYE BOLLEN, MARJORIE McLEAN, and prospective members, MARTHA ANN THOMPSON and WILMA NICHOLS. WILMA is a member of a California Chapter. Plans were also made for attending the SCS Sectional meeting in May.

Arkansas has eight APT members and RUTH McADAMS is now a CFI. Congratulations to RUTH. RUTH GRAY and CARY HUNT flew their children to Cuernavaca, Mexico for a vacation and on to Zihantnajo, Mexico for a few days of fishing and snorkeling in the primitive area. They report a wonderful time there and are ready to go there again.

DELORES MITCHELL and DR. BOB flew to Hot Springs, Ark. for a weekend at the horse races. DELORES had a lucky streak. DELORES DEAM also flew to Hot Springs to attend the races. SALLIE SIMMONS made two flights to Houston to visit her father during his stay in the hospital. It seems the entire Arkansas Chapter is talking up the SCS Spring Sectional and making plans to attend the fly-in in Clarksville, Arkansas. Our weather has been lovely and the 99s have all taken advantage of it, except RUTH GRAY, Chairman who has been temporarily grounded due to illness. RUTH seems to be recovering nicely and very soon will be happily flying the Ozark skies. From the "Land of Opportunity", Happy Flying to you all.

AUSTIN CHAPTER

Peggy Dougal, Reporter

Our monthly noon hour meeting was a little different in April. Instead of meeting at a restaurant for lunch, JUNE BARNES invited us all out to her lovely home and served us such a tasty luncheon. Since it was a foggy drizzly day, no one felt guilty about enjoying a leisurely meal. We couldn't have been out flying if we had wanted to.

We were delighted to have two guests present. BESS DENNISON is just a few hours away from getting her license. JAN BARNES is also working toward that goal.

JAN kept us all entranced with harrowing yet amusing tales of when she was a passenger in a plane lost over the Bahama Islands. The weather was rapidly deteriorating and the gas dwindling to nothing. All the combinations one doesn't want! However she had us laughing as she recalled inci-

dents amusing to look back on, although the situation at the time was desperate. All ended well as an island finally appeared—and it even had a runway!

We missed having MARGARET AMSTEAD meet with us as she usually does. She was out in Midland making 49½er will be the first President of the plans for a move there, where her new University of Texas, Permian Basin. We hate to lose MARGARET. In fact in her absence we discussed not allowing her to move her membership. That way she would have to fly back each month and meet with us! Guess Sky High Chapter might object to that though.

COLORADO CHAPTER

Deedo Heise, Reporter

FRANCIE WARNER has now joined the elite of the world of aviation with her ATR rating.

CHARLOTTE CLEVE is spending several months in Milwaukee, Wisconsin on an assignment for her company. (Wisconsin 99s please note.)

Chapter Chairman SARALEE FISHER is now flying as Executive Pilot for a large construction company, her chariot—a Cessna Skymaster.

JEAN FERRELL has been accepted as a Degree Student in the Department of Engineering of the University of Colorado and is qualified to instruct in United's new 747 simulator.

DELENE DOUGHERTY has received her instrument rating and is celebrating by taking a 3 week tour of Europe.

LOUISA HAAS has been busy arranging a return to Singapore, where she learned to fly, on a special assignment of several months. I had a quick chance to wish her "Bon Voyage" when we were both getting signatures on vaccination certificates.

Our April meeting was most interesting, arranged by newly initiated Sky Diver GRACE MAYFIELD and titled "Is This a Sport?". F. SCOTT HAMILTON, a Denver University Law Student brought the film, which had some spectacular shots taken by one of the

divers wearing a camera on his helmet during the maneuvers and close, close, closeups of other members of championship teams in free fall configurations. MR. HAMILTON has instructed the army team and has umpteen jumps to his credit. MARY RATZ, a Science Teacher, who coached the U. S. Women's team in competition overseas and has many jumps to her credit told of the enthusiasm and government support of the sport in overseas countries. Our guests "popped" and repacked a main chute on the floor of the conference room.

MARGARET DWELLE will be unable to fill orders for NAME BADGES during July and August. She will be visiting friends in Europe and is asking any of you who may want badges to send her their orders pronto or hold them until Sept. 1st.

DALLAS CHAPTER

Janie King, Reporter

Our chapter is growing by leaps and bounds. This month we gained three members. JAN WAHRER learned to fly in Cedar Rapids, Iowa, but just as her check-ride was scheduled, husband JIM was transferred by Collins Radio . . . so she actually obtained her ticket at Dallas North. She flies either a Cessna 150 or Cherokee, is a Warrant Officer in the CAP, and is an editor of technical publications at Collins.

MARY HORTON came to our chapter from the Connecticut Chapter where she is a charter member. Her 49½er, KEN, flies for Atlantic Richfield and is based at Love Field. They are rebuilding a 1928 Travel Air 4000.

Our third new member is MARY CAROLINE BRADFORD. She obtained her Private license in November as did Jan. Her 49½er BRAD is a Lear Jet pilot. MARY CAROLINE has been lucky enough to have had aerobatic time in a Citabria.

RUBY ROGERS passed her instrument written the last week in March; now, it will be fly, fly, fly for her. Her husband just received his license, too. Now, that's a flying family.

While in Detroit, PAT JETTON attended the North Central Sectional. Hey! Is it worth points to attend sectionals other than your own? Just thought I would ask. The Dallas Chapter is always on the look-out for points.

We have developed a new method of airmarking. Two of our more inventive members started pouring the paint on the runway at Denton. After all 60 feet is a lot of number to paint. That is

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

Marge Nielsen
J&J Ranch
Route 1
Van Buren, Arkansas 72956

right; not only did the group do the name, they also did the runway numbers. Sure was slick. We were assisted by the Golden Triangle Chapter.

MARY NEIL, Connecticut Chapter Chairman, visited PAT JETTON recently enroute to Baja with her husband.

ANN ENGLISH is to be HELEN WILKE'S co-pilot for the AWTAR while KATHY LONG flies a new Bellanca with MARGE MITCHELL. KATHY and HELEN have been off to fly the Eastern half of the race course.

BARBARA POWELL flew to San Antonio to visit a college girl friend in the first part of April.

CAROL MORRIS and children flew to Atlanta over Easter vacation to visit her parents. While there she visited with Dee Lowe.

JAN WAHRER is going to Civil Air Patrol Southwest Mobility Conference at James Connally Air Force, Waco in the very near future. Hazel McKendrick will speak at a Safety Seminar being held in conjunction with the CAP conference.

EL PASO CHAPTER

Los Hailey, Reporter

Wanderer Returned: EVELYN W. UNDERWOOD is back to stay, after military tours of Plattsburg AFB, Okinawa, Guam, and Japan. Welcome home EV.

FOG (In El Paso): Yes, and it interfered with those who wished to fly to Deming, N. M. for airmarking. Well, the four-wheelers with water cooled engines would still go, so EMMA UDOVICH, SHARON DENNICK, and NORMA McREYNOLDS with EMMA'S son FRANK took off. They joined KAY BOND, MARGE BLUE, IRENE FREY, and RENE HIRTH, and KAY'S two children, JENNY and JOSE, to airmark 8 and 26 runways. After the marking, RENE, her husband and children entertained with a **Very** delicious lunch. Thanks, RENE.

To Florida: NOEL and MARY OLMSTEAD left around April 1. RALPH and LOUISE CROSS on a business and pleasure trip. DORIS SHREVE thumbed a ride to Ft. Worth.

APT: MARGARET McFARLIN. We should have more.

OUTSTANDING: HESTER OAKES son GARY, finished active training in Air National Guard, and won Outstanding Honor Graduate.

Grounded: RUTH DEERMAN has been ill with pneumonia. HANK SEIDL was in an auto accident.

Big Bend: That was MARILYN PITTMAN'S flying weekend.

Good for all. BETTY BROSCOFF, a 66 from Alamogordo, is retaking her ground school as an added benefit to herself.

Maxi: BARBARA BOOKER was not able to take her private test on her 17th birthday, but made it four days later.

Mini: No one showed for last spot landing contest.

Midi: Present at last meeting—BETTY BROSCOFF, BARBARA BOOKER, and PAT STANS, HESTER OAKES, DELORIS DYVAD, MARILYN PITTMAN, JACKY FAGIN, JEAN BYARS, EMMA EDOVICH, NORMA McREYNOLDS and DORIS SHREVE.

GOLDEN TRIANGLE CHAPTER

"Penny" (Vivian) White, Reporter

We are pleased to announce our first two new members: ROZ KAY and HELEN LANCASTER. Our perspective members have truly been an inspiration, attending FAA hearings regarding the possibility of closing airport areas to all but IFR traffic or those without transponder, thus placing our private planes in jeopardy. AOPA is working with us and we are making good progress.

Our members accepted Dallas Chapter invitation to airmark Denton Municipal Airport on Saturday, April 11, and all reported having a day of work and fun, according to: FRED, ROZ KAY, HELEN LANCASTER, NELDA, and BRENDA STRICKLER.

At our meeting on Tuesday, April 14th, BRENDA conducted an educational meeting on what NINETY NINES are doing and can do. BARBARA STEIN, who has soloed volunteered to help us in our APT program, her husband TOM being an instructor. SUE MADDOCK, a former stewardess and a private, her husband being with BRANIFF, was one of our guests. AUDREY SMITH, who teaches at Texas Wesleyan and flies a Piper 140, brought another private pilot, RUBY GERSCH. Our members attending were BRENDA STRICKLER, DIANE BARNETT, BOBBY CLARDY and PENNY WHITE.

Flying activities include a trip to Paris, France by BRENDA STRICKLER and 49½er, FRANK, touring all gun and antique plane facilities. PENNY WHITE and her 49½er took a tour of the National Center of Atmospheric Research in Palestine, Texas, a good place for a fly-in. They had just launch-

ed a balloon, gathering data about Jupiter and Uranus. A Cessna 310 is used for tracking for recovery purposes.

Public school week was full of aviation experiences at first grade level at Dunn School in Arlington, with the theme "Fly me to the Moon". There were built or displayed: launching pads, rockets, balloons, small planes, commercials, helicopters, just to name a few. With the help of LTV and Bell Helicopter, interest ran high. Arithmetic lessons were taught using the words take offs and landings. Flying stories and songs were abundant, with teacher telling many of her flying adventures. Science and safety lessons were demonstrated. Mrs. White told it all like it was and you should have seen these future pilots taking it all in, and I can assure you women were not overlooked. Teachers, get your children started now, for the future is in their hands and minds.

HOUSTON CHAPTER

Aline Bush, Reporter

Beautiful weather attended the McAllen RON and helped make a wonderful fly in for 26 people. Houston 99's who made the trip were ADELLE BAKER and JERRY; MARY BYERS and BUDDY; SALLY COX; DELLE HIGHTOWER and GENE; JOYCE JOHNSON, hubby and four guests; GAY HARRIS and MILTON.

Four intrepid 99's braved 40 knot (?), well that's what they said, winds to airmark Wharton Municipal on Good Friday. They were ADELLE BAKER, MARY BYERS, MAYBELLE FLETCHER and BETTY FRITTS who spent 10 hours at this worthwhile chore.

MARY ABLE attended the Lear Jet Transition Course in Denver at United Airlines Training School. She advised us that 99 DORIS LANGLER who works for United was a great help. MARY enjoyed visiting with former member RHEA ALLISON who is now with the Pikes Peak Chapter and living in Colorado Springs, Colorado. Able ABLE now has ground school behind her and finished preparation for her oral exam. Jet set watch out!

ALICE SEABORN has been flying and checked out in the Cessna Skyhawk preparatory to flying the South Africa Safari with MARY COALE. ALICE leaves for Johannesburg April 23rd.

MARY BYERS and MAYBELLE FLETCHER are busy getting all ready for the Angel Derby and Powder Puff Derby.

SALLY COX, ADELLE BAKER,



With Space Chase Chairman M. E. OLIVER pointing out the course, MARCIA COPELAND prepares to fly her two-place Yankee with 49½ DAVID in the copilot/navigator slot. The fun-flying event for all pilots is scheduled on Sunday, April 26. (See June issue for results)

MARY BYERS and M. E. OLIVER had lunch with the San Antonio 99's April 11.

By the time you read this, Space Chase '70 will be over. Hope many of you will have flown it with us and won lots and lots of prizes. For you who were unfortunate enough to have missed it, we will tell you all the goodies next issue. Until then, Fly High!

KANSAS CHAPTER Charlotte Russell, Reporter

March was the Kansas 99's nineteenth birthday month and a most enjoyable birthday party meeting was arranged for us by ALICE DODD, ARLENE NELSON and ELEANOR KNOTT. Besides the pleasurable drinks, dinner and dancing, there was an especially informative program given by DR. WILLIAM REALS, Chief Pathologist at St. Joseph Hospital and Consultant Pathologist to the Federal Air Surgeon of the FAA. He spoke on Human Factors in Aviation Accidents. The party was held at the Shockers Club in Wichita on the 21st of March.

April 11th turned out to be fairly windy, but after a brief meeting and lunch at Brown's Grill near Wichita Municipal Airport, several of the gals attending April's good guest meeting

joined Arlene Danda and drove out to airmark Goddard, Kansas. They were accompanied by two members of ALYCE BLACKHALL'S Wing Scout Troop. During the meeting LORENE RENTFROW of Hays announced that she is APT and the rest of us were duly enthused and inspired.

Kansas 99's have really been on the go since the new year began. MILDRED EARLY and husband PORT took daughter KARMA and her high school classmate JARY SEE on a vacation trip to Nassau. Staying at the Beach Inn on Paradise Island, they spent their days surfing, motorcycling on the island and sightseeing by boat and car. They had a grand time.

ELEANOR and MERLE KNOTT arrived home the end of March from their wonderful around-the-world jaunt. The itinerary generally was Honolulu to the Fiji Islands to Sidney and to Perth where they visited with ELEANOR's sister. Then it was on to Singapore, Bangkok, Istanbul and Zurich. They were unable to fit in the scheduled trip to Portugal because Merle became ill and they came directly home from Switzerland. Although MERLE spent some time in the hospital on his return, I'm happy to report that he is now home and doing well.

MARY and TODD AIKINS took their

family to Florida over the Easter vacation and everything went quite well. This was the first time they have managed a trip with the whole family present.

Between April 3rd and 8th CHARLOTTE and BILL RUSSELL joined business with pleasure and flew to Urbana, Illinois by way of Pittsburgh, Pennsylvania where they had a wonderful family type reunion.

MARY JO OLIVER and husband JIM drove to Boise, Idaho on March 31st to visit with GENE NORA and BOE JESSEN and to attend the chistening of little BRIANA JESSEN.

From March 18th to 22nd, ALYCE BLACKHALL went to Seattle to attend the National Aerospace Education Congress. She says that it was very good and that there were excellent speakers. On April 3rd Cessna's Air Age Education Department made arrangements for ALYCE to appear on the JOYCE LIVINGSTON TV show where ALYCE discussed aviation education. ALYCE teaches air age education at North High School in Wichita. At the N.I.F.A. meet in Wichita April 11 ALYCE gave a talk on Modern Trends in Transportation. She recently gave four half-hour seminars on 20th Century Transportation for the Girl Scouts. It's obvious that ALYCE enjoys her aviation career and the Kansas chapter is proud of her.

NEBRASKA CHAPTER Marion Larnion, Reporter

Nebraska 99's supported the APT program en masse when they met for their March meeting at Lincoln. SHIRLEY AMEN, APT Chairman, had charge of arrangements, and the following qualified: SHIRLEY AMEN, PAT WOLFE, MARY CONLEY, ANN CLAY, MIMI HAWORTH, EVELYN SEDIVY, JEANNE GIVEN, JAN HEINS, and VERA BARTUNEK. Also attending were former member SHARON MEYER and guest MARY McLAUGHLIN, but this reporter who wasn't able to attend does not know if they too completed APT requirements.

Our April meeting, scheduled for Columbus, didn't get off the ground!! It seems that 30 knot winds were forecast and this is not too desirable as a cross-wind component; so with telephone in one hand, calling list in another, the meeting was quickly set up for the coffee shop at Gen. Av. bldg. in Lincoln. Guess it was the shortest meeting on record! However, had a nice turnout at that—EVELYN SEDIVY,

PAT UNDERWOOD, CAROL CLARK, MIMI HAWORTH, BETH HOUGHIN, MARY McLAUGHLIN, MARLENE EAKMAN, VERA BARTUNEK, DONNA BRUMMER, JUDY WESTBROOK, SHIRLEY AMEN, MARTHA PURDY, JAN HEINS and children MARY, BOB, BILLY and KATHY. Oh, yes, the forecast winds never materialized!! (It happens occasionally!).

Congratulations to VERA BARTUNEK who now has her instrument ticket!! Also, congratulations to EVELYN SEDIVY who was recently appointed Accident Prevention Counselor by the Lincoln FAA-GADO in support of Gen. Av. Dist. Accident Prevention Program.

Need any carpentry done? Just call on VERA BARTUNEK!! Our Air Marking Chairman built templates out of plywood—with hinges on them—10' x 2¼'—which are supposed to do all letters of the alphabet with slight modifications. They've already been used at Almeria and will be used next for Red Cloud, Gothenburg and Ogallala. Just received word that JAN HEINS and VERA BARTUNEK airmarked the Abbott ranch (private strip) 25 miles N.W. of Burwell—despite strong winds.

May meeting will be at Harlan, Iowa, with ANN CLAY in charge. Our air race chairman, JAN HEINS reports that all committee chairmen have been announced and that serving with her on the race committee are JEAN GIVEN, JUDY WESTBROOK, MILLIE BARRETT and MIMI HAWORTH. Due to a conflict the date is now September 27, 1970 and will be a round robin speed race between LNK and LBF and return.

We are happy to have in Nebraska former Orange County, Calif., member KAY MALICK, now living in McCook. At last yours truly will have another 99 to keep her company en route to meetings!!

OKLAHOMA CHAPTER

"The Shadow", Reporter

If you want anything done—whether it be painting a runway, testing an airplane, singing, dancing, clowning, speaking on aero-space education, or just flying for fun—call on the Oklahoma chapter of 99's. We have done it.

Several of us have had the exciting experience of flying with the FAA as pilot of the Beech 99 during tests on stress on the control surfaces. Those whom we know participated are ANN CATLIN, MARGE HUDSON, JAN MILLION, VELMA WOODWARD, and DOTTIE YOUNG.

Our airmarking sessions are being attended by more members each time we do it. (Could be because we haven't been climbing on top of buildings). Our last two were repainting the runway numbers on Stillwater and painting Elk City and the runway numbers—17/35—from scratch. Nineteen girls made short work of that, you may be sure. For our efforts the Elk City Chamber of Commerce awarded us with lunch—fried chicken yet. Four guests, all prospective members, attended our meeting. The girls flew home in gale winds and a sandstorm. Safely.

Members of the Sky Fillies Follies cast did a repeat performance of the same show they did at the Fall Section meeting for the Oklahoma Flying Farmers State Convention. Does that make us professionals? No. But we aren't expensive either. PAM BUGG, spends a lot of her time telling teachers how to teach aero-space education in the schools. JUDY FILA, has gone back to school this semester to get her teaching certificate so that she can teach it.

Among our traveling ladies are BEEBE BARRETT who took her daughter, daughter's friend, and the friend's mother to Carlsbad. This was the first time that the friends had been in an airplane. Won't be the last.

JAN MILLION flew her boys to Houston for Spring break. MARGE and HERB HUDSON spent the same time in Hot Springs, Ark. It's a shame that she didn't know that MARTHA and HOWARD THOMASON and children were there, also. RITA EAVES has been to Wichita Falls, ARLENE to Wichita, Kansas. ARLENE and MARGE HUDSON flew in a 150 to Salina, Kansas for an overnight visit. SUSIE SEWELL went to St. Louis for the 99 Executive Board Meeting. LUCILLE PREGLER goes there often (she has a grandchild there). Speaking of grandchildren, ESSIE TALIAFERRO has a new one named RICHARD McCULLOUGH TALIAFERRO, the 6th! JAN MILLION is working on her commercial and instrument, CONNIE JONES and CAROL WADDELL are making their commercial's work. Glad that POLLY RUBLE and KAREN JACKSON are back in the air after long illnesses. VELMA WOODWARD flew to Stillwater, just because it was a lovely day, with her enthusiastic co-pilot, her 3 year old grandson.

How well would you perform in an emergency? You know that this is one thing you don't practice alone so get an

instructor and find out if your judgment is still as good as it was a year ago.

GET APT!

OMAHA AREA CHAPTER

Georgiann Rynearson, Reporter

Spring not only brings out the feathered birds, but it also brought out a large group of "lady birds" to our regular meeting at the home of JOEY KUBESCH in Bellevue, with CAROLYN GRANGER assisting. Those who attending were CLAUDINE KEAN of Humboldt, BURTIS AUFENKAMP of Auburn, ROSE MARIE BURKETT of Bellevue, HELEN EHRLICH, INEZ STOCKER, LUCILLE ULEMAN, BARBARA KREJCI, ROSEMARY BLOCK, BETTY JARVIS, LAVONNE TRIPP, VERDAYNE MENZE and GEORGIANN RYNEARSON, all Ninety Nines of Omaha, and Sixty-Sixes, CHARLENE MYERS and BOBBY McCAFFREE of Omaha. It was our pleasure to have two guests, JAN SANDERS of Elkhorn, a new pilot, and DOROTHEA PHARRIS of Omaha, an enthusiastic new student pilot.

We reluctantly said our farewells to CAROLYN GRANGER and ROSE MARIE BURKETT, whose Air Force husbands are being transferred. CAROLYN will live in North Carolina while her husband is in Vietnam, and ROSE MARIE will be enjoying those beautiful islands of Hawaii. We hope that some day they can join us again.

Several members discussed plans for attending the Spring Sectional in Tulsa. Wish we could all go as we know it will be fun.

MAJ. PAUL SCHEERER of SAC Directorate of Training, and instructor in the Offutt Aero Club spoke to us about Oil Burner and Poker Deck Routes, giving us information about them that is generally known only by the Air Force, flights. He discussed the importance and how they affect our cross-country of thorough flight planning, and the use of the Airman's Information Manual. He also stressed the importance of periodic proficiency checks and was pleased to learn of the Ninety-Nine APT program.

We want to thank the Iowa Ninety-Nines for inviting us and our husbands to have dinner with them and to their most interesting meeting in Sioux City on April 5. Harold Cowdin of the Higher Education Facilities Commission of Iowa fascinated us with his slides of outer space and the moon, and his discussion of possible new science pro-

grams, and the application of information gained in moon shots to our everyday lives. Those flying to Sioux City were INEZ and HERB STOCKER, BARBARA KREJCI, BETTY AND BOB JARVIS and daughter, CHRISTI, JOEY and SID KUBESCH, CAROLYN and JIM GRANGER, ROSEMARY and MAX BLOCK, VERDAYNE and DICK MENZE and GEORGIANN and BILL RYNEARSON.

Our chapter held a safety meeting jointly with the Civil Air Patrol Search and Rescue Group this past month. Al Milana from the FAA in Lincoln showed slides and movies discussing various causes of accidents.

HELEN and JOHN EHRlich, ROSEMARY and MAX BLOCK and INEZ STOCKER attended the dinner and "talk" by MAX CONRAD in Lincoln sponsored by the Red Barons Flying Club from the University of Nebraska. Anyone ever having heard Max Conrad knows that he doesn't "make a speech", but holds you spellbound by talking to you as though he were visiting with you in your home.

Belonging to both the Ninety-Nines and Flying Farmers keeps CLAUDINE KEAN and BURTIS AUFENKAMP in the air. This past month they've flown to meetings in Oklahoma, Kansas, Iowa and Nebraska.

Although the weatherman is still playing tricks on us, we are digging out paint brushes, rollers and coffee cans for air marking this week, and plans are progressing for a treasure hunt in May.

Happy flying, everybody!

SAN ANTONIO CHAPTER

Marian Burke, Reporter

A group of the Houston 99's joined the San Antonio Chapter at a meeting April 11 at International Airport (San Antonio). The topic for discussion was the "SPACE CHASE" that has been organized by the Houston girls and will be held April 26th (Sun). Manning the Eagle Lake stop will be fun for the San Antonio Chapter. They are looking forward to it. There will be stops at Eagle Lake, Wharton and Conroe. It's open to all pilots and passengers and there's going to be loads of fun and prizes. Check your local airport for information . . . We'll see you at one of the stops on APRIL 26th.

New member MARY ANNE CHAMBERLAIN is on a flying vacation with her family. They will include Washington, D.C., Florida and the Island of Bimini on their flight plans. We

will be anxious to hear all about the big trip at our next meeting, Mary Anne!

I'll bet not another chapter has a "Kentucky Colonel" among it's members! . . . We Do! . . . The Gov of Kentucky officially made KAYE BAKER a Kentucky Colonel in March . . . How about that!? Being a Kentucky Gal, Kaye considers it a real honor . . . Congrats Kaye!

NORMA McELVAIN joined our group at the meeting. We hadn't seen her for awhile. She's been traveling around on some real fun trips . . . Guess What! . . . It was a surprise to all of us! . . . NORMA has recently changed her name. She is now Mrs. John Barr. They were married March 19th. JOHN is a math prof at Baylor University and a retired AF Colonel. They will be at home in Waco, San Antonio and Gulfshores, Alabama. That's a pretty good variety. We wish you years and years of happiness NORMA and we are anxious to meet JOHN.

Till next time . . . Lots of flyin' fun for all of our 99's.

SHREVEPORT CHAPTER

Kay Alexander, Reporter

KATHY LONG and HELEN WILKE (Dallas Chapter) made a brief visit in Shreveport on Friday, April 10. They were in KATHY's new Bellanca Viking.

JOAN CARROLL and 49½, DAVID, flew their Piper Comanche to New Orleans last month to attend the annual convention of the Police Jury Association of Louisiana. JOAN, our airmarking chairman, has announced April 25 for our next work date. We'll make a full report on this next month.

EVELYN SNOW is very busy working on her instrument rating in addition to teaching private ground school at Barksdale Aero Club. She is being assisted by her daughter, BETTY HEISE, a student pilot.

HELEN HEWITT is starting a commercial course and will be assisted by DOTTIE PORTS. Helen tells us we have a prospective new member—she recently soloed SALLY LYONS.

a lot recently. She is our first member to become APT this spring.

MARY L'HERISSON has been flying HELEN WRAY and 49½, CHARLIE, will leave by chartered jetliner from New Orleans on June 3rd. Destination—Rome, Italy. While there they will combine a Roman holiday with work on their Masters. Arrivederci!

CORRINE STRICKLAND is complet-

ing her Masters Degree at Louisiana Tech in Ruston.

Shreveport Ninety-Nines are sporting new navy blue outfits. "Hey, look us over" in Tulsa!

KATHY CASTON will teach at AOPA Clinic in Dallas May 1-3 and Richmond Va. June 5 and 6. She's back from CAP Conclave in Waco. Hi, wherever you are.

SO. LOUISIANA CHAPTER

Beve Titzer, Reporter

WE HAVE AN IMPORTANT NEWS BULLETIN THIS MONTH!! Please read carefully.

The terminum for the 1971 Powder Puff Derby will be Baton Rouge, La. Our permanent address will be:

DOWDER PUFF DERBY '71
TERMINUS COMMITTEE
WHITE HOUSE INN— RM. 501
1575 NORTH 3RD ST.

BATON ROUGE, LOUISIANA 70802

To give you all an idea of how much work has already been done by the gals in BTR read on:

We raised \$5000 in 10 days through contributions from banks, businesses and civic leaders in Baton Rouge to secure our bid for the Silver Anniversary Terminus of the Powder Puff Derby. We received confirmation on our bid on April 6, 1970.

The White House Inn, which will be the host hotel for the Terminus, donated \$1250 of the bid, and has given us an office from which to operate for the next 16 months. We will have all our files and materials there, and invite visiting 99's to come up and visit us when they are down our way.

We are already in touch with ELEANOR BAILEY, Start Chairman, in Calgary, Alberta, Canada, and expect to coordinate publicity and promotion of the '71 AWTAR throughout the year with them as well as the Stops along the route.

We hope to make the Terminus so attractive, that 99's and aviation enthusiasts who are not directly involved in racing in 1971 will want to come to the Deep South to participate in all the fun and festivities connected with the Terminus activities.

We have made the front page of the paper twice, had two Editorials written about the 99's and the AWTAR, been on radio 3 times and TV 2 times—so that if there was anyone who didn't know who the 99's are, or the AWTAR is, they know now! Because of the project to bring the Terminus here, the Mayor and Council as well as the



South Louisiana Chapter is advised by telegram of the selection of Baton Rouge as the Terminus for the Silver Anniversary Powder Puff Derby (1971). Attending the special press conference called by Mayor W. W. Dumas of Baton Rouge to announce the news are (left to right): **JOHN KING**, Sales Manager of the White House Inn which will serve as the host hotel, **COL. E. CHAPPELLE**, Director of Aviation in Baton Rouge, in rear **MR. GUS CRENOW**, La. State Department of Tourism, **Molly Stockwell**, Terminus Co-Chairman, **Pat Ward**, Chapter and Terminus Chairman, **DR. H. T. LANDRY**, Chairman of the Greater B.R. Airport Authority and President of the B.R. Aircraft Pilots Assn., **JAY LITTLE**, B.R. Chamber of Commerce, and Mayor Dumas (seated).

Photo courtesy State Times-Morning Advocate Newspaper, Larry Odom, Staff Photographer

Airport Commission has voted to engage in an airport beautification program and improvement project that has been referred back into committees for 2 years. The interest and enthusiasm we have received has been overwhelming.

Our last meeting was held at Hammond, La.—a fly in breakfast with lots of good food, interesting people, etc. Ginny and Lanky Smith were our hostess and host at this function.

Just a few things about some of the gals this time—haven't had time to get too much info. **GLORIA HOLMES** received her CFI rating on Friday, April 3—and she is going to get our whole chapter APT. **JANIE** and **JIM**

KIMBALL now own a Bonanza—what a change from a Tri Pacer. **PAT WARD** has been to Pensacola and **DO-THAN ALABAMA** with the local Mooney Distributor, in a new Mooney Executive 21. Wonder when she's going to buy one? Also **GINGER EDWINS** is our representative on the Board of Di-to BTR. We were also asked for a 99 rectors of "Fundora, Inc.", the organization that brings the annual air show to serve as judge in the Miss Baton Rouge Beauty Pageant, and sent **GLORIA HOLMES** to fill that post.

Last but not least—**FRED COCKRUM**, relinquished his position as Sultan of the So. La. 99 Chapter on April

13th to get married!!! Congratulations are in order from all of us to he and his bride, **NORMA**.

I'll report about the Thunderbirds and our Houma Air Show in my next report.

TULSA CHAPTER

Carol Brown, Reporter

NANCY DOYLE, 2nd vice president of UNAA along with **SAUNDRA RICE** were guests at our April meeting with 11 members present in the home of **JAN MAURITSON**, where final plans for the spring convention were completed.

One of our new members **NANCY**

TEEL recently earned her commercial license, she's proud of it and we're proud of her.

This month PATTY JENSEN served as co-ordinator for a Refresher Clinic sponsored by the 6 Fixed Base Operators in Tulsa and backed by FAA. She's always busy flying, both students and charter.

LOIS MARTIN and husband are taking refresher classes at TU to improve their flying and flying knowledge. LOIS says improvements have been made on Airman Acres' runway, which is actually in LOIS'S back yard.

SUZANNE BRICKNER having completed her commercial ground school is ready to take her written test and hopes to get commercial license soon. Good luck to SUZANNE!

The girls have all been working hard this month on convention plans and have flying planned for future months.

TIP OF TEXAS CHAPTER

Catharina Biehn, Reporter

We are grateful for the Certificate of Appreciation signed by DONNA MYERS, JERRY ROBERTS, and BLANCHE NOYES, which we received last week in recognition of our 500 completar monthly meeting. We sewed scarves ed air-markings.

Saturday, April 3, we had our regu-again and then went to Cotton's for lunch.

We finally got 2 air-marking trips in this month. It certainly is not easy trying to get that paint on the right spot on a high steep roof with a 40 mph wind blowing, and ouch—those sore muscles.

IRENE YOUNG is going to fly a 260 Comanche in the Angel Derby. PAULINE GLASSON and JEAN ROSE (San Fernando Valley Chapter) are flying a Cardinal 150. Good luck to all you girls.

WICHITA FALLS CHAPTER

Nan Park, Reporter

Unpredictable March weather did not hamper our scheduled luncheon on March 21st. We assembled in the Bounty Room of the Trade Winds Motel at high noon to elect our slate of officers for the coming year. Elected to office were: LOU ELLEN FOSTER, Chairman; VIRGINIA HOLMES, vice-chairman; NAN PARK, Secretary; MARILYN O'NEIL, Treasurer.

Members answering roll call were JIMMIE KOLP, LOU ELLEN FOSTER, NORMA DODGE, ELEANOR IRVINE, RUTH RENTON, BETTY ALLISON,

OLA MAE COOK and NAN PARK. Guests at the luncheon were DORIS KELLEY, PRISCILLA TRUSSELL, BARBARA HENDRICKSON and VIRGINIA CRUMPLER.

JIMMIE KOLP reported on the recent meeting in Washington, D. C. of the permanent 99 Museum Committee with MR. LEW CASEY of the Smithsonian Institute. MR. CASEY was a great help to this committee in formulating plans for the 99 Museum. This chapter is very pleased to have JIMMIE KOLP serve the permanent Museum Committee as treasurer.

A very small turn out for our meeting on April 9th in the home of VIRGINIA HOLMES for installation of our duly elected officers. RUTH RENTON, Past-Chairman, installed officers by giving LOU ELLEN FOSTER a white egg to keep her on the line (remember the story of the hen and the egg); a calendar for VIRGINIA HOLMES to keep us up to date; a blue and white eraser for NAN PARK to keep accurate minutes, newsletter and 99 Newsletter; a blue and white bank for MARILYN O'NEIL to keep up with the till; a blue and white bucket and shovel for BETTY ALLISON (membership chairman) for digging up new members; and a special blue and white light shaped bottle for JIMMIE KOLP for being our guiding light in her efforts for us.

Golf tournaments normally don't take space in a magazine such as our 99 News but this is an exception. It seems the Dallas Country Club decided to honor a male pilot named BARRY GOLDWATER and a female bird driver named JIMMIE KOLP at this years tournament on May 18th. JIMMIE has been the recipient of many awards in aviation and civic projects but to be a guest of honor at a Golf Tournament is a first. Oh yes—the man—he's a Senator. Should our magazine be printed early you have just been told a secret—you won't tell will you? I was just bursting to let you know.

A word to MARY ABLE, Houston Chapter. We hope your DAD is making speedy progress and will be back in top condition soon.

Chairman LOU ELLEN FOSTER and 49½er LEWIS flew their Baron 666 Charlie to Miami and then cruised to Jamaica for a few days fun in the sun. LOU ELLEN reported perfect flying weather down and back. JIMMIE KOLP just returned from Washington, D. C.'s meeting with the Museum committee and is off again to California for a couple of weeks.



EASTERN IDAHO CHAPTER

Diane Jex, Reporter

The day of our last meeting brought all kinds of different weather. We had snow, rain, wind and finally sunshine. The date was March 21, and the place was at the Idaho Falls airport. We did have a good attendance though. Members present were ONITA HOFF, DARLENE SCHIERS, ARLENE BAILEY, MARY KILBOURNE, ELAINE PARTRIDGE, BEVERLY LEDBETTER, PAT CHASE, LOIS BAUER, PAT DUKICH, CAROLYN RIZZIE, GLENNA LINDERMAN, and DIANE JEX.

We had lunch and then held a business meeting in PETE HILL's office. The remainder of the time was spent visiting and catching up on the news. It was especially nice to welcome ARLENE BAILEY because we hadn't had a chance to visit with her for some time. She and HERSH have just bought a Super Cub. She'll soon know the joy and accomplishment of flying with a stick and conventional gear.

KAREN ROBERTS WHITELEY was in California between semesters, so wasn't at the meeting. GLENNA and BOB LINDERMAN had just returned from Las Vegas. They spent several days there on their return from California. LOIS and DICK BAUER had flown to Helena, Montana for a Sunday outing. At this writing CAROLYN and JOE RIZZIE are on a three week vacation in Florida.

PAT DUKICH and this reporter enjoyed chuckling over PAT'S driving 170 miles to see the 747 in flight. One was conducting wake tests in our area. After driving across the desert to Arco and back, she was finally rewarded with the sight of the 747 flying over her.

A lot of our members received Idaho Safe Pilot awards in March. Out of the members present at the March meeting, awards were given to PAT CHASE, PAT DUKICH, ONITA HOFF, GLENNA LINDERMAN, LOIS BAUER, ELAINE PARTRIDGE, DARLENE SCHIERS, MARY KILBOURNE, AND DIANE JEX. There may have been more of our Chapter members that received them, but I haven't had a chance to talk to them.



That's PAT McGEE (Western Wash.), Lt. J. Kappanadee, ROSEMARY KELLS (Angle Flight ROTC) and JACQUES POOLE (Kokomo, Ind.) posing before the F-111 on display during Fairchild A.F.B. SAC bombing contest this summer.

BEVERLY and A. J. LEDBETTER have been to Phoenix for some glorious sunshine and warm weather. It was such a pleasure to get away from our Idaho cold spring. We are still having some snow. While in Arizona they enjoyed an air show, saw many great pilots in action, and returned home relaxed and happy.

More next month!

EASTERN WASHINGTON CHAPTER **Irene Anrode, Reporter**

There were several welcome letters in the mailbox this month. First, LOIS LE FLEUR writes from Pullman that she is very excited about receiving a grant from the Drug Center of the National Institute of Mental Health. On long-time drug addiction, the work involves collecting data in Chicago, Ill. and Lexington, Ky., so LOIS has had quite a bit of traveling lately. Since she is also scraping an hour together here and there for her commercial, it's no wonder we hardly ever see her!

In a short note from Republic, MAE ZIPFEL writes that their strip has been snowed in all winter, but that if she can get her head above the paper work in the office, she plans to fly to Spokane soon and start work on her instrument rating.

BONNIE HENSON, another busy member, reports getting several hours in on their newest plane, a Cherokee 180. They are presently involved in

building a permanent home on Blakely Island, and in the film department, have 5 currently on national TV, and a new one just completed on Switzerland.

Last, but not least, EDNA ABRAMS reports from Costa Rica:

"We are having a ball. The children are in private English speaking schools and really getting ahead fast. The scenery is beautiful; flowers bloom in every tree, bush and shrub. The people are gentle and kind. They treat us like honored guests and feel sorry for us because we only have three children. (The average family is 10 or 12). The tourists are few and far between, so I do not think we will become involved in a resort at this time. The country is beautiful, but the roads keep all but the most hardy from traveling far. It takes 3½ hours to drive to the beach in our jeep, but only 20 minutes to fly. Airplanes are very handy."

EDNA goes on to recommend a resort at JACO—wonderful food and half as expensive as the States. EDNA, sounds marvelous! We're all looking forward to seeing you in Spokane in July and hearing more.

And finally, on the home front, congratulations are in order for two new ratings: HELEN SHANEWISE now has her multi-engine rating (CLT) and is busily planning her first big cross-country (to St. Louis): and yours truly is very proud of a new Gold Seal on her flight instructor's certificate.

FAR WEST CHAPTER

Elene Duncan, Reporter

The March meeting of the Far West Chapter was held at Port Orchard airport with the following members present: MARGARET LAYTON, BARBARA LaRUE, and MARY KOCHAN-EK. Guests included PEGGY MAYO from the Wisconsin Chapter, ELSIE McDOUGALL who recently obtained her private pilot's license in Port Angeles and JEAN RUTZ with DIANA and SEVEN RUTZ from Diamond Point.

We met at the coffee shop at Arlington Airport in April with members BARBARA LaRUE, MARY KOCHAN-EK, MARGARET LAYTON, LYNN MAHLBERG and ELENE DUNCAN present. Guests present were PEGGY MAYO, LYNN LUPSON, ELLA FRICK and VAN ADDERSON of the Greater Seattle Chapter. Nominations for Sectional were discussed and we were pleased that BARBARA LaRUE has been nominated for secretary and VAN ADDERSON for treasurer. They are both conscientious representatives and we know they would be well qualified for the respective positions as evidenced by the results of the Fall Sectional in Bellingham. Several members plan to attend the Poker Party sponsored by the Section with Great Falls as the terminus. BARBARA and MARY plan to fly in the LaRUE'S tripacer and MARGARET LAYTON plans to fly their Cessna 172 with JEAN RUTZ as Copilot. VAN has also made plans to attend and it does sound like a fun experience. VAN ADDERSON advised us that the Pacific Northwest Aviation Museum will open on April 25th at the Science Center and encouraged all of us to plan to attend.

MARY KOCHAN-EK reported that she and DAVE and their three sons thoroughly enjoyed their trip to Disneyland during spring vacation. They flew to Red Bluff and then to Fullerton which they report has the longest downwind leg pattern they have ever encountered apparently due to the unusually heavy small plane traffic with Disneyland as their final destination. They also visited Marineland and returned to Port Angeles with an overnight stop at Santa Rosa. DAVID KOCHAN-EK, Jr. is a member of the recently formed Explorer Scout Group in Port Angeles with Harold Tydings, a Coast Guard pilot, as their leader.

BARBARA drove to Eugene, Oregon during spring vacation accompanied by

her son, CHUCK and daughters to visit the Northwest Bible College which CHUCK plans to attend next fall. BARBARA is secretary of the Olympic Peninsula Pilot's Association and announced their plans for a Fly-In Breakfast on May 10th. MARY KOCHANNEK is treasurer for the association. BARBARA and MARY plan to assist the Girl Guides of the Salvation Army with their aviation badges.

LYNN MAHLBERG has been busy taking a psychology course at Western Washington College in Bellingham this quarter as well as operating the rental car agency at the airport. She reports that she has taken several groups of school students, including a Head Start group, on tours of the airport facilities.

MARGARET LAYTON has been airport hopping and assisting at the Port Townsend swimming pool with the Head Start group which she has thoroughly enjoyed.

PEGGY MAYO has been instructing JEAN RUTZ of Diamond Point in a Cessna 150 and presently in the Rutz' Cherokee. PEGGY plans to return to Wisconsin the end of this month and hopefully complete the requirements for her instrument rating. We have enjoyed having PEGGY at several of our meetings and Mary and JEAN have felt fortunate to have had her for an instructor.

The May meeting will be at Lopez Airport on Lopez Island.

IDAHO CHAPTER Eula Logsdon, Reporter

The Idaho Chapter's April meeting was a Fly-In to Homedale with luncheon at the home of JACQUE BATT in Wilder April 11th. Those flying in were GENE NORA JESSEN, FRAN BROWN, FLORENCE WATKINS, AND EULA LOGSDON. LUCILLE TAYLOR AND DOROTHY FENDER came by car. The weather was not very cooperative, so we felt that we had a good turnout for the kind of day it turned out to be. When we landed in Homedale it was starting to snow lightly but by the time to fly back to Boise all we had to contend with was the wind. But we all felt that it was a day well spent and are looking forward to more fly-ins in the future.

GENE NORA and BOB JESSEN had as their guests MARY JO and JIM OLIVER from Wichita, Kansas, over the weekend of April 4th and 5th. They came to be god-parents to the Jessen baby, BRIANA, when she was christ-

ened. FRAN BROWN was the other godmother. MARY JO was remembered by some of our members from the time she was a member of the Montana Chapter, and we renewed acquaintances with her at a luncheon at the airport while she was here.

JOY LOU WAITE and her 49½'er Dick, and FLORENCE WATKINS and her 49½'er DON were among the members of the Idaho Department of Aeronautics tour to Mazatlan in March. JACQUE BATT and Phil spent 10 days in Hermisville and Mazatlan the first part of April, and stopped over in Las Vegas on their way home. VELDA BELL and John are back from an extended vacation in the Orient.

The officers of the Eastern Idaho Chapter of the 99's have scheduled a luncheon fly-in with the officers of the Idaho Chapter for Saturday, April 18th, to discuss the Northwest Sectional Meeting to be held in Pocatello September 18th and 19th. The two Idaho Chapters and the Eastern Washington Chapter are co-hosting the Sectional this year.

Plans for a May meeting are vague at this time due to the Northwest Section Air Games which are scheduled for May 16th and 17th, but in June we are going to have a fly-in to Hailey for luncheon and sailplane rides.

WESTERN WASHINGTON CHAPTER Priscilla Cook, Reporter

Our March meeting was held at the lovely home of MARY EDMARK in Seattle. PAT McGEE was kind enough to furnish a marvelous NASA film of Apollo 11 flight. It was exciting to re-

live those moments of the first moon walk.

The Seattle Times informs us that "MARIAN MORTON has been named international chairman of World Wings International, an organization of retired Pan American Stewardesses who have chosen Universal Language as their project. They are trying to help world-wide communications catch up with the speed of space-age transportation by using sign language, the same one which the deaf communicate.

While sign language is not standardized the world around, there are enough common signs in various countries that anyone knowing it can "talk" with another with the same skill—and the beauty of it is that the spoken language of each makes not one difference."

Anyone, anywhere, interested in furthering this project be sure and contact MARIAN MORTON.

The National Congress on Aerospace Education held in Seattle last month was a three-day affair. The meeting included educators, FAA officials, NASA personnel and Aerospace—industry representatives. The 99's were represented by a showy display created by a committee chairmaned by DOT-TIE DAUB. Working with DOTTIE were members of the Greater Seattle chapter and also TERRY KELLOGG, JAY LAWRENCE, DELLA KOSS, THEDA BRENTSON and GINNY ANDREWS of our own Western Washington Chapter.

New member, SUSAN MUCKLESTONE and husband just returned from a trip to Mexico with their children in their Cessna 210. Earlier they had an interesting trip around Central America. During the ski season they enjoyed a trip to Sun Valley.

KARIN AND MARIAN MORTON flew to Monterey, California spring vacation in their Cessna 172. KARIN is working on her plot's license and it was a good experience!

PAT McGEE is now working for an advertising agency as public relations writer-photographer. The job includes flying account executives to meetings and is able to cover many of her own assignments by air—especially the grand opening publicity for the new Ocean Shores Inn.

HELEN GIVENS and 49½'er have returned from a stay in Palm Springs plus a quick flying trip to several interesting places in Mexico which included some marlin and sailfish fishing.

Convention Carol says



CUT IT
Yes, cut the registration cost!
You can SAVE money
Register Early.

by JUNE 25

DELLA KOSS and 49½'er GEORGE flew to Blakeley Island in the San Juans and spent the weekend fishing with their four future 99's.

DON'T FORGET TO SUPPORT THE NIFA!

WILLAMETTE VALLEY CHAPTER

Bev Saxon, Reporter

The weather was kind to us for our March meeting so we set out from forty-five minute flight over the beautiful Eugene to one of our favorite spots. A tiful snow-capped Cascade Range dotted with many blue lakes some of them just beginning to thaw from winter's cold.

Our destination was Sun River Lodge—the resort for all seasons. The resort with the magnificent Three Sisters mountains in the background and the Deschutes River winding back and forth is a must stop for anyone flying through Central Oregon. A call to unicom brought a van bus to pick up seven women pilots. BETTY STARKER flew her Cherokee 180 with 99's JANE CAPIZZI and BETTY CARPENTER as passengers. FLORENCE GROESBECK flew her Cessna 172 with 99's JAN AMUNDSON and BONNIE BRADFORD. BEV SAXON flew her 172 solo. After lunch and a business meeting we made the return trip home wishing that all our members could have been with us on such a beautiful day.

Congratulations VIOLA WALKUP on her recent multi-engine rating flown in an Aztec.

Our next meeting will be a joint luncheon meeting with Southern Oregon Chapter at the Roseburg airport.



SOUTHWEST SECTION

ALOHA CHAPTER

Dorothy Read, Reporter

Aloha, from the newly-solvent Aloha Chapter. After months of scraping together money to cover our postage, we have acquired a bit of money. PAT DAVIS master-minded this project and we will describe it in hopes that it will be useful to some other new and poverty-stricken chapters.

We offered a trip to Kauai (air fare and overnight lodging) for two. As raffles ("games of chance") are illegal here, as in most states, we made



Aloha chapter members visit the new American Yankee dealers. From left to right: Jane Kelley, Dot Read, Ann Anderson, Instructors Jim Pierce and Cary Wade, Pat Davis, Nancy Bucklew, Win Miller and Mary King.



Aloha Chapter members Lindy Boyes (center) and Pat Davis (left) are congratulating CAP Major Harry Gower, who won the trip to Kauai. He is holding his winning time of 2 hours, 18 minutes and 22 seconds. Pat made the flight and Lindy sold the winning ticket. Harry is not a pilot, which proves that good computer doodlers are important in the right seat!

it a game of skill. PAT DAVIS would fly a Cessna 172 on a round-trip from Wheeler to Maui and the ticket buyers would estimate the time it would take her, at standard power settings and over a pre-determined course. The person coming closest to the exact time (down to the second—the winner was within two seconds of the answer and

another person was within three seconds!) would win the trip. We sold the tickets at \$1 each and made over \$250. Pat took an instructor along to verify that she used standard power settings and followed the proper course. She stresses that it is important to date the tickets as many people had the same times so the first ticket sold

would win. It worked very well for us, and we were happy to see that a CAP member won, as the CAP bought many, many tickets. MAJOR HARRY GOWER (SEE PICTURE) is not a pilot but he swings a mean computer (or is a lucky guesser!). PAT was presented with a beautiful red carnation lei for all her hard work and brilliant ideas on this project. MADDIE DOLEMAN sold the most tickets.

MARGUERITE WOOD has leased a hanger which she is renting to general aviation people who need a sheltered parking place. She also sells gas. She needed a hanger for her new Cherokee D, and she ended up with room for JANE KELLEY's Arrow, VIRGINIA SEAVER's Beech, and SANDY LeDREW's 150.

PAT DAVIS, when she is not masterminding our money-raising project or directing a golf tournament, is Vice Commander of Hawaiian Operations and Maintenance for the Civil Air Patrol. She is certified as a Mission Pilot and Orientation Pilot. She has been flying the T-34.

We had a call from CHRISTINE HENDERSON of Australia, en route to the mainland. Also, I had a nice chat with HARRIET FULLER of Eastern New England Chapter. HARRIET from Massachusetts, was vacationing here and took me up on my standing offer to give us a call. We hope to hear from more of you when you are in Hawaii.

WIN CONNELLY MILLER, from Michigan, has transferred to our chapter and was welcomed at our last meeting.

That is all the news from Hawaii. Our next meeting will be at the local glider port where we will learn about soaring in Hawaii. Aloha.

ALAMEDA COUNTY CHAPTER Eleanor Alford, Reporter

The regular monthly meeting of our chapter was held at the home of secretary, JUANDA BIGELOW, in Castro Valley on April 6. PETRINE LOCKHART, vice-chairman, presented MR. LAURRIE RENSHAW of the Oakland Flight Service who spoke informally on flight service, the new Bay Area Tracon service, and about the training center in Oklahoma. He and his young son showed two films; one about the NAS Stage A System, and the other on Air Traffic Control. A question and answer period followed.

The business of the evening took up



Livermore Municipal Airport was airmarked by the new ALAMEDA COUNTY CHAPTER 99's on March 8. Here vice chairman PETRINE LOCKHART and 49½'er ROBERT illustrated the perfect way for a 99 to work. MARFREDA COFFIN was airmarking chairman. The 40-foot tall, bright yellow letters LIVERMORE are followed by 20-foot tall "UNICOM" and "EL. 397". Not to rest on their laurels for long, chairman GLADYS COBB has announced that two other airfields in the area have requested airmarking in the near future. The girls voted to delay action on requests for marking outdoor theaters until the larger obligations have been completed.

the new FAA proposals concerning the "Wedding Cake" and "Corridor" air traffic control patterns. Discussion was not conclusive, more concrete plans for action by our girls will be taken up at the next meeting.

ELEANOR ALFORD brought the pictures she took of the airmarking project at the Livermore Airport on March 8 to the meeting.

RUTH MAGILL reported on the findings and recommendations of her nominating committee—only one office is still under discussion.

The Hayward Chamber of Commerce's "Hayward to Las Vegas Air Race" is to be held May 21 and 22, and our girls have volunteered to help with the registration of the pilots, etc. Work day starts at 8:30 a.m. and the girls will serve in shifts of 2 or 3 girls every so many hours during those days.

Our congratulations go to the new Golden West Chapter, who plan to get their charter at the banquet Saturday evening, April 24, at the Section Meet-

ing in San Jose. Most of our girls indicated that they plan to attend. We are a co-sponsor of this new chapter.

Looks like we got a money-maker! The Livermore Junior Chamber of Commerce is sponsoring an Air Show at the Livermore Municipal Airport on May 3. This will include stunt flying, pancake breakfast, booths for drinks, hamburgers, hot dogs, sno-cones, etc. One local flying club (Flying Particles) is sponsoring a short field take-off and landing contest. Our girls have been assigned the booth for ice cream and popsicles. With about 10,000 expected, we have a nice way to fill our coffer and also let people in the vicinity know the 99's are alive and kicking.

Little LISA NICOLE GORDON finally made the scene on March 20. DENISE and 49½'ER DAVID are the proud parents. She weighed in at 7 lbs., 15 oz. "She hasn't been airborne yet, but pretty soon!" DENISE tells us.

The girls of our chapter seem to be

going in for night flying ventures. DOROTHY SHACKLEY and 49½'ER DARRELL, made it to Sacramento—DOROTHY was under the hood, diligently practicing for her commercial ticket. GLADYS COBB and JUANDA BIGELOW also flew to Sacramento (daytime) where the tower instructed them to land just ahead of a jet—too close for their comfort so GLADYS made a 360 on final which earned them the personal thanks from the jet pilot after they landed. PETRINE LOCKHART and 49½'ER ROBERT night-flew to Monterey for dinner. RUTH MAGILL and 49½'ER JOE and passenger night flew the Bay Area. RUTH is an old hand at flying but said there was nothing prettier than the diamonds of lights sparkling through the whiffs of clouds below them. We know what she meant—that we never do get over the thrill of night flying over a beautiful city. ANN BLOXHAM confines her flights to local practice for her instrument ticket. JANE WILSON took the longest flight lately—a weekend vacation on Catalina Island.

BAKERSFIELD CHAPTER Persis Webster, Reporter

On April 11 and 12 a group of Bakersfield Chapter 99's flew to Las Vegas for a joint meeting and lunch with the Las Vegas chapter. The two groups never did join forces, but the Bakersfield group spent a most enjoyable weekend. Those flying over were MARIANNE LAXAGUE, PRISCILLA SPENCER, JUNE and WAYNE EDWARDS, JOAN and BILL PAYNTER and their guests.

Congratulations are in order for JAN CROOKS. She now has her instrument rating and has passed the written tests for basic, advanced and instrument ground instructor.

LORETTA and PASCOE GRANT had an enjoyable breakfast flight to Wonder Valley located in the mountains east of Fresno. Loretta recommends it highly as a spot for a fly-in. The Grants also took a short flight to Fox Field in the Mojave Desert.

DAWN MOORE took her father and friends for a flight recently. The original destination was the Nut Tree near Sacramento but weather conditions were such that the flight plan was changed and they flew to the coast. They had some nice aerial glimpses of Hearst Castle and lunch at Oceano.

The chapter is planning a visit to



JACKIE SACHEN speaking on "Where Are You Going" — Bay Cities 38th Anniversary Dinner.

Palmdale Air Traffic Control Center in May.

BAY CITIES CHAPTER Kathy Marquardt, Reporter

Deadline times seem to keep coming faster and faster. It also appears that most of what I have to tell you involves eating—for we've done it again, preceded our meeting with a potluck dinner. We were pleased to have three guests and prospective members with us for our April meeting. All from the Marin county area we welcomed GERTRUDE CHERRY, MARCIA GAY, and KAREN KAHN. MYRTLE WRIGHT also came over to say hello. We all seem to be busy with Section only two weeks away. Several of us made a "weekend" of getting together and flew to Santa Rosa for lunch with the Redwood Empire Chapter. Those from our chapter attending were: MARY FIELDS, MARGARET GERHARDT (drove up with 49½'er John), KATHY MARQUARDT, RUTH RUECKERT (who also drove with 49½'er Fred), CAROLINE SCHUTT, ROSE SHARP, JOYCE WELLS. ROSE and JOYCE had DON and HAL drop them off. They think the fellas went to Napa for lunch.

CAROLINE has kept her Eonanza flying quite regularly. She took a trip to Reno April 5 on what she described as a lovely day. She has been very lucky to be accepted for the physiological session at Mather AFB on May 2. Each class is limited to 32 people. She'll tell us more about it next month. ROSE is happy to report learning to fly JOYCE'S Arrow turned out to be a lot easier than she thought. A recent

trip to Monterey turned out to be a thing of beauty—the Arrow is still in one piece and they walked away from both landings. JOYCE, in spite of ROSE, manages to cover California, from Eureka on Sunday to Monterey and back before lunch on Tuesday. Good thing the weather has held up she is too busy for weather to dare to try and stop her.

A note from GERI HILL, busy as ever with teaching, keeping up her commercial, looking forward to another Air Race—someday. Instead of Kihei this year, a houseboat on the San Joaquin or Sacramento River. DIXIE EASTERBY sent a card March 30 to tell Mary Fields she is on a Safari in India with the S. F. Zoological Society. She has been on Rhino drives on Elephant backs, sure sounds like fun! SUSAN KREN is our interim vice-chairman, until September. She is now taking a course and cramming for exams. She checked out in the Piper Arrow 200 last week for her retractable gear checkout. MARGARET GERHARDT is working with MARY FIELDS to get her APT. Besides moving over Easter Vacation, I found time to get APT for my local flying club. GARNETTE, I hope you read this and are sending us some forms. Word from guest MARCIA GAY that she is planning to fly in the AWTAR with Wray Robertson in a 1970 Cardinal.

Not much else to report except we are planning to keep busy flying. Several of us plan to join Redwood Empire for their Fly-in to Napa May 3. We are planning a flight to Mendocino-Little River Inn for lunch May 16. Til then we're all looking forward to Sectional and know that when you read this we will have had a great time thanks to Santa Clara Valley Chapter.

EL CAJON VALLEY CHAPTER Boo Christensen, Reporter

The picture above was the GILLIES-PIE field painting party. Also with a paint brush were ISABELLE McCRAE, the Taylor's DORIS & CHUCK, RAY BREISE, & GRANDMA FREDA, the CHAMBERS VI & LARRY, BOO CHRISTENSEN. Nestled neatly among the rocks was a comfortable bird's nest. RAY and CHUCK rebuilt the home, hoping that the anxious mother Killdeer would not mind the redecorating. She didn't seem to have minded the disturbance and we left much happier. So, fellow air-markers send out scouts. The bird book confirms that the



Painting the rocks at Gillespie Field, Lynn Coulthard, Vi Chambers, Marge Brown, Doris Ritchey. (Left to right) Photo by Stanley Michalski.

Killdeer do nest in slight depressions lined with pebbles, grasses or debris in fields.

Still ambitious to do more airmarking fifteen chapter members and friends joined DOTTIE CAMPBELL, VI, LYNN, DOTTIE SANDERS, LEAH LIERSCH in splashing Ramona A/P. CHUCK'S birthday was celebrated with painters cake and brush handle candles.

This same group attended Palomar's poker party this month and participated in a par at Miramar Nas—the unusual event was staged by Chairman LYNN.

Part of March's flying was a picture hunt organized by DOTTIE SANDERS. The secret spot for lunch was the Borrego County A/P. All found instructions enroute. MARGARET MOODY (SD) WITH 49-½ER, D. CAMPBELL, & LYNN were the winning team in the Moody's Tri-Pacer. DORIS RICHEY, 49-½ER WES, the TAYLORS, the CHAMBERS with ISABELLE McCRAE, MR. & MRS. D. GARRETT, LYNN BRIGGS (SD) & D. SANDERS TOOK ACTIVE PART.

DOTTIE also instigated a picture hunt for the aero squadron and 25 planes participated. This navigation exercise sharpens the thots one has about the local terrain, and also proves that accurate chart work is needed to win.

LEAH LIERSCH is off to Engnd this month. LEAH is a flight service specialists, having trained at Pacific Palisades, worked at Blue Canyon

(that's betwixt Reno and Sac.) worked in Elko and happily moved to San.

Order the APT buttons Chairman LYNN—with MAC HUNTINGTON, our representative in the instructor field ready to send us through the APT check, well, the other chapters will not get ahead of us in making our chapter 100%. How about it gals. Our goal is B/4 July 4th. MAC has operated MAC'S AVIATION at Gillespie Field since August 1953. She began flying while a student at the Univ. of Maryland. Mac is affiliated with SD State in an ROTC program. Ground instruction is given at the college and Mac is the flight instructor. The program is provided for ROTC students interested in going into the Air Force and serves as a screening process with 35 hours of flight instruction.

ISABELLE McCRAE and BARBARA TUCKER attended the SW Section WASP reunion. Instructor FRED BREISE who was also at Sweetwater, Texas during the WASP program joined the activities. The Aerospace Museum now sports WASP souvenirs and uniforms.

HEY! Grounded and Grumpy (re: Long Island March News): The same hostility has been felt here, but this reporter was never honest enuf to put it down on paper. Please accept condolences—finally getting airborne again has changed the world around ECV and the sun is shining once again. Good Luck.

Meet Roadrunners JEAN BECK and ROSEMARY MEIRMIS. JEAN and her husband have the fun hobby of horses and are preparing for shows in May. ROSEMARY is a brand new private pilot—certified on her 17th birthday!! Indiana 99's watch for ROSEMARY. She will be enrolling in Purdue come fall and with aviation as her prime hobby and goal we predict she will be an Amelia Earhart Scholarship winner when eligible.

Flight Fluries: the two LYNNs (COULTHARD AND BRIGGS) in the Angel Derby flying Toronto to Nassau; winner of the chapter's flying time trophy for March went to VI CHAMBERS; FRED & FRED A BREISE and the TAYLORS off to Durango, Colo.; VI and LYNN to the SW Sectional in San Jose; DORIS RICHEY flying her mother to Tucson; MARGE BROWN to Mexico City as her husband's private secretary.

GOLDEN WEST CHAPTER

Kimber Rothans, Reporter

"STRIKE FOUR! YER OUT!" . . . Grins of tolerance flashed briefly as the San Francisco Giants prepared for further shenanigans in Golden West's first annual Giants VS. Ninety-Nines softball game. We had schemed for months and prepared such antics as: showering the men with "Dime Store Special" perfume as they rounded each base; delaying their progress by any means conceivable ("GAYLARD PERRY, put NANCY STOCK down; she's supposed to stop you!"); and sweet-talking the already-biased ump. You can imagine our surprise when the first "ball"—neatly camouflaged in plaster of paris—pitched to shortstop JAN TEMPLETON splattered her from head to toe with juicy, pulpy grapefruit. Yecch! Most valuable player award went to JOAN HANSEN for an outstanding catch of a hard hit fly ball. Sympathy awards had the names APPEL and TEMPLETON inscribed, in memory of a couple painful charley horses.

Distance hampers no one in the Golden West chapter. Phoenix's Sky Harbor recently welcomed HEATHER McNEAL, Boise cleared the airways for KIM ROTHANS, and Burbank tower gave newly-numbered JAN TEMPLETON a chance to tackle an international airport combined with her first special VFR approach. JAN hasn't recovered yet!

Presentation of our 99's charter is

scheduled for the Spring Sectional dinner April 25th, where interim officers will be honored by boisterous cheers from the back row—TONI KUHNS, Chairman, HONEY COWAN, Vice Chairman, PAT APPEL, Secretary, and JOAN HANSEN, treasurer.

Thanks to JEANNE ABRAMSON's planning, a formal dinner for the Golden West 99's and their guests will be held June 5th. Our esteemed leader can hardly wait—she gets a rare chance to heckle her 49½, DALE KUHNS, who will act as master of ceremonies.

April 7th found BAREARA LA POINT and HONEY COWAN making last minute plans for the scavenger hunt from San Carlos airport to San Jose, Fremont, Hayward, and home. Since gals are notoriously adept at finding obscure bargains, air scavenging should be a natural no. 2 step, right? Great fun.

"Take Me Out to the Ballgame" is our theme song for the months ahead as we plan to cajole our already-protesting muscles into coordinated submission with monthly practice sessions. We'll show you where the bear went through the buckwheat next time, Giants!

FRESNO CHAPTER **Theola Nutt, Reporter**

What goes up must come down! This the Fresno Chapter is busily making arrangements for in the form of a hoped for 'fly by stop' of the POWDER PUFF DERBY. Be prepared is the word and all bases are faithfully being covered. The recent visit by THON GRIFFITH sparked our enthusiasm even more. Thon was greeted at Chandler Airport and treated to a specially prepared lunch at the on-field Ace's Restaurant. Besides reporter's and local TV coverage interviews, the luncheon meeting was attended by officials from the weather bureau, FSS, FAA, Control tower, Sheriff's Aero Squadron, and Chamber of Commerce. Thon made her 'mark of trail blazing'! Plans for fly-bys, patterns, parking, security, weather briefings, and hospitality were laid. HELEN SMITH is Chairman of the Fresno Route Stop and her able assistants manning the committees are: THEOLA NUTT, publicity; KATHERINE MULLER, leg prize. It's so good, we know many pilots of the PPD will want to stop; KATHIE MACNAMARA, hospitality; VOLINE DODGSON, housing & transportation



Distinguished ladies of the Fresno Chapter airmarking Woodlake, California.

as well as Chief Timer; and MARY WILDER, programs.

These last two good weather months found our members flying in all directions in our valley and over the mountains and accomplishing an airmarking at Woodlake, Calif.

BETTY MACPHERSON and MARIE KEMPLE flew to Palm Springs for vacation and came back deeply tanned. VOLINE DODGSON flew Sara Jane Clouse, KATHIE MILLER, and daughter, CLAUDETTE, in her Comanche on a proposed trip to Wyoming but due to weather, ended up going to the Grand Canyon and Monument Valley where they were treated to a snow storm! We have three new members! LOIS BEELER, who because of being a lady pilot, is the first woman to be hired as an insurance aviation underwriter; BEVERLY MARTIN, who has her private, commercial, and ground instructor ratings and is working on her instrument; JUNE COLE, a new private and enjoys the great experience of just flying.

CAROL BUGAY went to Baja, Calif. in February and during Easter vacation to the Grand Canyon and to the Phoenix, Arizona Indian Festival. LIZ WILLIAMS, KATHIE McNAMARA and husbands went to Baja, Calif. for a successful (42 fish) fishing trip. THEOLA NUTT and family enjoyed Baja in February for just rest and relaxation. HELEN SMITH, VOLINE DODGSON, and SARA JANE CLOUSE flew to Porterville to enjoy celebrating the first anniversary of the Southern Sierra Chapter.

Air Education Chr., KATHIE MULLER, organized the April fly-away which was to the Lemoore Navy Air Base. The precision radar landing and computer systems impressed us all as well as the willingness of the friendly personnel to answer all our questions.

Until next time, happy landings.

LONG BEACH CHAPTER **Mary Pinkney, Reporter**

If there's anything worse than April tax time, it's trying to get re-organized from that disorganization.

The business meeting at Chairman JOAN DILLEY'S in February was a nothing but business meeting—a result of which was announced at the April meeting held at TIM BROWN'S.

The chapter will reward any actively working member in good standing who receives a new rating in the coming year with a monetary contribution from chapter earned funds!

There were even a few members present in April who expressed a desire to get into aerobatic flying after watching the program that evening of films with BOB HOOVER putting the Sabreliner and the Shrike through stomach churning paces! These films are available from North American Rockwell and should be a must for those who want to see a twin with both engines feathered doing strange maneuvers!

An added bonus to the meeting was the attendance of two guests: the new femme tower operator at Santa Monica, ADRIENNE REID, and a delightful teenager, SUE McINTIRE from San Clemente, who is the only gal in the aerospace class at SC High School. Sue decided to do her year's project on the Powder Puff Derby (and found no material available at any library!) She braved the freeways for hours to research members' memoirs and then taped various chapter members words about their personal reactions to racing. She means to do a thorough indoctrinating job on her class as none of them knew ANYTHING about the race!

So DOROTHY WALTZ told of "dancing" into a fabulous sponsorship for her first try at the PPD and had old time racers blue with envy at the funds available! EMMA McGUIRE goes the Angel Derby route with MINNETTE learned first before teaming with JEAN SCHIFFMAN in the PPD. JUDY WAGNER again to fly solo in the International. GENE FITZPATRICK with a potential sponsor and a possibility of daughter KAY for co-pilot again in the PPD.

But there are those who are just happy planning to attend the Fun Sectional at San Jose in April hoping to win the door prize the chapter donated for the festivities: BETTY HANSEN, GEORGIA LAMBERT, MILLIE KRUEGER, JUANITA TANGER, DOR-

IS MINTER, JEAN SCHIFFMAN, JOAN DILLEY, JANE MARTIN, MARGARET ROSS, CLAIRE WALTERS, MARYS PINKNEY and WENHOLZ, BETTYE FREY and LEE TITLE.

And there are those who are tearing up the wild blue yonder working to update their proficiency: JEAN SCHIFFMAN on her way to an instructor's rating having passed the written; JUDY TELLEZ confines the air work toward the instructor's (the 2½ hour session in the DC-8 simulator was just a bonus!); MARY WENHOLZ close to the check ride for the instrument; MARY PINKNEY under the hood only in smooth weather because the back brace makes bruises in bumpy air; LEE TITLE studying for the instrument written in between doing the chapter newsletter, and working with the Torrance C of C on Armed Forces Day and Airport Days in October, and giving indoctrination flights. And so it goes to show that our chapter actively believes that you never stop learning what you like to do—and that's FLY!

WALLY FUNK is on her way to getting every rating. Not satisfied with the recent ATR, she got her commercial Glider in the minimum time and promptly graduated to towing the same day! Not content to see the eclipse from the ground, WALLY joined ED with the Mt. San Antonio College "Classroom in the Air" project and "chased" the eclipse at 41,000 feet in a DC-8. Along with 200 youngsters she also got a view of the Apollo 13 on its launch pad from a distance of 100 yards, a tour of NASA in Houston, and other goodies.

As Legislative Chairman for the chapter, WALLY recently presented the newest information on the terminal control areas that with affect our basin flying, and also on the state registration of aircraft which is again in the wind.

VIVKI THOMAS got that fabulous secretarial job with the Melasia Singapore Airlines that she's been working on for over a year. BETTY HANSEN went the ground route recently as a guest for the Civil Air Patrol Communications Seminar and was amazed at its network and capabilities. MARIE HOEFFER and brand new 737 "Captain" RICK celebrated by taking the family to Expo 70 in Japan and a jaunt to Hong Kong. "GRANDMA" RITA GIBSON welcomed a new generation of male pilot into the family and congratulated Navy son who soloed the T2A trainer and again made the Captains List in ground school and Air

Force son who was recently named "Airman of the Quarter" in England. FAA 49½er Paul is a mite proud too!

FRAN BERA was named to the FAA Women's Advisory Committee on Aviation and still working on the AWTAR board and nursing 49½er Bob. CLAIRE WALTERS with her policy of "have car or plane, will travel" making jaunts all over. FROSTIE WHITE among those who watched the first Aviation Day presentation at Culver City High School with the experimental aircraft deciding not to land on the football field in the cross wind, and then ART SCHOLL and BOB HERENDEEN with aerobatic films that evening. (NOTE TO UNCLE BOB. Hope you are better—want to see you in May—LUV FROM THE ED)

Many have been the short flights here and there enjoying unbelievable clear skies and breathtaking aerial vistas. Some are going the route of checking out in different types of aircraft. Others attended a UFO lecture by a nuclear physicist. Some are participating in C of C aviation meetings. Everybody seems to be doing so much that it's no wonder that they can't be reached by phone and have to miss meetings. This is a chapter that's UP, UP, and AWAY!

Even DOLEUR CHOSSES did it again. Seems she was flying as safety pilot and obviously thought the to-be-unmanned chapter member didn't have the stick back enough in her lap upon landing, and so Dolly helped pull the stick back. Yes, the control yoke broke and came UP, UP, and AWAY!

ORANGE COUNTY CHAPTER Virginia Flanary, Reporter

It's known we're great ones for eating, but having a side bet for dinner accelerated two VIXEN FRISK entries into the top two places. Scurrying home into the first place hole was ELIZABETH SHATTUCK with her co-pilot DARLENE BRUNDAGE. ESTHER and MAX GRUPENHAGEN darted in, only seconds behind for the number two spot. This means that the Grupenhagens have to treat the Shattucks to steak fare. (Here it is in black and white!! . . . so no welshing!) MARY PEARSON and JANICE FREE from the Palomar chapter flew home with the third place trophies. All place winners were flying Mooneys, making it look like a put up job for a commercial, but it wasn't planned that way, it just happened. SHIRLEY TANNER and

MADGE JOHNSON butterflied in with SHIRLEY'S CITABRIA earning a special plaque for their particular spot in the race. All of the other trophies were aeronautical, SHIRLEY and MADGE'S fit more in the veterinarian line. Nuff said!

Almost as much fun as the VIXAN FRISK was our last meeting that ended up in a "can you top this" session of hanger flying. All of the tales told were worthy of print, I'm sorry we're limited here in space. However, if you have a spare hour or two I think "The saga of MADINE CARPENTER" is worth asking her about. NELL BROWN's tale of landing in a prison and having a mule eat off the wing of the airplane won the award for the tallest tale. So there are a couple of good openers for conversation if you happen to meet these girls somewhere.

Guests at the meeting were: KAREN MANUEL, a flyer from Meadowlark field, MARGARET WILSON, a Tucson member who now flies from Flabob. ELLIE HAUCK, VIVIAN CHURCHILL, DORENE CHRISTENSEN and HELEN CRANZ, all from this area are prospective members. Long distance winners were SONJA SCOTT who drove from Big Bear and KAY RUSSELL who drove to Riverside from Lake Arrowhead and flew the rest of the way to attend.

We have two who changed their guest status to membership places. Both are married to engineers and both have two children. WYN JAKL is in Real Estate and likes Photography as a hobby. WYN's engineer is ERNEST. KAREN GOSSELIN'S main hobby is sharing an Aeronca Chief with her husband PAUL. Welcome!

JOYCE NASH came through her flight check beautifully to obtain her commercial license in spite of the flub that interrupted her practice days and sapped muscles for that 206. Good go JOYCE . . . What's the next challenge? (As if we didn't know!)

TIG PENNOCK has a certificate on the wall at Orange County Airport saying that she is now a FAA Designee and SONJA SCOTT has a slip in her wallet showing she has passed the pilots written. We're proud of both of you and your papers! SONJA, when you need that check ride TIG is waiting!

Got a pretty, envy building postcard, from MARA CULP from Puerto Vallarta. She says, "dropped some newlyweds here, then flew on to Mexico City to bring another passenger back." She

is planning to be home in time for the Southwest Sectional and the I.A.R.

HELEN SMITH's son STUART, on the three masted square rigger "Monte Cristo" returning from Australia, kept an open eye out for the splash down of the astronauts, an added bit of excitement to an already fantastic trip.

To lunch at Solvang went MARGARET BURCH in her 206 carrying ESTHER GRUPENHAGEN and ballast yours truly (me, FLANARY) to come home loaded mit Danish goodies yet. One day later HANA HENDRICKSON, ELIZABETH SHATTUCK and, yeh, "FATS" FLANARY, LUNCHEd MEXICAN style at Montgomery Field, San Diego. On the way home, sharing the rear seat of the 172, was a huge gaudy pinata bird . . . a present for little CARRIE HENDRICKSEN.

CLIFFORD and DELIA NEFF reported a business combined with fun trip to San Francisco and Washington. MAYBELLE DeWEESE doesn't make any pretext of describing her trip to Las Vegas as business. Other travelers are out there somewhere . . . let's check in you lost wanderers.

The current bustle now is preparation for the Sectional . . . reservations being made and scramblings for seats in airplanes . . . we'll tell you about all the fun we had, next issue.

PALOMAR CHAPTER

Esther Whitt, Reporter

Our brunch at Apple Valley Inn on Mar. 22 found only four planes there, but we had a good time anyhow. Those who came were WANDA and DEAN MILLER, RUTH and MARVIN DILG, MARY MOONS, and ESTHER and LOUIS WHITT. We didn't quite know whether to call WANDA a traitor (?) or not—she was anxious to get home to go riding in her new little red Fiat. I'll bet she looked real cute in it though.

NELL CONNOLLY'S husband, PAT, visited our former member CAROLYNN and TED TERRY in Coos Bay, Oregon, where TED has opened his dental office and is doing real well. We miss CAROLYNN—she was a good worker.

SKIP and FRED DARWIN flew to Lake Tahoe on Mar. 27 and stood up with JANICE THIBODO and STUART FREE at their marriage. JANICE is our newest and youngest member. SKIP and FRED visited Squaw Valley and T.V.'s Ponderosa. JANICE and

STUART (STUB) flew on to ski at Mt. Ranier.

BERNICE DEERING flew on the Sheriff's Aero Squadron picture hunt to Borrego. Also when the San Diego Squadron and Orange County Squadron met for Pistol Shoot. She flew to Yuma, Ariz. with her daughter to visit her mother. Apr. 17, she is flying to Fort Worth, Tex., to visit a daughter.

BETTY KITCHIN'S progress on her instrument work has certainly been curtailed by damage to her plane. The plane tied next to hers was propped with one rope on a wing, and it spun around and chewed a big section out of Betty's wing and creased the windshield. No one claims knowledge of how it happened one night.

PAM and VICTOR VAN DER LINDEN'S party to Mexico for Easter vacation included four family planes. They included her son, ALLAN FORSYTH and family from Santa Rosa in his Mooney Cougar, her daughter, JEANNIE, and PETER CLYDES and children in their Arrow 200—also from Santa Rosa; another son, IAN FORSYTH, from Fallbrook, in his Cherokee 8862W. They visited in Hermosillo, Kino Bay, Guadalajara, Puerta Vallarta, and Mazatlan. PAM said they all had a great time flying and frolicking. PAM and VIC flew their new Bellanco Super Viking. She and her daughter, JEANNIE, are flying it in the P.P.D. Their sponsors are the Forsyth Realty, Santa Rosa, and Fallbrook Realty, Fallbrook.

Old Man Wind faked us out again, and we had to meet at Palomar Apr. 11, instead of at Imperial Valley, as we planned. We had a good attendance and got all our plans made for our Pilot's Poker Party for May 17. BERNICE DEERING is chairman.

We are to airmark BERMUDA DUNES on Apr. 29.

WANDA MILLER is taking EVELYN ASHTON and ESTHER WHITT to San Jose sectional. Others attending are BERNICE and KEN DEERING, MARY and BRAD PEARSON, MARY MOONS, PAM and VIC VAN DER LINDEN, and RUTH and BILL DILG, who are taking DOTTY HURST.

**We're Having a Clam Bake
You All Come to New England
July 12-15, 1970**

**Ninety-Nines Convention
Bretton Woods, N.H.**

PHOENIX CHAPTER **Becky Beaudoin, Reporter**

SHARI BERG is attending a nine week ATC operations course at the FAA academy in Oklahoma City. After completing her training she will be assigned to the control tower at Boeing Field, Seattle. JEAN HIXSON, All-Ohio Chapter, ALICE ROBERTS, EDITH DENNY and BRUNHILDE BRADLEY had lunch at Wigwam Country Club in Litchfield Park. JEAN was visiting ALICE for a few days. EDITH and husband had just returned from a 14 day trip through Costa Rica and Mexico. ALICE left shortly after that for a week in Puerto Vallarta. MELBA BEARD won two awards with her antique Bird biplane at Marana Winter Fly-In. Has also recently flown to Carefree where plane was used in publicity photos and to Falcon Air Show where plane was displayed.

"Aero-Mada" will start in Phoenix! This Fun Air Tour to the Convention will start at Phoenix Litchfield Airport. The Air caravan will take off on July 8 via El Paso for lunch, RON at Midland, and continue the next day to Natchez, Mississippi. There they will meet with others on the way to the Convention. Montgomery is planned for lunch on the 10th, RON at Santee, S.C., 11th overnight is Barre, Mass. then on to Bretton Woods on the 12th of July. Ninety-Nines, friends, family are all encouraged to join the caravan anywhere enroute. Games, roulette, "Snoopy Contests" and other fun things will be held enroute. CHARLOTTE GRAHAM is Chairman of the Western Region, BETTY JO SMITH is co-chairman. Registration will be handled by Aero-Mada CHAIRMAN VIRGINIA BRITT, 6121 CYPRESS ROAD, PLANTATION, FLA. 33313.

CHARLOTTE and BETTY are also entrants in a Skylane in the Illi-nines Air Race May 22 at Rockford, Illinois.

JESSE WIMMERS recently checked out in a SkyVan. Also spent a March weekend as house guest of 99 Tig Pen-nock and instructed in a AOPA flight clinic at Orange County, Calif.

BETH USSHER is off to Hawaii for a two week vacation.

AGNES and DALE LILJEGREN attended the EAA Fly-In at Marana Airport, participated in the 5 airport EAA Funny Rally. Airmarking last month was Sun-up Airport in Harquahala



(Unidentified Jean Hixson, Alice Roberts, Edith Denny, & Brunhilde Bradley somewhere in Phoenix doing something—as always, when 99's get together they are having "Fun & Friendship." Ed.)

Valley. Next airport on the list is Wickenburg, Az.

SUE STORM is recuperating nicely from recent surgery.

REDWOOD EMPIRE CHAPTER

Nina Rookaird, Reporter

Although few were able to fly ni, the Redwood Empire Chapter met in March at the Buchanan Field restaurant. More and more members are coming to the meetings. It is so much more fun to have ideas from the majority of our chapter members.

We were happy to have OLIVE AGRON place her 99 pin on, and become our newest member.

Those attending the meeting were: OLIVE AGRON, HAZEL BERTAGNA, JANET MEYER, RAYE JEAN NORTON and her 49½ FRANK, NINA ROOKAIRD, BETTE SMITH, PAT STOUFFER, ANITA WOREL and 49½ JACK, BETTY WORSTELL, MYRTLE WRIGHT and JACK TAYLOR. Plans for a steak barbecue to be held at the Napa Airport May 3 were made.

Your reporter was fortunate enough to be given released school time to attend the National Aerospace Education Congress in Seattle. I learned a lot and obtained excellent materials to use in the aviation course I will be teaching next September at Pinole High School. It was a pleasure to

meet some of the Washington 99's who were assisting in the program.

OLIVE AGRON and PAT STOUFFER have begun a regular Sunday flying routine, weather permitting, by meeting at the Napa Airport, planning to meet somewhere else for lunch. Then off in individual planes. They would like others to join in the fun. By the way, why two starts for Santa Rosa???

The April meeting found members of the Bay Cities Chapter joining our meeting at Santa Rosa. Plans for applying for a Sectional and for a steak barbecue fly-in were made. It was our pleasure to hear MR. RALPH THORNTON of the Santa Rosa Chamber of Commerce speak to us. He invited flyers to Santa Rosa, Sonoma County Airport Appreciation Day, May 31, 1970.

Bay Cities members attending were: MARY FIELDS, ROSE SHARP, KATHY MARQUARDT, CAROLINE SCHUTT, RUTH N. RUECKERT and 49½ FRED, JOYCE WELLS, MARGARET GERHARDT and 49½ JOHN.

Redwood Empire members attending were: MARGA HINMAN and 49½ JOHN, LOUISE MONTERO, PHYLLIS CANTRELL, ANITA and 49½ JACK WOREL, OLIVE AGRON, BETTY WORSTELL, JANET MEYER, MYRTLE WRIGHT, ANNA BREN-

NER, and NINA ROOKAIRD.

LOUISE RAMSEY was the proud possessor of her license; so we are looking forward to the addition of a new member of the chapter.

BARBARA HARPER visited our meeting. NANCY WALLIS from the Mount Diablo Chapter met with us, too.

Most of the group had been able to fly in.

It was great to see so many out for a meeting. It makes you more aware of the "fun and friendship theme" for this year. Let's continue.

RENO AREA CHAPTER

Jo Cromwell, Reporter

Our April meeting was held on the 10th at ELAINE BROWN'S home in Reno. It was a lovely excuse to fly my 180, but the wind was howling around, and I have a healthy respect for taildraggers in windstorms, so I drove. Someday I'll fly to a meeting!

Those attending were KATHY GREY, PHYLLIS AHLSEWEDE, DORIS EACRET, LOIS WILLIAMS, LOIS BROWN, FAYE STEWART, prospective new member SHIRLEY WEISE and JO CROMWELL.

FAYE STEWART recently flew airlines to Virginia to attend a family gathering. She stayed a week and came home in the middle of the ATC sick-out. Her flight was held over Tonopah Nevada for three hours waiting to get into San Francisco International. Tonopah is only about 100 miles from home. After she finally got off the airplane in San Francisco they announced that all west bound passengers had to ride a bus to San Jose because they weren't letting any planes out of San Francisco. She said the whole thing was very frustrating.

ELAINE BROWN flew her Goddaughter to Oakland to catch an airliner last week. It was the girl's first trip in a light aircraft, so naturally something had to go wrong. It seems the battery in the trusty 175 was dead and they had to use jumper cables to start it. ELAINE had a little trouble convincing her Goddaughter that it would run fine after they once got it started.

KATHY GREY was happy to announce that she and 49½er "Wug" are the proud owners of a new (to them) 182.

ELAINE BROWN, PHYLLIS AHL-

SWEDE and SHIRLEY WEISE modeled outfits for our approval to wear at the Reno Air Race Office. We selected Navy Blue Jackets and white pleated skirts.

Congratulations to JUDY WAGNER on her record breaking West to East flight. Just saw it in the paper this morning.

CONGRATULATIONS ALSO TO OUR WONDERFUL HARDWORKING CONSCIENTIOUS EDITOR, HAZEL McKENDRICK ON A GREAT MAGAZINE. IT'S ALL I CAN DO TO GET MY VERY SMALL CONTRIBUTION IN ON TIME, CAN YOU IMAGINE PUTTING OUT A WHOLE MAGAZINE!

SACRAMENTO VALLEY CHAPTER

Audrey Snovel, Reporter

Wow! I guess it pays to wait until the last minute and then play news reporter at one of our regular monthly meetings. It sure beats telephoning, too. The meeting was co-hosted by MAXINE NORTHART and MARIE MORGAN (who is now the proud holder of her Commercial rating after breezing through her instrument last month). It was a tour of the Aeronautics Department of Sacramento City College. I missed hearing half the stuff, but it was darn cute to see our little nineteen year old prospective 99 (she already has her Private), GRETA HENDRICKSON, demonstrating how to set rivets. She is enrolled in her second semester in the course and will graduate with her A & P.

Just as the rest of us are getting airborne again, THELMA CULL'S Tri-Pacer, new skin and all, bent up its backbone in the ole' "ticker"; so now it's off its feet for real major surgery and THELMA is grounded again. HELEN MORGAN and 49½ FRED will soon be off again for an Iowa-Dallas flight. FRED runs the AOPA Flight Clinics all over the U.S.; so I guess, you name it, HELEN'S been there. She's his chief navigator. SHIRLEY LEHR whispered to me (and I promised not to tell a soul!) that she hopes to go up for her Commercial in about two weeks and THEN—Powder Puff Derby, watch out!

MIRIAM BURCHAM'S blaming it on AUDREY SNOVEL and AUDREY'S blaming it on MIRIAM and ROBERT MARKWITH, chief Tower Operator at SAC Metropolitan Airport, was just

plain laughing as these two landed over there in between airliners without calling the Tower. He said he just knew it had to be a couple of women. But I guess he didn't expect such charming (?) ones tho', because he took us up on our bribe of a martini!

EDITH and 49½ JERRY RIECKS decided that the Bonanza was too much of a plane for local hopping so they bought into an Aeronca Champ. EDITH had her first tail wheel lesson the other day and is still floored by it all. She says they'll hang onto the Banana tho' for those longer trips. I asked DOROTHY ANDERSON (of SAC Flight Service) what she'd been doing lately and of all things!!! I'm going to clip your wings, ELIZABETH! JUNE and JIM DEVINE have been on a "divine" trip to the Orient — Thailand, Philippines, Hong Kong, and Japan; and DOROTHY and 49½ ACE HUNTLEY are soon to follow suit.

DARLENE GILMORE flew with JUNE and JIM on a picnic trip over to Santa Cruz. And those lucky two girls snuck on a tour of the Boeing 747 out of SAC Metro when the newspapers told the rest of us plebians that it was only open to dignitaries. I guess we know who really counts around here! DEE OLSON and JIM have been airport hopping in their Cessna 150, scouting around for places for the Lady Bugs to go on Wednesdays. On one of their stops at Calistoga they bumped into Alma Lanigan—a former stunt pilot for MGM. She apparently really enjoyed talking to DEE and vice versa. DEE says there's a big display of Amelia Earhart mementos there, too.

Two of our girls are enhancing their employment through aviation. VIJA BERRY has been flying for several months doing aerial photography. She flies her own Cessna 150, gives the plane to a crew member to handle while she shoots the pictures, and then brings it back home herself. And this reporter has gotten involved in aerial advertising flying as crew in a Cessna 172. A huge electric sign is carried under the plane, extended when over the destination, and then lights flash across it carrying messages. As many ads can run in one night as there is fuel in the tanks. Apparently Sacramento got a little upset the first night we flew. The police department and the airport were getting reports of UFO's. I've been

called many things, but that's sure different!

I was also asked to represent women in aviation at a Women's Symposium at University of California at Davis. Of the other women present representing forty odd fields of employment, it was obvious that aviation fascinated them more than any other. But the general consensus of opinion was that women would never be able to break through. We'll show 'em! A most interesting fact was pointed out to me while there—it seems that today's college students mostly tend toward the social welfare careers and at the same time show a decided disinterest in the salary aspect of any employment. Just another little ray of light on the cause and effect of the problems in our country today. Can you imagine their surprise when they try to feed themselves?

SAN DIEGO CHAPTER

Camilla Hutson, Reporter

Memo to Monterey: We know what you're doing. We in San Diego were busy doing it last year; preparing for the start of the POWDER PUFF DERBY. This year, happily, we can just sit back and enjoy the festivities! As of this writing, those who are entering to my knowledge, are BETTY WHARTON of San Diego Chapter and LYNN COULTHARD of El Cajon Valley Chapter. MARIAN BANKS of San Diego Chapter and DOTTIE SANDERS of El Cajon Chapter will be flying Marian's Comanche N113MB. (The 1-13 is for her birth date.) LOIS BARTLING and MARIE LEWIS are entering and will be flying a Cherokee 235.

MARTHA and JOHN MULLEN are proudly sporting new tip tanks on their Debonair and will soon have a new radio as well.

MARIAN BANKS and ELEANOR RICHARDSON went with BETTY WHARTON to the Southwest Spring Sectional in San Jose in Betty's Cessna 210. I hear there was an instrument lesson in progress on the way. MARGARET MOODY and husband Jim attended in their Tri-Pacer.

I hear that BETTY and BUD GILLIES of our chapter and GERTRUDE LOCKWOOD of Palomar Chapter are going on the AOPA Safari to JAPAN. That sounds like a fantastic trip. Have fun!

Now is the time to send for entry information for the PACIFIC AIR

RACE. IT WILL BE A ROUND ROBIN IN THIS YEAR WITH THE ROUTE BEING GILLESPIE FIELD - PARKER, ARIZONA - YUMA, ARIZONA — AND BACK TO GILLESPIE WITH LYONS PEAK AS THE TERMIUS FLY-BY. SEND 50c NOW TO ELEANOR RICHARDSON: 5632 LINFIELD DRIVE, DEL CERRO, CALIFORNIA. PHONE: (714) 583-1419.

MARGARET and JIM MOODY flew to Fullerton Airport recently for the purpose of taking their two daughters to Disneyland. They and BONNIE and STEVE ADAMS also went to Oak Creek Canyon at Sedona, Arizona with the Coast Guard Auxiliary. MARGARET and BONNIE have also been very busy teaching ground school to about twenty people for the General Dynamics Flying Club.

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

March 24th just couldn't have been a lovelier day for our fly-in to Apple Valley. Those observed enjoying the luncheon were: PAT HALLETT, CORALEE TUCKER, FLO STANTON GAST, JAN DREYFUS, JEANNE DAY, FLORA HUTCHINSON, LOLA RICCI, SHIRLEY THOM, ELLEN TRINDLE, RODG RODGERS, PAT CANNON, BEVERLY WOODWARD, and her daughter MICHELLE WOODWARD, ROCHELLE JENSEN, 49½er LYLE JENSEN and their guests BILL and DOROTHY STRAIT, HARRIET BAIR and her son MICHAEL BAIR. Special guests were CAP members PAT HUDSON, THERESA ANN TERRITO, JANET SCHMIDT and WING SCOUT LINDA THOM. A tour by auto to places of interest, including a turkey farm, trout farm, thoroughbred horse ranch and Roy Rogers Museum was arranged by PAT HALLETT. A most enjoyable day in every way!

The Sky Trails Restaurant at Van Nuys Airport again was the scene for our regular meeting on April 6th.

We were happy to welcome back HARRIET BAIR after 4 weeks in North Carolina. Welcome also to EMMA WEST, guest of ELLEN TRINDLE. It is always nice to see new lady pilots in our midst.

The hangar flying was fun as always, with VESTA MALBY telling us of her trips to Utah and Arizona. VIRGINIA RAINWATER flew to Kansas and had to land in real, honest-to-



SAN FERNANDO VALLEY CHAPTER AWARD WINNERS—Left to right, JEANNE DAY winner of the TRIXIE ANN SCHUBERT AWARD for service, and JEAN WILEY, SFV Chapters WOMAN PILOT OF THE YEAR.

goodness snow. LOLA RICCI, DOROTHY PLATNER, and EM SANDERS all made flights to San Diego.

POLLY FLEMING has had to be satisfied with just polishing her new Mooney due to a sinus infection, but is so much improved that she will soon be happily airborne again.

Good News! Congratulations are certainly in order for AUDREY SCHUTTE who finally tamed that infuriated palm tree and now has her Helicopter license. A big congratulations also to VALLETTA FRIEDMAN who now has her Instrument Instructor's ticket. Did I hear someone say "Partytime!"???

Well that's it this time, hope to see everyone at the Southwest Sectional in San Jose!

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

The past month has been an exciting and a busy one for many of our members. On Saturday, March 24, PORTIA and GARY CORNELL, MARGARET and DAVID LAWSON, MARIE and STERLING HEIGHT, JEAN GILLINGSWATER, ROSE ANN FORD, BETTY REICH, PAR INWOOD, VIRGINIA WEGENER and MARION MARRIOTT participated as judges for the cross country portion of the Pacific Intercollegiate Air Competition at Hemet. ADELE GUALANO, a San Gabriel Valley Chapter member and a student at San Jose State, placed second in the cross country navigation portion of the contest. Congratulations, ADELE!

United Airlines graciously gave our members a tour of their cargo facilities. Guide, MIKE McKEARNEN, presented an interesting tour showing the progress of cargo from intake, sorting system and onto the freighters. Also, demonstrated was the Q.C. (Quick Change) that can convert jets from passenger carriers to freighters. PORTIA and GARY CORNELL, MARIE LEWIS and daughters, JACKIE BEAMER were some of the members who benefitted.

The weatherman smiled for the fly-in to Borrego. BETTY and SANDY SANFORD, MARGARET and DAVID LAWSON and two children, PORTIA and GARY CORNELL and MARION and BOB MARRIOTT spent a delightful day picnicking, swimming, and basking in the sun.

Members were treated to a showing of the slides of the recent trip by MARIE and EARL CAWYER to Panama via the Bahamas. The weather played a big role in their extensive and exciting trip.

JEAN GILLINGSWATER and PORTIA CORNELL were treated to a surprise baby shower at the April meeting. Do you suppose there will be a future 99?

MARIE and STERLING HEIGHT made a recent trip to Albuquerque in a Cherokee. NAOMI WILDER is in Japan visiting grandchildren while hubby is there on business.

Easter fashions were heralded at our March meeting by a presentation, "Clothes for Girls Who Fly". LIBBY KIRK was our coordinator and narrator. Models MARILYN NORTON, daughter NANCY NORTON, PAT HARRISON, VIRGINIA WEGENER, MARGARET GAMBLE and MARION MARRIOTT had a delightful time zipping from outfit to outfit. MARGARET LAWSON wearing her stunning white pants suit announced each model and fastened that final hook.

A climax to an outstanding meeting were two films. One, a film on wake turbulence, and the other featuring the new Cessna 150 Aerobatics plane.

Saturday, March 20, members are volunteering to judge at the annual air meet of the Pacific Coast Intercollegiate Flying Association. It should be fun determining if the contestant finds all the check points on their cross country.

PORTIA CORNELL scheduled her fly-in for the one weekend old man

weather planned rain. Again, we shall try for a picnic at Borrego on April 5.

San Gabriel Valley Chapter is proud to announce the addition of three new members, DORIS CORWIN, PAT HARRISON, and SHIRLEY JUSTIN. NAOMI WILDEN was named an honorary member. All these girls will be a tremendous asset to our chapter.

Flying fun: PORTIA and GARY CORNELL flying their 150 to Nut Tree for a weekend. MARY SEBELIUS now has her instructors license. MARIE and EARL CAWYER have just returned from an exciting month's trip to the West Indies, South and Central America. Their 210 flew 64 hours round trip.

SAN JOAQUIN VALLEY

Thelma Hansen, Reporter

How many of you have taken the written examination more than once? twice? more? Well, it looks like I'm going to make my life's work out of it. I really knew the stuff this second time but, passed (or I should say failed) lower than on my first try. It seems that I can't 'Read the frustrating questions' correctly. Never was any good in English . . . well . . . back to the drawing board. LAVERNE GUDGEL called me to tell me that she had just passed her FAA Instrument Check ride. How do you think that made me feel? You're right, but I was extremely happy for her. I also heard that LAVERNE persuaded BOB to have the tip tanks taken off their Debonaire just so she could enter the Angel Derby. Must have taken some talking on her part. This Derby will be flown by her and co-piloted by HELEN McGEE. The reverse will take place in the Powder Puff when HELEN will pilot her new (Easter present) Comanche 260 and LAVERNE will be co-pilot. HELEN has been busy getting hours behind her in her new plane by flying to Seattle, Washington and Provo, Utah, visiting both her daughters.

Our April meeting was held at

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99 census is important.**

Columbia Airport. RENEE NEALON and DOTTY McALLISTER decided the weather man was right and cancelled out. MARIE McDOWELL tried to come into Columbia but clouds were too low, but, called in on 122.8, nice try MARIE. I had a touch of the 'flu' and decided to stay home where I belonged. Eleven women arrived for the meeting. DIANA KAUFMANN was hostess and was on hand with HELEN McGEE and HELEN RECEK to greet SHIRLEY MILLER who flew in with JEAN MURRAY in Jean's 182. It's good to see JEAN take to the air again. She is so busy with her art classes she hasn't had the time. LAVERNE GUDGEL flew in with ROSIE HIJOS in Rosie's Cessna 172. CHARLOTTE RYAN and her mother-in-law, MARGARET ANDREWS, just back from Mexico, and BILLIE WYATT also enjoyed the tour of Columbia Jr. College, which won the National Award for outstanding architecture, and the luncheon at the Columbia House. Plans for the 'over-night' at the Nealon chalet were discussed at the meeting. Much excitement is in the air due to the Monterey Chapter's luncheon to be held on April 23rd. 'Tis the drawing of placement time' (Powder Puff Derby). Our girls hope for early placements — good luck. Actually, in my book, it doesn't matter when you take off, as long as you come in first. (or ther' a 'bouts)

Our meeting was concluded with a 'yea' vote on our contribution to the Amelia Earhart Scholarship Fund.

RENEE NEALON (cool and confident) did it again. On a practice 'under the hood' flight with DOTTY McALLISTER as her 'seeing eyes' it happened. On take off, this terrible noise came from the engine. Renee immediately cleaned up the plane, notified the tower that she was returning, made her approach and was about to land when DOTTY very meekly said "don't you want to put down the gear?" DOTTY, you've got to be the coolest co-pilot around. To top it off, the noise was only part of the door insulation that was hanging AND FLAPPING AROUND that made all that awful noise (thank God).

This reporter and her 49½ spent four days in Tubac, Arizona at the 2-M Ranch. Here, in the land of 'Will Rogers Jr.', you can eat much wonderful food and ride horses all day. Well—I ate all day and rode a horse

for about two hours. I now have my own personal opinion of that primitive way of travel (an' it ain't good). Every time I have tried (at least six) at my 'horsewomen' daughters coaxing, I hate myself. All I get out of it is a sore bottom, aching muscles, and the worst body jiggling that you can imagine. I was sore all over my body. It took me two days to realize that I had a type of 'flu' that made me feel so tired and hurt. Something good did come from the trip. I had a wonderful 5.4 hours of perfect (but bumpy near Tucson) flight with a professional like landing at Tucson. This coming weekend the NEALONS and guests and the HANSENS and guests fly to Lake Havasue for an Air Sheriffs meeting . . . Gosh! we have fun. How 'bout you?

SAN LUIS OBISPO COUNTY CHAPTER

Wanda Strassburg, Reporter

The Embers restaurant in Paso Robles was the scene of the April meeting of our group. VEL KREIDER and CONNIE BROWN taxied the flyers from friendly PRB airport.

This has got to be one of the travelinest groups anywhere! VEL KREIDER has logged trips to Santa Barbara, Las Vegas, Sacramento, and Fresno; and in the same month, EMILY CLETSOWAY has flown two trips to San Francisco and one to Salinas. (One of the SFO trips found husband, DR. BILL, occupying the right seat and maintaining strict silence ALL the way.)

OIDA and KEN GLICK will soon be off on a flying vacation to Furnace Creek at Death Valley.

HAZEL and DICK JOHNSON have really been putting in the hours. HAZEL has logged 60 plus hours lately, eleven in her helicopter, and of that, 9 was in Search and Rescue . . . wow! It almost sounds like an afterthought, but HAZEL did get her MEL in their new AZTEC C.

Race plans were announced by EMILY CLETSOWAY and co-pilot JUNE CUNNINGHAM and by the team of OUIDA GLICK and reporter. Both teams will give it a go in Piper Cherokees, a 180 and 200 respectively. It is hoped that sponsor plans will enable MARCI BARNET and CRISS MOULIN to complete the three teams from San Luis Obispo County.

Biographies for this month are JUNE CUNNINGHAM and CAROL HALLETT.

JUNE is one of our busiest members. She began flying at Pellam Bay, N.Y. in a Champ on floats, moved to Flushing where she gave it a chance in a Luscombe. After a move to Morro Bay, California, she began serious training, soloed a Cessna 150 and received her Private about two weeks before flying the '68 AWTAR as co-pilot. With 102 hours now, she divides her time between preparing for the Derby with EMILY CLETSOWAY, serving as a Director on the Chamber of Commerce, and helping her husband, SAM, build their 72' Schooner. Morro Bay is celebrating their Centennial Year.

The schooner is now planked and has an after-deck, and they hope to get it in the water by Fall. When ready, they will live on the schooner and complete plans to sail around the world.

June is on the Beautification, Air and Water Pollution Committees, and a member of the Motel Association . . . all of Morro Bay, The Gibraltar of the Pacific. Take a trip to Morro Bay, enjoy the fine weather, and catch a glimpse of the Schooner, every inch lovingly shaped by SAM CUNNINGHAM and JUNE.

CAROL HALLETT is one of our most interesting members. She began flying in Lodi, Cal. in '66 and got her Private rating in Stockton in the same year. She and her husband JIM bought a three-control Ercoupe when they had 3 hours in the air and enjoyed their flying time immensely.

In January of '67, she took the position of Legislative Field Representative with the offices of SENATOR GRUNSKY and Assemblyman WILLIAM KETCHUM in San Luis Obispo. As a commercial rated pilot, CAROL flew for both gentlemen in '67, '68, & '69, which includes one election year. (MR. KETCHUM IS A PILOT BUT WAS STRICKEN WITH A NEED FOR EYE SURGERY, SO CAROL WAS FOR A TIME HIS "EYES IN THE AIR".)

Most flying is done once or twice a week to Sacramento, Watsonville, and throughout their district. She has flown them in a Cessna 182, 206, 210 and an Aztec.

No less fascinating is JIM, who is a pleasure-flying enthusiast and who

is an instructor at California State Polytechnic College in Agricultural Chemicals. They have two cats and their goal in flying is to continue to do so, and to always find the joy waiting in constant improvement.

SANTA CLARA VALLEY CHAPTER Bonnie L. Seymour, Reporter

What an active group of women! The gals in this chapter really manage to get around. Santa Clara Valley Chapter together with some of the gals from Bay Cities had a tour of the Topographic Dept. of the U. S. Geological Survey Office in Menlo Park. During the tour the gals learned some very interesting facts. For instance a full cycle of tides take 19 years and it currently takes more than five years to complete a new map. Geology is an interesting study and we who fly have an excellent view of the topography and the distinct features of bedding, faulting, and erosion to name a few. Those present for this most informative tour were: MARY SMITH, MARION BARNICK with 49½er, CAROLYN BOOGAERT, JEAN COLLINS and 49½er, TONI KUHNS, CAROLE LUSHBAUGH and 49½er, and PAT APPEL.

More recently some of our members enjoyed a Scavenger Hunt and Luncheon flight. Flight chairman, TONI KUHNS reports that a great deal of "junk" was collected and everyone got in a lot of practice with take-offs and landings: they had eight! When the "junk collectors" got back to San Carlos they piled into cars and drove to San Mateo for lunch. LORETTA GABRIELSON and PAT APPEL won for their class of aircraft (Cessna 150) and EVELYN LUNDSTROM and passengers won for theirs (Cherokee 180). Junk collectors included: HONEY COWAN, JEANNE ABRAMSON, LORETTA GABRIELSON, PAT APPEL, JOAN HANSEN, PAT ROBERTS, ELLE BAILEY, LOUVE McCABE, NOVIS PERCIVAL with guest ANITA SAWYER, HELEN MURPHY, EVELYN LUNDSTROM, JACKIE P E T T Y, JEANNE COLLINS and guest CAROL HAMILTON.

Our member, MARDO CRANE, managed to get in some publicity for the 99's and the Powder Puff Derby. Recently she traveled to Fresno and Tulare to enter her Champion Robert McRuff O'Southfield in the dog shows. While there she met with HELEN SMITH, publicity chairman, and VIOLET HUCKLEBERRY, Chapter Chair-

man of Fresno, and Monterey's HELEN SHROPSHIRE (chairman of the PPD start) and they all posed for newspaper and TV coverage. The Fresno Bee and the Fresno Guide carried big articles and the TV coverage was great!

Although she's not publicity chairman, MARDO got in some more of the same when she had a command performance at the Cumberland School where she talked to sixth grade children about the Powder Puff Derby. She was asked to speak about the Derby by the children when they were unable to find information in the local library. Luckily the librarian, a journalism sorority sister of MARDO'S knew that MARDO had founded the Derby and that she could give them the whole story. Mardo reports that the children were well mannered and enthusiastic listeners, and that she enjoyed her visit very much.

When you read this the Southwestern Sectional will be photographs and memories. But right now it's 7 days to splash down and counting . . .

SOUTHERN SIERRA CHAPTER **Kay Compton, Reporter**

At this writing, our first anniversary celebration is history! Five aircraft carrying 18 Ninety-nines from the Eakersfield and Fresno Chapters joined our group on March 22 to participate in the first anniversary of our charter. Luncheon was held at Joanno's Restaurant at Porterville Airport. The occasion warranted an airplane-decorated cake with one candle announcing our age. It's been some time since any of us have seen a cake with only one candle for decoration! We enjoyed it so much we plan to do it again when we are two. The three chapters made plans to meet again at the southwest Sectional Meeting of the Ninety-nines at San Jose in April. Hostesses from the Southern Sierra Chapter were Bert Coe, Barbara Jamison, Jo Stafforini and Phyllis Taggart.

Now that JO STAFFORINI and 49½ or have purchased a Comanche (to replace their Cessna 172) Jo is busy getting "Apt" in retractable gear, while yours truly is learning to dodge the cattle at a private airstrip in Springville which the family's 172 now calls home base.

Two of our members, BARBARA JAMISON and JO STAFFORINI were out at the Porterville Airport. Our Airport was just a checkpoint in the race.

Our summer weather is here and

we're all looking to more flying activity in the months ahead. Plans to participate again in the local annual fly-in at Porterville Airport in June are in the talking stage—more on this later.

UTAH CHAPTER **Barbara Dunkley, Reporter**

Because of conflicting aviation interests on the evening of our monthly meeting, the April meeting was cancelled, so I'm afraid I don't have much news to report this month.

VIVIAN YARDLEY was tied up in an instrument ground school in Salt Lake, as were JO ANN WINTERLING, JANE PATTERSON, JOAN WILLIAMS and BARBARA DUNKLEY in Ogden. JO ANN'S, JANES and JOANS 49's are also attending.

Most of us have been making local flights, but I haven't heard of anything really newsworthy.

do better next month.

Sorry about this gals—I'll try and



Marie Richardson, Reporter

We are tremendously proud of ROBIN MILLER, who was the winner of the NANCY BIRD WALTON AWARD for the most outstanding contribution to Aviation by a woman pilot in Australia for 1969, for her consistent meritorious work as Pilot for the Air Ambulance in remote parts of W. A. and for her work for the W. A. Government, flying to outback areas to administer vaccine to Aborigines, (see earlier Report on the "Sugar Lady"). Her father, a quietly spoken active elderly gentleman, is the famous very Early Bird of Australian Aviation, HORRIE MILLER. He was present at the A.W.P.A. awards Dinner and his pride in the recognition of his charming daughters' achievements was very evident and warming to see. ROBIN also recently successfully completed her Instrument Rating, having been awarded a Commonwealth Scholarship for this purpose. Well done ROBIN! We salute you HORRIE for your part in the development of Aviation in Australia.

Members flying to Perth, to join the local girls for the Australian Sectional were (DR) DOROTHY HERBERT and PEG KELMAN (Q'land) in DORO-

THY'S C 182. RUTH & PIE HODGES (Vic) in a C 210. ROSEMARY DE PIERRES (W. A.) in her C 172. ELIZABETH DOOLIN (N.S.W.) and THEA BRYAN (Vic) in Elizabeths Piper Colt, while MARIE RICHARDSON in her Group's C 172 took MURIEL GUGGOLZ, Chairman Santa Fe Chapter and RONETTE WILLIAMS (N.S.W.). Others arrived by Airline.

After 3 weeks and some 58 hours flying time, in company with MURIEL on the flight to Perth and back, and having been with her on numerous other occasions, it was hard to bid her farewell this week, when she left for home after nearly 3½ months here.

During those 3 weeks we saw an exhibition of contemporary Art in Adelaide. Inspected the surface workings of the oldest and deepest Gold mine in Kalgoorlie. Visited the Royal Flying Doctor Base, where we heard a session of the School of the Air, for "outback children"—some hundreds of miles away. In Perth we entered the A.W.P.A. mystery fun Air Trial, a flight of nearly 300 miles. At the holding point for the runway, we were given an envelope which contained our instructions. Only our first Heading and distance to turning point were given. It was then the Navigators task to find the other "legs" from clues. Some 60 questions, to be answered en route, were included. These covered general aviation knowledge, airmanship and procedures, etc. Many of the questions could be answered readily if all the necessary documents required for a normal cross-country flight were carried. Others were designed to test the crew's observation powers over the flight, so all were kept extremely busy while enjoying the fun despite deteriorating weather. On tiny Rottnest Is. off the coast of Perth, we saw and petted a colony of Quakkers. These are very small marsupials of the Kangaroo family, and found only on Rottnest Is. The early Dutch mariners who called there Island was so named because the mistook the Quakkers for large rats. On the homeward trip (our other passengers having stopped off along the way) MURIEL and I saw the shipbuilding at Whyalla (S.A.) the great dried and canned fruit areas of S.A. and Vic. In N.S.W. we saw rice farms and citrus orchards, visited a Rice mill in operation and toured a Winery during Vintage. We spent two days on a sheep station where lambing had just commenced. MURIEL is interested and

engaged in Spinning and Weaving. We were invited to the home of the winner of many Awards from the Royal Melbourne Agricultural Show for her weaving, this lady graciously showed us numerous examples of her hobby. We hope you will come again soon, Muriel, there is still much to show you.

Congratulations are due to that lovely and indomitable pair of Early Birds, FREDa THOMPSON and ESTHER MATHER. Flying a Beagle Pup aircraft, they took the First place Honours for an All womens crew in this years 2-day "Moomba" Air Race. (Congrats from me too, ED.)

MARGARET KENTLY recently added a Night V.M.C. rating to her achievements. As the sold female voice on the General Committee of the Royal Aero Club, Margaret is playing an important part in bringing sound business concepts into Club affairs. She was elected as Chairman of the Tours and Contests Committee for 1970. A sad note is introduced here. We extend to MARGARET and her Family our Deepest Sympathies at the death of her mother following a short illness. MRS. ADAMS celebrated her 80th Birthday recently and still a very active woman, she enjoyed a flight with MARGARET in her Mooney, only a few days before her illness.

CHRISTINE HENDERSON has left Australia for 2 years to fly in West Irian in an honorary capacity for a Mission in a remote area. She will spend 3 months in New Guinea on familiarisation before crossing to West Irian. We wish her Good and Safe Flying in this truly splendid and generous undertaking.

Other Ninety Nine visitors we are delighted to Welcome are MARGIE HALL, Cape Girardeau Area Chapter and SYLVIA SHELTON of Chicago with LAYNE GLANVILLE-WILLIAMS Chapter. MARGIE stayed a few days and while there was able to see Christine Henderson on her way to N.G. SYLVIA SHELTON and 49½er have brought their 1911 Napier car to Australia to take part in the 10th International Veteran and Vintage Car Rally. Arriving in Melbourne in March, they first drove to Sydney via the coastal road over 700 miles. The Rally takes one of the inland routes, some 650 miles to Melbourne. From there they continue to drive to ADELAIDE, fly to Perth and back to Adelaide then drive to Sidney via Mildura and Hay approx 1000 miles. What a story they will have

to tell of their experiences. Sydney Ninety Nines hope to hear this at a Buffet dinner at ANNE CARTERS home, before they sail for home.

We love having visitors, these contacts help to bring us all closer together. To those of you who are planning to come in the future, we offer a warm welcome. Would you write ahead of your visit to MARIE RICHARDSON—giving your planned itinerary if possible, so that our prearranged plan of action can be activated, to involve as many of the local gals as possible enabling them to meet and entertain you. We look forward to seeing many more of you here in Australia. Until next month. Happy Flying.



Janet Ferguson, Reporter

SPECIAL AIRLINE REPORT

GILLIAN CAZALET'S REPORT: I started flying by mistake. Literally on the "toss of a coin"! That was 1956. Eventually I found myself hooked, so my first move was to get a Radio License in 1959, now I could actually talk with Air Traffic Control! In July 1961 I had my Commercial Pilots License. The object was to take people on "Pleasure Flights" and the odd charter using light aircraft. By 1962 there was no work to be had, so I took my Instrument Rating—now I was allowed to fly in clouds, talk, and be paid for doing it! Nobody wanted me.

So I went back to light aircraft maintenance working on the aeroplanes that Elizabeth Overbury flew as an Instructor! In 1963 I had to go to be checked on my Instrument Rating. There happened to be a man there learning how to carry out these tests, he came with us on the flight. This man turned out to be the Chief Pilot of a small charter company, and so I found myself flying the old Dakota C47. This company went out of business so I became a gas station attendant and started working for my Airline Transport Pilots License. In 1965 I joined an Aerial Survey

Company and in 1966 went back to charter work. This company also ran out of money, but before long I was offered a job as a First Officer on Dakotas with an airline, my present company, Skyways. This was 1967. Within months I was also flying their HS 748s. January 17th 1968 I finally got my Airline Transport Pilots License and now fly around Europe as a Senior First Officer on the HS 748 (with a grand ?? total of 3650 hours).

Our main route is across the Channel to Paris. Quite often our passengers are American and I keep wondering if I shall one day find a Ninety-Nine on board!

ELIZABETH OVERBURY'S REPORT: I joined Autair International Airways in 1965 holding a Commercial License and Instrument Rating, flew Ambassadors on scheduled services in the United Kingdom and holiday traffic to Europe, Scandinavia and North Africa as a First Officer. In 1966 AUTAIR took delivery of new HS 748's and I converted to this type, flying the same services. Autumn of 1967 I was sent to British United Airways to convert to the BAC One Eleven 200 Series. In March 1968 Autair took delivery of five new BAC 1-11's 400 Series. Obtained my Airline Transport Pilots License and was promoted to Senior First Officer. On January 1st 1970 Autair became Court Line taking the name of their parent shipping company. They now



YVONNE POPE



ELIZABETH OVERBURY

operate seven Super 1-11's (500 Series) and one 400 Series, which concentrate on holiday traffic. The Super 1-11 is powered by Rolls Royce Spey 512-14 DW engines which uses demineralized water injection for take off, seats 119 passengers, has a service ceiling of 37,000 feet and a range of 1500 miles flying at 550 MPH, and weighs 100,000 lbs. It is operated by two pilots and three cabin staff. I have been flying this jet for 2½ years and it has been the happiest 2½ years of my flying career as it is such a beautiful aeroplane to handle. (I learnt to fly in 1953 and have 6,400 hours).

Routes flown are too numerous to mention but some of the places visited in the past year include: Milan, Tunis, Tenerife, Athens, Rome, Paris, Ibiza, Geneva, Rimini, Barcelona, Lisbon, Copenhagen, Berlin, Istanbul, Benghazi, Malaga, Naples, Munich, Luxemburg, Cairo, Hamburg, Las Palmas, Venice and Belgrade.

N. B. The photo, taken last year at Palma de Majorca, shows Elizabeth in the pilot's blue AUTAIR uniform standing on the steps of a One Eleven. Apparently at the time the photo was taken there was a 40 knot wind blowing! The 2½ stripes denote a Senior First Officer.—British Section Reporter.

YVONNE POPE'S REPORT: I started learning to fly in 1952, whilst a Stewardess with E.O.A.C.; obtained my Private License July 1952 and joined R.A.F.V.R. in September of that year. I married my first flying instructor, Eric John Pope in March 53 and was given an Assistant Flying Instructor's course by him, which together with



GILLIAN CAZALET

my V.R. flying enabled me to qualify as an instructor. I instructed part-time until Eric's death in May 1957. Whilst looking after my two boys during the first 6 months, I studied for the Commercial and then after a few hours extra instructing was able to upgrade to a Full Instructor. I passed the Commercial written and flying exams early in 1958 and then accepted the job of 2nd instructor with the Exeter Aero Club. During the 2½ years spent with the Club I helped to build up a Com-

mercial Flying School and obtained the Instrument Rating during my time off. I was the initial winner of the Lord Brabazon of Tara Trophy for this work. I joined the Ministry of Aviation as an Air Traffic Controller in September 1960 and qualified as the 1st woman Air Traffic Controller with the Ministry in September 1961 and was posted to Gatwick where I worked as an Aerodrome and Approach Radar Controller until the end of 1964, doing a 3 month stint as ATCO i/c Stornoway in between. Whilst working for the Ministry I was able to keep my licenses valid by flying as Captain on the Ministry Doves for the purpose of Radar Target Flying for the School of Air Traffic Control. Through one of my ex-pupils I was also able to obtain some route flying on the early morning paper flights with Morton Air Services and after being checked out on the aircraft was able to help out as a freelance First Officer during a busy period at the end of 1964 summer season. I succeeded in "twisting their arms" into taking me on fulltime at the beginning of 1965, being employed initially on the DC3, which was used at that time for freight flights only and then a few months later on the Heron, used for scheduled and special executive flight and also the Dove again, used primarily for the latter. Having left Air Traffic Control I was indeed honoured to find that I had been chosen as the Inaugural winner of the I.A.O.P.A. Award to a European Air Traffic Controller for the Guiding and Guarding of Air Safety. I worked for Morton Air Services until they became B.U.I.A. in November 1968 having been elected Chairman of the Local Pilots Council during my last year of service with the company. Also through being lucky enough to win the Amelia Earhart Scholarship I was able to study for, and obtain, my Airline Transport Pilots License. I then joined Dan-Air on January 1st 1969 and was initially based at Bristol—again flying the Dakota, but this time on scheduled passenger routes only. I was fortunately posted back to Gatwick on to the Ambassador in July and then commenced a Comet Conversion Course on 3rd December, completing this on 11th March and I flew as a qualified First Officer on the de Havilland Comet to Tenerife and back on the 21st March—joining Elizabeth in the "Jet Set".

Newsletter Reporter's comment: Our 3 airline girls are a real credit to women pilots—we're proud of them.

ALL ATR PILOTS —

Please make yourself known.
Write WATPA

Jessie Wimmers
4750 N. Central
Camelback Towers G16
Phoenix, Ariz. 85012

EAST CANADA SECTION

FIRST CANADIAN CHAPTER

Wendy Smith, Reporter

Spring has finally sprung into the Toronto region, and most of we previously snow bound Northerners are storing away our skis and airline tickets to the sunny south, stretching our itchy wings, and beginning to fly avidly again. Our weather luck has been running high, as we have had five sunny Wednesdays in a row for our "bunch for lunch" fly-ins.

We weren't so fortunate for our March dinner meeting. Snow and high winds made driving a hazard, so a number of our members were unable to attend, and missed MR. MALCOM BRICE, our aviation insurance speaker. Did you know that all aviation insurance is pooled, and that the reason for the large increase in rates recently is the 747 and even satellite coverage? One accident involving a 747 will result of hundreds of claims, so we in aviation are paying in anticipation of two accidents in their first year of operation! Of the last eight satellites having \$6,000,000 coverage each, five did not make it!

Three-quarters of all aviation accidents are caused by pilots who fly six hours or less a month. Consequently insurance companies give special rates for liability to pilots with night ratings, commercial and instructor's licenses and pilots having completed A.P.T. tests. The evening was an informative and interesting one to those of us who did make it. Many thanks to MR. BRICE, who also is an enthusiastic pilot.

The First Canadian Chapter of the Ninety-Nines Inc. has chosen Sunday, June 7, for its Annual Poker Run, Rain Date, Sunday, June 21. Chairman for our most successful event of the year is SYBIL DUNN, assisted by SHIRLEY MACDOUGALL—in charge of all airports; JUDY JOHNSON—posters; KIN MARTIN—publicity; Governor JEAN MACDONALD—prizes, and GILL HOLDEN—Rules and Regulations.

We expect more than 150 planes to fly the Poker route this year. Pilots may fly to any five of seven airports with the terminus at Buttonville. We feel that offering seven stops will cut down on congestion at any one airport. Air-



JACKIE FRAMPTON at the drawing board with the plans for a Breezy Pusher homebuilt aircraft, that she hopes to get flying soon.

ports are Brantford, Buttonville, Guelph, Hamilton, Kitchener, Oshawa and Toronto Island.

Last year we sold almost 400 poker hands and awarded close to 100 valuable prizes, not to mention a trophy for the winning hand. With all the girls behind us this year we feel we can do it again.

We would love to see any of you gals south of the border fly over to join us for the week-end! Come Saturday, June 6, to avoid those exorbitant custom charges. We will look for you then.

MAPLE LEAF CHAPTER

Jacqueline Frampton, Reporter

Summer is just around the corner and The Maple Leaves have many plans for an active season of flying in On-

tario, and across the country. The prospect of again meeting friends from other years, renewing friendships and discovering new aircraft on the flight lines are all exciting events we look forward to in the months ahead.

May 23rd will see The Maple Leaf Chapter hosting The East Canada Section meeting in London, Ontario, with ANN PELLEGRENO as the guest speaker at luncheon. The winner of our woman Student Pilot of the Year Award will be announced at this time.

June 6th we are planning to fly into Stratford, Ontario. bring your swim suit and join us for the fun and an afternoon of comradeship.

July 4th everyone is planning to fly to London, to meet at the flying club. Plan to see off the lucky girls who will

be going to the International Convention later in July.

August 8th will be our month to have a picnic. Centralia Air Base is the place. This will be the meeting to make the final arrangements in conjunction with the Experimental Aircraft Association of Canada for the upcoming Aerobatic Competition and Air Show at Centralia, Sept 5-6.

Our April meeting was at MARIA LINDSAYS'S farm near Aylmer, Ontario. Their air strip was muddy that day but it didn't stop the girls from driving in for a lovely day of talk and lunch. Maria showed us her scrapbook of Canadian Women in Aviation, covering many years of flight in Canada. None of us realized so many women have been flying and contributing to aviation all these years in the bush lands of the North. We all thoroughly enjoyed the opportunity. Thank you, MARIA.

We are all sorry to hear that our vice-chairman, BERNICE ESKRITT, has been all in the hospital. She has been sorely missed these last two meetings. We all wish her a speedy recovery and hope to see Bernice up and about very soon.

HILDA DEVEREUX and JOAN CORBETT have a sponsor for the Angel Derby. Garret Manufacturing Ltd., who build automatic downed aircraft locaters, will install one of their devises

on HILDA'S Commander Lark, CF-UXX and pay the girls expenses. And then, away to Nassau!

PAT ROY has completed her night endorsement. Good work PAT!

I've just returned from an Experimental Aircraft Association Chapter Officers' Meeting in Milwaukee and has the opportunity to meet two other 99's who are also E.A.A. Chapter officers. It was a pleasure to meet and talk with SANDY KLOCK of the Chicago Area and BETH HOUCHIN of the Nebraska Chapter. Both were among the officers present for an exhilarating weekend at Experimental Aircraft Headquarters and Air Education Museum. We participated in many discussions and heard many talks by people involved in aviation and air education today, including E.A.A. members in the F.A.A. and the Canadian D.O.T. AFTER SUCH A WEEKEND, A PERSON REALIZES THE NEED FOR ALL OF US WHO CARE ABOUT GENERAL AVIATION—FLYING AND AIRCRAFT—TO PARTICIPATE AND TO BECOME INVOLVED IN WHAT IS HAPPENING AROUND US EVERYDAY.

I understand, that the following thoughts on flight were contributed by Father JOHN MACGILLIVRAY of E. A.A. Chapter 305, Dartmouth, Nova Scotia. He puts it very well, that we are

a part of something special and if we want to keep it we'll all have to work to promote understanding and help to educate the non-aviation public to "Our World" and "Welcome to it".

"LORD AND MAKER OF ALL THINGS,

BLESS THE HANDS THAT FASHION WINGS,

FORMING BEAUTY, FAITH, AND HOPE

OF LOWLY THINGS LIKE WOOD AND DOPE.

BLESS EACH FRESH NEW EAGER SPAN

SPRUNG FROM CAREFUL THOUGHT AND PLAN;

BLESS THE ANCIENT, TRIED AND TRUE

THAT VENTURED FIRST THROUGH HEAVEN'S BLUE.

MAY THIS FELLOWSHIP OF FLIGHT,

CHOOSE WHAT'S BEST, BUT FIRST, WHAT'S RIGHT,

UNITED HERE, THROUGH FLIGHT, MAY WE

TOGETHER, SHARE ETERNITY."

AMEN

99 MEMBERSHIP LIST

APRIL, 1970

"NEW"

MEMBERS-AT-LARGE

Naccache, Toni Wright (Robert)
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The Ninety-Nines Inc.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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