

Oct. 1970.

# *Ninety-Nine News*





OCTOBER, 1970

THE NINETY-NINES, Inc.  
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Oklahoma City, Oklahoma 73159

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## President's Column

August 1. Not in office yet—and the mailbox getting fuller very day! Time's so important—guess I'll use the old annotated original correspondence shortcut—where you make notes on the original letter, xerox, and return—and we both have all the information. Informal but thorough.

Aug. 3. Thank-yous off to the New England girls. They surely did a great job with the convention! I think we accomplished a lot, too. It's obvious that Ninety Nines are growing in stature, responsibility, knowledge. I noticed that delegates are being instructed regarding resolutions, but when IN THEIR CONSIDERED JUDGMENT, they should depart from the instructions due to developments on the floor of the house, they vote what they think best and have the courage to go home and tell their chapters what and why. This is legislative acumen.

Aug. 6. Replies re committee appointments. There are so many competent people in this organization! We will never tap all the ability. Each new chairman contributes her thing to the whole—and thus we grow.

Aug. 7. Wonderful letters incoming since the election returns. Regardless of prestige, "worthy goals" or any other consideration, just the friendships one makes in Ninety Nines are reward enough for any effort.

Aug. 10. SOPs. HEAVENS, I HOPE ALL THE CHAIRMEN are sending in suggestions for improving their SOPs, and are forwarding those Standard Operating Procedures to their successors. We've worked so hard through the years to make the SOPs practical and useful, but it takes constant upgrading—and if the committee chairmen and chapter chairmen don't pass them along—breakdown! Of course there are extras at headquarters. Hope everybody who needs one, GETS it from somewhere.

Aug. 15. SUSIE SEWELL says, "The insurance program can encourage more and proper flying activities—or discourage them if used improperly." SUSIE'S the expert in this field. I've asked her to do a column on it and keep the membership posted in this vital area.

Aug. 24. To Maxwell AFB for a Civil Air Patrol National Safety Committee meeting, of which I am a member—and saw three Ninety Nines. LT. COL. JEAN FERRELL, Denver, represents the Rocky Mountain region; PAT HUGHES AOPA Safety Foundation, was down "selling" the SKY-SAFE program—and I had a delightful visit with Alabama Chapter Chairman JUANITA HALSTEAD and her 49½er, FOY, at their farm near Montgomery.

September 1. I'M ACTUALLY THE PRESIDENT TODAY! Taught basic medi-

cal records workshop for the Georgia Hospital Association, in Macon, and in attendance was RRL JEAN BOMAR, the only other RRL-99 I know of in the world. JEAN is also a medical records consultant, Bonanza'd down from Mansfield, Ohio.

Sept. 2. Questions from the field that I'll send on to Committee Chairmen. That's what the committees are for. And we have some wonderful chairmen! Somebody suggests a "Letters to the Editor" column in the News. The idea has merit, but I wonder how we'd edit it...HAZEL has a full-time job, so do I, and that sort of a column takes HOURS and HOURS. You can't just print all of a 4-page hand-written letter. Must think about it. Maybe things should just be funnelled direct to the appropriate committee and comment made in the news... Will ask membership for more thinking on the subject.

Sept. 3. After telling my 49½er that I certainly wasn't going to be elected and not to bother planning for Bretton Woods—well, I ended up Pres. What would the membership think, I wonder, about letting newly-elected officers KNOW they are elected prior to planning for convention? Might make a big change in plans...especially for an International member. I wonder why we shouldn't know as soon as the official count of ballots is made? This would also permit defeated candidates to decide if they want to run for Executive Board. Wonder if I'm too radical in my thinking?

Sept. 7. Have just had the most wonderful time. North Central invited me to their section meeting in Louisville. I Bonanza'd up to Southern Pines, picked up E. B. member PAGE SHAMBURGER, and off we went, fighting thunderbumpers and a toothache all the way across the Blue Ridge mountains. Finally, after dodging a couple of characters shooting doves on a runway where we stopped to refuel, we landed happily in the Race-Horse City—and had a perfectly great time.

Kentucky Blue Grass Chapter, quite young and apprehensive about their section meeting, couldn't have done better if they'd been at it for 20 years. PAGE, BETS, and Tennesseans LADY McREYNOLDS and BEA REID soaked up all the information we could and decided this is an excellent way to get new ideas for our section.

I enjoyed sitting beside DR. JAMES MARIS of Purdue—dinner speaker—and an aviation great if there ever was one.

Lovely trip home, good weather this time, and my first appearance as Ninety Nines President was thrilling. ("DR." BECKY THATCHER, incidentally, cured the toothache!)





## HEADLINES from Hazel

WHEW!!!!!! Would you believe that I also missed the deadline. This has been a very involved month and the days ahead show no promise of slowing down. The football season is upon us and of course MIKE, my beloved son, is starting defensive tackle for Lake Highlands Highschool. My professors at North Texas, DRS. BEEMER and BERG have all kinds of keen things lined up for us. The Ninety-Nines would like a magazine now and then. Last, but certainly not least, the Flight Service Station at Love Field would like to see me once in awhile to do some work for them. Oh yes, the National Association of Air Traffic Specialists, of which, I am secretary, would like to see me at our National Convention in Covington, Ky. So, betwixed them all, I am running fast and the faster I go, the behinder I get.

For all of us in the Flight Service Stations across the country, may I say "THANK YOU" for all you did to make our 50th birthday a big success. Several of the reports have pictures of cakes, reports of participation, and salutes to the various FSSs. I am so glad that the Ninety Nines participated and I am sure than the controllers in these stations are very grateful for this tribute of your love and appreciation.

\* \* \* \* \*

I regret that this issue contains the names of some members who have made their "last flight"; JIMMIE KOLP, HELEN APPEL, JAY LAWRENCE, DOROTHY DAUB, and CATHERINE TILLER. If we have any faith at all, we must believe that they have gone on to better things and that our personal grief is the sorrow we feel for ourselves, because we will miss them. They were all great gals, active Ninety-Nines, involved and concerned.

\* \* \* \* \*

I trust that each of you will be reporters for the coming year will save the September issue containing detailed instructions on how to send in your report. We will print it again in this issue and then in subsequent issues we will just print the schedule of deadlines. Please hang on to this information as it does make my job much easier. Also be sure your various flying activities have been cleared by the "flying activities" committee before you send copy to me. I try to give you all the publicity I can, but it must be cleared before we can include the information.

Now ladies, with RHUFLS and ILYs, I am off to see the world. I am going to Fort Lauderdale to shed a little truth and light and then on to Covington, Ky. for our NAATS convention. I have also been asked to speak at the New York-New Jersey sectional seminar and will be there on October 2-3. Home again for launderin' the unmentionables (the size I wear could not be classified as "dainties") and back to Florida for AOPA SkySafe part of the Plantation Party, on October 8-14. Since, this is an election year, it would almost seem that I am campaigning. This is exactly what I am doing! I am campaigning for better understanding between the pilot and the weather briefer. Somewhere along this trail I hope that we can get together for some conversation and fun and friendship. Get APT! be active; tell us about it. And HIRAM, if you're on my frequency, I love you bettern green grapes.

## Special Instructions To Reporters

### DO'S AND DONT'S FOR REPORTERS

1. Do send reports double spaced
2. Do send original—no carbons, zerox copies, onion skins, etc.
3. Do leave margins so I can make love notes to the printer
4. Do use white paper—no yellow-blue-grey-or any other color
5. Start report like this:  
Name of Section  
Chapter  
your name, Reporter  
EXAMPLE:  
SOUTHCENTRAL SECTION  
WAXAHACHIE CHAPTER  
ARABELLA BROADBOTTOM, Reporter
6. Number pages as follows:  
Page 1 of 3 2 of 3 3 of 3
7. It is not necessary to repeat heading at top of each page.
8. Try to confine report to two pages—If copy is longer, start with most important items and put least important items last as they may be deleted because of space.
9. Mail so as to be received in Dallas by the 20th. Regular mail posted on the 19th rarely makes it on time.
10. Use first and last names. You may know who "Teenybopper" is, but the rest of the membership does not. To make it meaningful, use last names.
11. Remember the news goes all over the world. Try to confine articles to that which would be of interest to everyone.
12. Do report... We don't know what you are doing unless you tell us.
13. Send reports to me, the Editor, Box 38499, Dallas, Texas 75238. Loretta, at headquarters, loves to get my mail, but not much.
14. Do send pictures
15. Do put a separate paper attached at bottom of EACH picture telling Who-What-When-Where!!!! This is a little

trouble but much easier for me. Also make the paper big enough so I can write notes to the printer.

### 16. RETAIN THIS INFORMATION FOR A REFERENCE

#### DON'TS

1. Don't be late
2. Don't send negatives
3. Don't send color pictures
4. Don't send report in longhand
5. Don't send carbons or reproduced copies
6. Don't single space
7. Don't report in June or October
8. Don't send report to headquarters
9. Don't send change of address to me—send that to headquarters
10. Don't send announcements of races until they have been cleared by the race committee
11. Don't forget to Report
12. Don't throw this away—you may not be reporter now, but you might have to pinch-hit, so retain for ready reference.

## DEADLINES FOR NINETY-NINE NEWS

| DEADLINES          | FOR ISSUE      |
|--------------------|----------------|
| September 20, 1970 | October Issue  |
| October 20, 1970   | November Issue |
| November 20, 1970  | December Issue |

### NO DECEMBER DEADLINE

|                   |                        |
|-------------------|------------------------|
| *January 10, 1971 | January-February Issue |
| February 20, 1971 | March Issue            |
| March 20, 1971    | April Issue            |
| April 20, 1971    | May Issue              |
| May 20, 1971      | June Issue             |

### NO JUNE DEADLINE

|                 |                   |
|-----------------|-------------------|
| July 20, 1971   | July-August Issue |
| August 20, 1971 | September Issue   |

\*The Executive Board has decided to let the Editor and the reporters off the hook for the December deadline. This is the worst deadline of the year because of the Christmas Holiday activities. Please note however, that the January deadline is moved up to the 10th. This is an *absolute* deadline. This gives adequate time for the nominations and so forth and the news must be in the hands of the chapters by February 1st.

### REMEMBER 4 THINGS:

1. No report due in June and no report due in December.
2. The January report is due in my hands by January 10th.
3. The other reports are due in my hands by the 20th of the month.
4. Report!!!!!!

### NEXT ISSUE

Deadline

Oct. 20, 1970

MAIL TO:  
Box 38499  
Dallas, Tex. 75238

## BACKWARD GLANCE COLUMN

By VIRGINIA THOMPSON

Nineteen thirty-five seemed to be a year of struggle, change and the setting of some very important records for our women pilots.

Despite the fact that a number of colleges and universities were trying to stifle the awakening desires of many of their students in competitive flying, an Intercollegiate Flying Conference was scheduled in Washington, D.C. during the Easter week. This was to be followed by the New England and National Intercollegiate meets in May and June respectively. The flyers were struggling against two serious obstacles: (1) expense (still with us) and (2) the opposition of faculty and parents to an activity which they felt was dangerous and out of place for a college boy or girl.

Despite these obstacles, the girls at Smith College formed the first Flying Club at a purely feminine educational institution and trained in the boys Amherst Flying Club's Taylor Cub plane for \$6/hr. At Wellsley College, another girl was trying to bring aviation to the forefront. It was reported that RUTH NICHOLS in her Junior year at college approached the dean with the idea of flying. "Miss ....., I think I'd like to learn to fly", said Ruth. "Fly" queried the dean, "My dear young lady, I have enough to do with several hundred students as it is. Motor cars brought trouble of their own. Now I certainly am not going to add more by admitting airplanes too. No, you may not fly". With that ultimatum, she left college for a year, learned to fly, and began breaking flight records.

While the college girls were struggling to make aviation a part of their school's activities, the New York Chapter was trying to purchase an airplane. Their Air-Fashion Show and Party was so successful that they were able to purchase their dream—a Taylor Cub, painted "99" colors, so that their members could hop about at very low cost.

For most of the other women pilots, the newness of flying appeared to have worn off and the competitive spirit lagged. In fact, it alarmed LOUISE THADEN into writing an article entitled, "And What is Your Record" in "Airwoman", Aug., 1935, which won her praise from N.A.A. It brought to the attention of our women pilots the fact that other women throughout the world were breaking their records and that they had rested too long on their laurels, there being very few new official records since 1932 to that date, either national or international by American girls.

For AMELIA EARHART, though, the challenge was ever present. It was in Jan. of 1935 that she became the first woman to fly the Pacific Ocean, crossing from Hawaii to California. Later that same year, she set a speed record by flying nonstop from Mexico City to New York City in 14 hours 19 min.

MR. CLARENCE S. WILLIAMS who helped chart some of her flights, paid her a high tribute. "I am happy to have contributed my small part in aiding Miss Earhart.

However, I feel the secret of her success is that she is one of the outstanding characters of the age, a person who represents the most perfect balance of the physical, the mental, the psychological and the lightweight luggage went on sale, AMELIA spiritual elements of human nature."

That same year, LAURA INGALLS set

### America's Top Women Flyers



Edna M. Gardner of New Orleans, a flying instructor at Shushan Airport, has flown 2,888 hours, the most of any U. S. woman. She was formerly a nurse and became interested in flying when an ex-patient took her aloft in 1925.



Phoebe F. Omie of Memphis, Tenn., at 35 has flown 2,541 hours. She has won air races, taught flying, marked airways and was once listed by Mrs. F. D. Roosevelt as one of the "10 most useful women in the United States."



Laura H. Ingalls, in her nine years of flying, has set speed, loop and barrel roll records, made a notable flight over the Andes in South America, and has flown 2,036 hours. She was once a stage dancer. Her home is on Long Island.



Janet H. Knight. She has 1,602 air hours and since the disappearance of Amelia Earhart (who had 1,794 hours) ranks fourth in flying time. A flyer since 1930, Miss Knight is now a flying instructor at the San Francisco airport.



Edith Foltz Stearns is one of the pioneer women flyers of the Pacific northwest. She competed in four transcontinental air races, has 1,538 air hours and is now assistant manager and instructor for a flying service at Salem, Ore.



Jean La Rene Foote. In 1934, Jean and another girl flew a plane for eight days in an endurance flight. She has been flying since she was 13, now has 1,424 flying hours and helps her husband, Lou Foote, run a flying school at Dallas, Tex.



Aline Rhonie Brooks. When she wed Reginald Brooks, also a flyer, they took an air honeymoon, each flying a plane. She has 1,420 air hours and is also an artist. She recently painted a history-of-flying mural at Roosevelt Field.



Louise Thaden, first woman to win the Bendix transcontinental air race, received the Harmon trophy for the most outstanding flying achievement of 1936. She has flown 1,400 hours, has two children, lives in Bentonville, Ark.



Elizabeth L. Lund is widely known as a stunt flyer and calls Hollywood home. In 1930, when 19 years old, she put a plane through 87 barrel rolls over Miami. Fla. Department of Commerce records give her 1,398 air hours.

In 1938, here were America's top Women Flyers.



an international inter-city women's record by flying from N.Y. to Los Angeles in 18 hours 23 minutes and made a non-stop coast-to-coast record for women of 13 hours 34 minutes. Both records were accomplished in her Lockheed Orion Auto-da-fe' meaning "East of the Sun and West of the Moon".

HELEN McCLOSKEY in a Monocoupe set an international women's record, first category, by flying at a speed of 166.632 mph at Miami; SENORITA CAROLINA ELENA LORENZINI an Argentina airwoman, an altitude record for light planes of 18,356 feet; LIESEL ZANGENMEISTER, a women's soaring record of 12 hours 57 minutes at Rossiten, East Prussia; MARYSE BASTIE, a new altitude record for light planes, second category, of 24,075.97 feet; and JEAN BATTEN, solo flight Australia-England (first woman to complete return flight), solo flight England-Argentina (first woman to make solo flight across South Atlantic Ocean to South America, and established world records of 61 hours 15 minutes. England to Brazil and fastest crossing of South Atlantic Ocean by air in 13 hours 15 minutes.

This particular year also saw ELLY BEINHORN, flying a Messerschmidt plane, make the first round trip flight from Germany to Asia (Berlin to Istanbul) and back the same day in 13 hours, a distance of some 2,500 miles.

LAURA INGALLS reported that records could not be broken if it were not for the advancement in design and equipment. By then, the controllable pitch propeller had become standard on airlines and numerous private planes and the "constant speed" propeller with automatically controlled blades, designed to keep the motor at a constant pace regardless of the position of the plane, were some of the latest aeronautical improvements. However, the most outstanding achievement at that time was the development of the radio compass direction finder.

With or without all the latest refinements in equipment, the Women's Race at the Cleveland Air Race was won by EDITH BERSON in a Bird followed by MELBA BEARD also in a Bird and EDNA GARDNER WHYTE in a Porterfield. Great Lakes and Travel Air planes also placed.

Other things besides airplanes were changing. Alas, this time it was not for the better. "Airwoman", the Ninety-Nines official publication was suffering from an ailment diagnosed as financial pains. Airwoman Associates, a co-partnership composed of CLARA STUDER and FAY GILLIS WELLS, publishers and co-editors, sold to a corporation known as Airwomen, Inc. under the laws of New York. But alas, this interesting magazine was soon forced to cease publication.

I just couldn't close this article without mentioning a few other interesting bits of news. The Michigan Chapter celebrated its first anniversary, AMELIA EARHART turned school teacher, and women's clothes were a good topic of conversation. MISTER SWANEE TAYLOR wrote, "Ah, dear me,

many a gal gets off to a bad start when she rolls onto a field wearing what is playfully known as the third act make-up. Heaven knows it is pretty stilly to see a human stalk around all bound up in boots,

breeches, windbreaker, helmet and goggles".

Pants or skirts, the girls continued to carve out a place for themselves in aviation history.

## Norwegian Aviatrix, Three U.S. "Moon Landing" Astronauts and Two British VTOL Transatlantic Pioneers Win 1970 Harmon International Trophies

NEW YORK, SEP. 05—The Harmon International Aviation Trophies for 1970 have been won by Flight Officer TURI WIDEROE of Norway, the Apollo Eleven Astronauts and two pilots of Britain's Royal Air Force, it was announced here tonight by Rear Admiral CHARLES E. ROSENDAHL, Chairman of the Trustees of the prestigious awards.

Awarded to recognize piloting skill worthy of international recognition in the past, the Harmon Trophies are traditionally presented by the President of the United States at the White House in Washington. No date for this year's presentation has yet been set.

Flight Officer WIDEROE (member of the famed Ninety-Nines) will receive the 1970 Harmon Aviatrix Award in recognition of the determined and unaided effort by which she accumulated flight time and skills in arctic flying which led to her acceptance by Scandinavian Airlines last year as the first woman pilot for a worldwide international airline.

She joins a distinguished company of previous Aviatrix Trophy holders which includes AMELIA EARHART and JACQUE-

LINE COCHRANE of the United States, AMY MOLLISON and LADY MARY BAILEY of the United Kingdom and JACQUELINE AURIOL of France.

Joint winners of the 1970 Astronaut Trophy are Apollo 11 Spacecraft Commander NEIL ARMSTRONG, Lunar Module Pilot EDWIN E. ALDRIN JR. and Command Module Pilot MICHAEL COLLINS, who participated in the historic moon landing on July 20, 1969. Colonel ALDRIN won the Aviator's Trophy in 1967 as one of the three men involved in the flight of the B-70 Supersonic Airplane.

This year's Aviators Awards go to R.A.F. Squadron leaders THOMAS LESLIE LECKY-THOMPSON and GRAHAM WILLIAMS for the first nonstop transatlantic crossings in history by vertical take-off and landing aircraft. The former flew a Harrier VTOL aircraft from a vertical takeoff at St. Pancras in the heart of London on May 5, 1969, and landed in Manhattan six hours, 11 minutes and 57 seconds later. The latter flew the return flight several days later in five hours, 49 minutes and 59 seconds.



TURI WIDEROE, at sweetheart luncheon sponsored by the Wings Club, New York City. The occasion was the presentation of the Amelia Earhart Medal, by ELLIE MCCULLOUGH (right), Governor New York-New Jersey Section Ninety-Nines. On the right is former 99 Exective Board member & current President of Women's International Association of Aeronautics, DORIS RENNINGER. TURI Subsequently became a member of Ninety Nines.





## APT PROJECT

CHARLOTTE GRAHAM, CHAIRMAN

We strongly recommend that each Ninety-Nine member participate in the self-imposed, annual proficiency test program (APT), a most important endeavor to further promote safety in flying.

Illustrations are of the APT form to be used in the proficiency flight, and signed by your instructor, and the APT pin to be awarded for your efforts upon completion.

This past APT year has been progressive, and of course very encouraging. Let's really get behind the APT program this next year and work toward a 100% APT membership. Not only will we be safer pilots by maintaining proficiency and making us more at ease in our everyday flying, but we'll earn respect and uphold our image among the leaders in the aviation world.

Additional forms and buttons are available from your International APT Chairman. Just drop a note. Let's get off to a fast start this year.

## U-FLY-IT-SAFARI

(Continued)

On to Port Elizabeth for aerial viewing, and East London, a beautiful airport that Dr. Anne and I will long remember as when we taxied out for takeoff I remarked upon seeing a large flock of birds along the edge of the runway, "I hope those darn birds don't decide to fly up when we take off." Well, they did just that and with a terrifying thud one went through our windscreen. Anne was flying this leg. A horrifying shower of glass engulfed me as bird and windscreen sailed over my head. I immediately grabbed for the throttle to get the plane back on the ground and felt Anne's hand there also and she said, "Are you alright." I said, "No, you OK?" "Yes," was her reply, "It only hit your side." I learned a head wound will bleed quite profusely and I was a real mess trying to catch what bleeding I could in the map. Anne speed of 160 K in the gale, we continued

on, with Anne now and then assuring us radioed we were landing and needed medical assistance. But it wasn't as dramatic as it looked and a change of clothes and a bird bath, not to mention a chocolate ice cream sunday which Jim bought for me, put me back in business. A new windscreen was ordered, and a shifting of luggage and people allowed us all to get to Wavecrest on the Wild Coast for the afternoon.

Wavecrest lies in the Transkei in the picturesque Bantu Country with a majestic, rolling landscape. It is the home of the Red Blanket People whose women smoke long-stemmed pipes and paint their faces with white ochre. Pat and Ian Glass owned this interesting resort and they took us back into the hills where we were taken into the huts of the Bantu and treated with their dancing. Our mid-air collision was reason for a great celebration that evening and a Braai of fresh oysters from the bay, prawns, duck, salads and fruit was enjoyed by all. Many Rhodesians were at Wavecrest on their "Holiday." All joined in, there were speeches in our honor and we were presented a plaque made from the wings of the Hadedda Ibis retrieved from our baggage compartment.

Following lunch on Thursday, the group took off from Wavecrest for Sani Pass in the Drakensberg Mountains, leaving us behind to await Foxtrot-Mike-Romeo. Anne went with Mr. Glass to pick up the plane while I went on a hike along the beach to a spot where shells could be picked up by the bucketfull. Not just common shells; the kind you see in curio shops! We walked 7 miles and I found it almost impossible to sort out a shoe box full; I love shells and could have had a trunk full! The Rhodesian guests at Wavecrest adopted us, took us riding around the area and to visit the native trading store. Ceilings were low, it was raining and we discovered it was snowing in Sani Pass where the rest of the group had gone. We decided we would rather be by the seashore in the rain, that we had seen all the snow in Wisconsin and Iowa we cared for some time.

It was impossible for us to get through to Sani Pass as we had planned Friday morning so we decided after lunch to head for Durban and pick the group up there. Ian Glass checked the weather and reported it was QBI at Durban. When we asked what that was he replied, "QBI is Quite Bloody Impossible." However, he flew this route often and thought if we could get around Port St. John we should be able to get the rest of the way. All that was needed was to keep the white line of the surf in sight and stay over the edge of the ocean along the coast. We decided to try it and with Anne on the horn and finger on the map we took off. She called East London and they also told us it was QBI but that they would give us a Special if we wanted to try it. We accepted and were instructed to fly along the coast below 1,000 feet and keep the coast line in sight at all times. It got pretty bad by the time we reached Port St. John but thinking it could get no worse, and after all we were traveling at the breakneck

that when we reached Durban we couldn't miss the airdrome as it was adjacent to the coast line.

Upon discovering we were with the "Wings" group and a day early, the man at the Hotel desk remarked, "I hear one of your planes had a forced landing in the mountains yesterday." All our questions brought forth no further information and we could purchase no paper so we went to bed with some apprehension. News broadcasts are sketchy and only twice a day, 7:00 AM and 7:00 PM, so no help there.

Next morning while at the local Ivey's, the lady manager, a former resident of Boston, spotted us and brought out her newspaper with the story of Mary Coale and Alice Seaborn. They had put down for gasoline before reaching Sani Pass but no one came to service the plane so decided to go on. Running out of daylight and fuel they found a good stretch of road and put down on it. They were immediately surrounded by natives and had forced a car off the road. A police officer appeared from somewhere and took them to a farm home for the night. They notified the others that they were OK but apparently about fifty miles from Sani Pass. The next day John and Jim took gasoline for the plane and drove them to Sani Pass. All agreed that Sani Pass was almost impossible to locate and Saturday morning Herm went with Mary to make sure there would be no difficulty getting the plane off the dirt road. Later that morning Dr. Anne and I ran into the group at the Indian Market.

Durban extends 95 square miles, is the country's major port and the premier all-year-round holiday resort of the country, offering a brilliant beach front. Ricksha rides are one of the prime attractions. We walked on the beaches and watched the surfers and visited the Centenary Aquarium, the home of over 1,000 fish.

Ann White, Governor South African Section, arranged a party for us Saturday night where we were interviewed by the local reporters and met many flyers from the area. The Bowling tournaments were in full swing in Durban the days we were there and there was a practice field out our Hotel window in the park. These ladies in their matched costumes looked so English! The park was also the spot for the local Zulus to practice for their competitive dances. One particular group represented the local cleaning establishment down the street and became our favorite.

Monday again, and less than a week left of the Safari! We had just started getting used to no time or temperature or advertising of much intent on the radio, no TV, used to it being practically impossible to get a taxi, giving up rather than spend an hour to place a phone call on the hand crank phone, almost used to being awakened at 6:30 AM for morning tea, the MANY coursed meals with morning and afternoon tea in between, Madam this and Madam that, the QNH, etc. and here it is getting too close to the time we will take South African Airlines back to the United States.

We flew along the coast over beautiful Sisal fields. Beehive shaped huts of the Zulu dotted the countryside of fertile coastal plains and rolling hills. Arriving at Hluhluwe (pronounced Shloo-Shloo-wee) we were met by Zululand Safaries and we were driven thru this spectacular hill country covered by alternating forest, grassland and savanna woodlands covering 57,000 acres. Here we saw White Rhino, Buffalo, Giraffe, Warthog, Zebra, Wildebeest, Impala, Kudu and Waterbuck. When tea time arrived the tour bus was stopped atop a beautiful knoll and our guide proceeded to the rear of the bus and prepared tea and biscuits for us! At lunch time we were taken to a thatched roofed pavilion where the two guides prepared a delicious picnic lunch for us. The tour traverses the tribal lands. We were honored that night while eating around a camp fire by a group of the local Zulus dancing and singing. The Zulu people are unexcelled in their magnificent choral singing and in their colorful beadwork and as they sang their inspiring national anthem it was hard to visualize them as the once powerful tribe of warriors that dominated this corner of the sub-continent for many years.

After this colorful day at Hluhluwe we spent the night in a very Americanized Holiday Inn, a boring experience after the colorful hotels and rondavels where the roofs had been known to leak in your face while sleeping.

Next morning found us enroute for Pongola and police clearance to Swaziland. This was a simple process; land show your passport and visa, sign a paper, all on the hood of a pickup truck at the end of the runway, and again on your way to Matsapa Airport near Manzini, Swaziland and the Swazi Spa Casino Hotel. The Hotel nestles against a mountain, embraces a swimming pool, hot springs and a scenic 18-hole golf course. The Spa health and beauty studio was visited by only one of our group. Herm.

Our trip to the native market brought us face to face with a contrast of people; Swazi princes in fancy cars, well dressed wives of engineers and wealthy farmers, Swazi women with huge loads on their heads and country people in skins and shoulder cloths. Back at the hotel that night many people from South Africa could be spotted enjoying the casino.

The fog hung in on the mountains and the rain continued to fall the next day but John, with his favorite expression whenever we thought the weather looked bad, assured us "It was clearing from the South." He saw to it that we went to the airport in late afternoon where we waited until it looked better on the ridges we would cross and when we showed reluctance to leave, after filling out the forms with customs, the tower operator came down and said, "Ladies, please go to your aircraft, I will get you off at the earliest possible moment." John had gone on ahead and we slowly compiled as we could see it was "clearing from the South."

We arrived at Lourence Marques, Mozambique in the late afternoon and the paper work to enter this country was unbelievable! It took 1½ hours to complete the forms and formalities and chase from one place to another 'til not only our brains and fingers got their exercise for the day but our legs as well. That evening, John's friend and correspondent from Mozambique, Mario deAzvedo, took us to the Restaurante Cervejaria Coimbra for prawns, lobster, piri-iri chicken and other goodies that made up for the hard work of getting into the country.

The next morning we went through the same rigamaroll, only backward, to get out of the country, this time with an added flight plan procedure and to top it all off I made the fatal mistake of taking a picture of the tower and was immediately confronted by military police! First he was going to take my camera, then the film, and in my most hurt, little girl from the country routine I managed to escape with a warning of "no more pictures."

We landed at Kanatipoort to clear customs back into South Africa and then headed on to Mala Mala. The weather again was interfering with our progress and those who got off early made it through with no problem. We managed to be one of the last and found the ridges hidden in fog and rain. After attempting first this direction and then that we located a railroad and was able to follow it through a pass to a village where by picking up the correct stream you would end up near Mala Mala. When we landed everyone was there with the exception of Mary and Alice. We were all quite concerned as there were many ridges and the visibility was down to the ground throughout the area. Yvonne Van Den Dool and Molly Lowe had flown to Mala Mala to bid us goodbye and learning of Mary and Alice still up there somewhere decided they knew the area well enough that they would venture out and search for them. It was with relief that while eating our lunch we heard the two planes come in. Mary and Alice had picked up the railroad beyond the river, decided they had gone too far, turned around and Molly spotted them in the air.

Mala Mala is Africa's luxury camp. Mud-coloured plastered buildings with thatched roofs set among shade trees on the lawns by the banks of Sand River, Zebra and other game skins carpet the floors, the atmosphere is informal blended with sophisticated comforts. We felt like tourists here, actually the first place we felt that way. Everything had a schedule which was pointed out and things happened at the scheduled time.

Cheeta viewing consisted of a tame animal that it was possible to do most anything with. Game viewing consisted of getting in the Land Rovers, the white hunter carried a powerful rifle with a native on a high seat in the rear to spot game for us. We would leave the trails and tear off at breakneck speed hanging on for dear life as we drove over trees, rocks, ditches and

come to abrupt halts while the great white hunter and the native exchanged gibberish and would find dung and remark the elephant or rhino were just here! Finding a huge spot of blood in the bushveld and much gibberish: "Oh, the lion just disappeared in the bush with her cubs, dragging the Impala!" Well, the blood was probably from the Impala they had killed earlier and tied to the trees for us to watch that evening from the tree house as the wild animals were to come and devour the poor dead animal. All that came were two hyena and a civet cat as we sat in the mist which turned to rain and to keep from drowning in the tree we were returned to the compound for dinner which was to be served in the outside Boma (a huge circular reed enclosure) around a log fire. Due to a change in weather we ate willingly under cover in the lodge. In all fairness to Mala Mala, it was managed by a group of well informed rangers. It was geared to the wealthy, we were glad our leader had seen fit to expose us to this and he used good judgement in saving it until last. We did actually see Hippo from a distance the next morning and experienced the thrill of hearing them thrash about in the river with their distinctive sounds. We saw crocodile and wild dogs which we had not seen previously on the trip.

The schedule at Mala Mala was completed. With box lunches in hand and a few sad farewells to Yvonne and Molly, we took to the air climbing above the clouds to clear the 7,500 foot peaks enroute to Johannesburg where at Jan Smuts we closed the door on Foxtrot-Mike-Romeo. She had faithfully carried us approximately 5,000 miles and we had not treated her too well. As the door closed a final whiff of Hadedda Ibis feathers fluttered around in her, the back of the baggage compartment bore the marks of its tangle with the famous bird. The elevator was well dented where a second bird had hit that eventful day, her prop was nicked from the rock runways. We had left our marks in Africa — most of them on poor little Foxtrot-Mike-Romeo. Another mark we left was a desire in our new South African friends for ice water with their meals. It took me a week, until we were in Cape Town, to learn to say "Mina Funa Manzi!" Otherwise our leader would create a small scene to get water at the table for us. It is unheard of to drink the stuff down there but Peter and Jim discovered it "was right good with a meal." They probably picked up other bad habits from us like some of our slangish expressions but we all became close friends and we will look forward to the day that they plan to visit us here in the United States.

Africa is truly an exciting, interesting land of lovely people and adventure. There is much more that could be told of our trip; however, I fear I have taken up more space than Virginia Britt, our Flying Activities Chairman, expected me to when she asked that I write up the trip for the rest of the 99s to share. If you get a chance to take the U-Fly-It-Safari — do!



## Powder Puff Derby

**MARION ANDREWS, Reporter**

Not too much to report this month. It's sort of the betwixt and between season for the AWTAR. Not that we haven't been busy. We have been catching up with our thankyou notes. It is not too late for you to write yours in case you have been procrastinating or too busy with summer activities. We are also busy firming up the next race route for an early announcement.

We had the plasure of having FRANK BERA with us at one of our meetings. Its always nice to have a West Coast Board Member visit AWTAR homebase headquarters.

Don't miss MARSHA IVAN'S article in the September issue of Air Facts magazine. MARSHA was the youngest First Pilot in the 1970 Powder Puff Derby. Another don't miss is the story by FRANK KINGSTON SMITH in the September AOPA Pilot magazine.

MARDO CRANE'S novel "Ladies, Rev Up Your Engines", a story based on the Powder Puff Derby, is being published in October, delivery in November. Write now for your copy or for Christmas giving to the publisher d'ANGELO Co., 171 Webster St., Monterey, Calif. 93940. Include \$2.95 plus 25¢ for postage and handling, Calif. residents add 5% sales tax.

Please send any newspaper or magazine clippings that you may have about the 1970 Powder Puff Derby to AWTAR Headquarters, Teterboro Airport, Teterboro, New Jersey 07608.

## Coming Events

**Oct 2-3, 1970**

New York - New Jersey Sectional  
Sheraton-LaGuardia, NYC

**Michigan Small Race**

Oct. 2-4, 1970

**Maple Leaf Chapter First Annual  
Poker Run**

October 4th (rain date Oct. 11th)

Fly Southwestern Ontario, for further  
information contact:

**JOAN CORBETT**

538 Hale St.

London, Ontario

**Pacific Air Race**

Oct. 10, 1970

Contact Eleanor Richardson

**November 7, 1970**

Kachina Doll Race  
Roadrunning Race

Ruth Lundberg  
5146 N. 11th Ave.  
Phoenix, Az. 85013  
Kit 1.00



**FAIR** race winner receives awards. Seymour, Ind., Sept. 19, 1970

From left: Indiana Governor EDGAR D. WHITCOMB, presents the Indiana chapter of 99's traveling trophy to 1970 Fairladies Annual Indiana Race as she holds check for \$250 presented by Seymour Chamber of Commerce and her husband, RICH LENNERTSON, holds first place gold trophy also by Seymour C. of C. which co-sponsored race with Ind. 99's and assistance of Ind. Dept. of Commerce and Ind. Dept. of Aeronautics.

Race winner was second last year.

This year, she also received Best of Cessna trophy, Naviclock by A.O.P.A. and a great arm bouquet of red roses from the North Vernon Forge Inc., North Vernon, Ind.

**WANTED:** Information about any 99 or woman pilot utilizing the airplane or helicopter in missionary work. Please write:

Ilovene Potter  
12705 Shorewood Drive S. W.  
Seattle, Washington 98146

## Directory of 99-Owned/Operated Airports

What a pleasant experience to stop for gas or RON at a strange airport and find a fellow 99 there! This need not be a chance meeting if we knew ahead of time that a 99 operated or was associated with a particular airport, and that we could be assured of a warm welcome there. Believing that many of us on cross-country flights would prefer to plan our stops, if possible, at a member's airport (if only we knew which ones they were), we are compiling a list of such airports.

A more complete list will be published in Ninety-Nine News this winter and updated for inclusion in the 1971-72 Membership Directory.

If you operate an airport or FBO, or are employed full time by one, would you please let us have the following information:

State\_\_\_\_\_

City\_\_\_\_\_

Sectional Chart\_\_\_\_\_

Airport Name\_\_\_\_\_

FBO Name\_\_\_\_\_

99's Name\_\_\_\_\_

99's Connection\_\_\_\_\_

(or 49-1/2's) (partner; manager;  
secretary; instructor, etc.)

Send to: Catherine Grover  
1378 Pentwood Road  
Baltimore, Maryland 21212



# AMELIA EARHART SCHOLARSHIP

JEAN PEARSON, Chairman

It is both wonderful and frightening to follow DR. DORA DOUGHERTY STROTHER as chairman of the Amelia Earhart Memorial Scholarships.

Wonderful because she has organized everything in such perfect file order that you can put your finger on any information you seek immediately.

Frightening because it all arrived in three large express boxes and four big, heavy duty manila envelopes — written testimony of the work involved.

But, most of all, following DORA is challenging because in her years as chairman she used her creative thinking ability to streamline procedures, to develop new administrative viewpoints for the trustees' consideration and to suggest possible expansion of the scholarship program. A hard act to follow.

We all owe DORA a resounding "well done" for her chairmanship of one of the Ninety-Nines most ambitious and worthy projects.

As those who attended the convention know, in 1971 we hope to be able to award four scholarships instead of three.

Each winner selected from the many deserving applicants who apply will be eligible to receive a \$900 award.

But the goal can only be reached if all of us, as individuals and members of well-organized chapters, contribute as generously as possible.

Let's all do our best, through the A.E. Scholarships, to help more women to achieve success in the field of aviation.

## ★ GENERAL AVIATION ACCIDENT ★ PREVENTION PROGRAM FEDERAL AVIATION ADMINISTRATION

### WHY KEEP A CHECK ON YOUR WEIGHT AND BALANCE?

Airplane performance and handling characteristics are affected by the gross weight and center of gravity limitations — perhaps in more ways than you are aware of. Improper airplane loading is the direct cause of some accidents, and the indirect cause of others.

Cruise performance is adversely affected by an excessive load. At normal weight the airplane requires a certain angle of attack to maintain straight and level flight at a given airspeed. A heavier load at that same airspeed requires a greater angle of attack to provide the increased lift that is necessary. More power must be added to overcome the increased drag which results from the increased lift and angle of attack. Additional power, in turn, burns more fuel, thereby reducing the range of the aircraft. Many accidents caused by fuel exhaustion are really the result of overloading.

Climb performance is adversely affected by excessive load. The time or distance required to climb to a given altitude is

lengthened because the extra thrust required to carry additional weight limits the rate of climb. Excessive fuel is used to climb to altitude. In addition, many overloaded aircraft fail to clear obstacles or rising terrain beyond the runway because of decreased climb capability.

"G" force tolerance is lowered by an excessive load. Your aircraft is stressed for a certain load factor, expressed in "Gs," at the maximum allowable gross weight. Overloading, therefore, has the effect of decreasing the "G" load capability of the aircraft and thus could result in the wing, or other aircraft parts, being stressed to the point of permanent distortion or structural failure.

Loading that is not within the C. G. limits will adversely affect the aircraft stability. This can result in dangerous flight characteristics such as poor stall recovery, higher stalling speed, greater take-off distance and higher landing speeds. An aircraft becomes less and less stable as the C. G. moves rearward. Stalling speed and required stick forces become greater as the C. G. moves forward.

For your safety — and the safety of your passengers, keep a check on your airplane weight and balance, keep your gross weight and center of gravity within prescribed limits.



## NOTE!

Our new International Flying Activities Chairman is DARLENE GILMORE of the Sacramento Valley Chapter. Please, all 1970-1971 Section Flying Activities Chairmen, let her know who and where you are... you are a member of her Committee. The Flying Activities SOP has been revised, approved, and forwarded to headquarters for distribution to Section and Chapter Flying Activities Chairmen.

"How to" outlines are in file on Poker Run, Treasure Hunt, Plane Wash, Fun Air Tour and other events. Keep them (Race & Derby, 1¢ & 2¢ per #, etc. outlines) going to DARLENE.

Outlines are complete to the point that any group could conduct a similar event from the material submitted. For its conciseness the First Canadian Chapter Poker Run outline is included with this report.

## FACT SHEET

### PERTAINING TO THE 1971 APPLICATIONS FOR THE 99's AMELIA EARHART MEMORIAL SCHOLARSHIPS

The 1971 Amelia Earhart Memorial Scholarship application form is made a part of this Newsletter. Any Ninety-Nine wishing to apply for the 1971 scholarship is invited to read it thoroughly. The criterion for a candidate includes the following:

- have a sincere desire to further woman's place in aviation
- have been a 99 in good standing for two years prior to the date of the application
- hold a current medical certificate
- have a minimum of 200 hours pilot-in-command flight time since receiving her private license
- have the support of her chapter since her chapter chairman must recommend her
- must agree to complete the course/or training within two years.

An applicant must complete five copies of this form, obtain the Chapter Chairman's letter of recommendation, and submit the form to her chapter Amelia Earhart Chairman for approval and processing. Only one copy need be notarized. One photograph of the applicant must accompany the form.

The Chapter Amelia Earhart Chairman will ascertain that the member's application is in the proper form and that all statements in it are true. She will determine the number of applicants permitted from her chapter. Each chapter is allowed one application for every 20 members or major fraction thereof. Regardless of size each chapter is allowed at least one application. If there are more applicants than the quota for her chapter she will select a committee to assist her in screening the applications. This will be composed of

two or three 99s or other members of the local aviation community who would have a non-biased interest in furthering aviation. This committee will screen the candidates using the following criteria:

- What has the applicant already accomplished?
- How much does she need the Award?
- How well will she use it?
- How wide a field in aviation will this benefit?
- Is she worthy of the Award?
- Will she be a "good investment"?
- How long has she been a Ninety-Nine and how active has she been in its affairs?

Chapter Amelia Earhart Memorial Scholarship Chairmen will mail her quota, or less, of the applicants to the Section Amelia Earhart Memorial Scholarship Chairmen to reach her no later than January 15, 1971. The Section Governor will have informed each chapter of the name and address of the Section A.E. Chairman well in advance of this date.

The Section Amelia Earhart Memorial Scholarship Chairman will in turn select a committee (similar to that described for the local chapter) and screen the applications to meet her quota. Each Section may submit one applicant for each 100 members of the section or major fraction thereof. The Section A.E. Chairman will then submit the Section's quota of applications to the Chairman of the Board of Trustees of the Amelia Earhart Memorial Scholarship Fund to reach her no later than February 15, 1971. Applications received after that date cannot be considered. The Section A.E. Chairman will notify those candidates not included in the quota submitted to the Board.

# APPLICATION FORM

## 1971 AMELIA EARHART MEMORIAL SCHOLARSHIP

This scholarship is made possible through the desires of THE NINETY-NINES, INC. to develop the talents of women in the fields of aviation and aerospace. The monies making this scholarship possible are drawn partly from the interest on the trust fund and partly from annual donations by chapters, sections, individuals and special interest groups within THE NINETY-NINES, INC.

Name \_\_\_\_\_  
(As it appears on Airman's Certificate)

Airman Certificate No. \_\_\_\_\_

Address \_\_\_\_\_

Section \_\_\_\_\_ Chapter \_\_\_\_\_

Age \_\_\_\_\_ Single \_\_\_\_\_ Married \_\_\_\_\_ Husband's Name \_\_\_\_\_

Minor Children \_\_\_\_\_ Other Dependents \_\_\_\_\_  
(How many?) (describe)

99 Since \_\_\_\_\_ Private Rating Rec'd \_\_\_\_\_ Solo Hours \_\_\_\_\_  
(Mo.-Year) (Mo.-Year) (since private rating)

Ratings Now Held \_\_\_\_\_

Ratings Formerly Held & When \_\_\_\_\_

Scholarship Would Be Used Toward \_\_\_\_\_

Reasons For Above Decision (Proposed use of rating, opportunities available, etc.) \_\_\_\_\_

Present Position and Employer \_\_\_\_\_

Previous Employment \_\_\_\_\_

Husband's Occupation \_\_\_\_\_



## EXPERIENCE

CROSS COUNTRY: (If your solo time exceeds 500 hours, describe cross country in general. If less than 500 hours, give details.)

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Instructing (Year, place, approx. hours, or duration of job) \_\_\_\_\_

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Other Aeronautical Experience or Training: \_\_\_\_\_

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Hours in Various Types of Ships: (Give details) \_\_\_\_\_

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(number of flight hours or semester hours)

\* \* \* \* \*

Be it known that I am a member in good standing of THE NINETY-NINES, INC., that I have been a member for 2 full years prior to the date of this application, that I have logged 200 hours or more as pilot-in-command since receiving my private pilot certificate and that if I receive the AMELIA EARHART MEMORIAL SCHOLARSHIP I will complete the course of instruction for which this application is submitted within 2 years

and I understand it is to be used only for the purpose/or rating for which I am applying and I further agree to retain my membership in THE NINETY-NINES, INC. during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and to inform them, at least quarterly, of my progress.

\* \* \* \* \*

I HEREBY CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT:

Signed: \_\_\_\_\_

Subscribed and sworn to before me this \_\_\_\_\_ day of

\_\_\_\_\_ 19\_\_\_\_.

\_\_\_\_\_ Notary Public

My commission expires \_\_\_\_\_

October, 1970

# ELIGIBILITY FORM

SCHOOL FROM WHICH COURSE OF INSTRUCTION REQUESTED IN THIS APPLICATION WOULD BE OBTAINED  
(IF NOT AN ACCREDITED SCHOOL, THEN THE NAME OF AN ACCREDITED INSTRUCTOR).

\_\_\_\_\_  
(name of school)

\_\_\_\_\_  
(address of school)

Approximate cost of Instruction: \_\_\_\_\_

Approximate Duration of Course: \_\_\_\_\_  
(number of flight hours or semester hours)

THE FOLLOWING STATEMENT IS TO BE COMPLETED BY A RESPONSIBLE OFFICIAL OF THE SCHOOL (OR  
CERTIFIED INSTRUCTOR WHO WOULD GIVE INSTRUCTION) STATING THAT YOU ARE ELIGIBLE FOR TRAINING  
APPLIED FOR.

"I have examined the credentials (certificates, logs, transcripts, etc.) of \_\_\_\_\_  
(name of applicant)

and find her to be fully qualified to begin instruction for the rating or course entitled \_\_\_\_\_

\_\_\_\_\_  
(full name of course)

The cost quoted above is standard for this school.

Signed \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

(If application is for more than one course a copy of this form, duly signed, is required for the course.)

-----  
The following is to be completed by the Chapter Amelia Earhart Memorial Scholarship Chairman. "I have examined  
all three pages of this application and any substantiating credentials I have deemed necessary and I find them  
to be true and in order. I recommend this applicant with no reservations. A letter of recommendation from the  
Chapter Chairman accompanies this application."

\_\_\_\_\_  
(Chapter A.E. Scholarship Chairman)

\_\_\_\_\_  
(date)

If the Chapter Chairman is the applicant then the next responsible chapter officer will write the letter of  
recommendation.

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One copy of this application must be submitted to the Section Amelia Earhart Memorial Scholarship Chairman  
to reach her on or before January 15, 1971. A photograph suitable for publicity reproduction must be attached.  
Letter of recommendation from Chapter Chairman must also accompany this application.



## Example of Special Event Outline

1. *Event* — Pilots Poker Run
2. *Purpose* — Fund Raising
3. *Consideration for Locale* — Seven airports within a 2 hr. flying range of Terminus airport for 100 mph plane, having paved runways, accessible to 99 ground crews
4. *Requirements* — Posters, post cards for publicity, entry forms, Rules of Poker Run (attached to report), 8 decks of cards per airport, change and staplers.
5. *Advisory Assistance* — D. O. T.
6. *Sources* — Each member responsible for a prize, other requirements either donated or purchased.
7. *Publicity* — Notices in Aviation Magazines and Newspapers, posters at each airport, direct mailing of postcards to aircraft owners within 100 mile radius. Further publicity through radio interviews and newspaper coverage.
8. *Results* — 150 planes entered. Over 600 hands of poker sold at \$2 per hand.
9. *Contact* — First Canadian Chapter for further information.



### COUNT ME IN!

Sure I'm coming . . .  
My pampers are packed . . . I've asked  
the boss for two weeks' vacation . . .  
and I may even bring my Mom and  
Dad!

See you there . . .

"Fun in '71"  
International 99's Convention  
August 11-15 Wichita, Kansas

(P.S. Can you guess my name and 99  
Mommy? Turn to Last Page).

## NOTAMS

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

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

## FLYING ACTIVITIES

### 1969-1970 YEAR-END REPORT VIRGINIA BRITT, Chairman

Many thanks to all Chapters and Sections  
for their fine Flying Activities reports! Did  
you know —

JUDY WAGNER set a cross-country  
speed record?

Two Tennessee Ninety-Nines helped  
locate a downed aircraft in Search &  
Rescue?

Two El Paso Ninety-Nines flew two  
children from Juarez to Albuquerque to  
visit their critically ill father?

One Chapter scheduled an APT Test  
day? Result: 10 Ninety-Nines, 4 49½'s,  
1 daughter of a former Ninety-Nine were  
"APTed."

A group of Ogden Ninety-Nines at-  
tended instrument ground school at

Weber College?

One Chapter has an annual contest for  
landing at the most *different* air strips  
in the State? The purpose of the contest  
is to improve flying skills, and it is also  
considered good public relations for the  
Ninety-Nines.

Two Chapters report best member par-  
ticipation in connection with events or-  
ganized exclusively for men?

Results of the Fun Air Tour question-  
naire returns? Without exception par-  
ticipants would like the Tour continued  
yearly, when feasible. Preference for  
scope is national, when practicable, with  
organization lying with interested and  
cooperating Sections. Chance-type con-  
tests are preferred, with early breakfasts  
and briefings.

### MICHIGAN SMALL RACE OCTOBER 2 - 3 - 4, 1970 COLDWATER, MICHIGAN

For Entry Packet Write Entries  
Chairman:

Dorothy Brewer  
Mt. Pleasant Airport  
Mt. Pleasant, Michigan 48858

Please Enclose \$1.00  
Handling Fee

Entries Close August 31, 1970

### Kansas Chapter Items for Sale

Due to higher costs both in material  
and labor for our 99's article approved  
for sale, we are compelled to raise our  
price on our notepaper from \$1.40 post-  
paid to \$1.65 postpaid. We are sorry for  
the price increase, but feel you are still  
getting a quality and useful item for a  
reasonable amount. This notepaper is  
white with compass rose in blue. 24  
folded sheets and 24 envelopes. \$1.65  
postpaid. Thank you.



### EASTERN PENNSYLVANIA CHAPTER ANNE SHIELDS, Reporter

Our September meeting was held at Mon-  
tauk Point, Long Island, it was a beautiful  
CAVU day. NANCY and BUZZ DIEMAN  
came in their bonanza with daughter DEB-  
BIE visiting from Vancouver, B.C. and  
ELYSE CHAPMAN. MARIE and TONY  
D'ALTERIO in their mooney, EILEEN  
WEIGAND with MARIANNE and EILEEN  
BLAIR in a C172. ANNA and JIM SPI-  
VEY bought ANN WINSOR in their chero-  
kee. KATE and TOM MACARIO brought  
their twins MATTHEW and MARK in their  
bonanza. ALICE MOORE our newest mem-  
ber brought her husband, MARY D'AN-  
GELO and friend RAY in the family chero-  
kee. HELEN ZUBROW brought CAROL  
BOHACH, ELEANOR SMITH and ANNE  
SHIELDS in her Skyhawk.

Our chapter paid homage to PNE FSS on  
their 50th birthday with a 15 lb. decorated

cake, it was a beauty and the FSS person-  
nel really appreciated it. Tail-winds for  
everyone next 30 days.

Congratulations to our Vice Chairman  
ELYSE CHAPMAN, she is now the proud  
possessor of an instrument rating, another  
job well done.

Another gold anniversary was celebrated  
on September 8th to commemorate the  
50th anniversary of the inauguration of  
Transcontinental Airmail service by the  
U.S. Post Office. Pilot's of the Silver Wings



Birthday cake presented to PNE FSS  
from Eastern Pennsylvania Chapter.

Fraternity flew simultaneously across the United States, flying legs of the original transcontinental route. ANNE SHIELDS with co-pilot HELEN ZUBROW were deputized by the postmaster of DuBois, Pa. to fly the commemorative mail in HELEN's Cessna 172 to Bellefonte, Pa. When they arrived in Bellefonte they were greeted by the Mayor, the Postmaster and the High School band, then into town to lunch with the Kiwanis and MARION DUNLAP, SHIRLEY WEINHARDT, HELEN SHEFFER and MARY HULL from Central Penn Chapter.

The night before the mail flight HELEN and ANNE flew from Philly to Sky Park Airport in Bellefonte which is owned and operated by our fellow 99 MARION DUNLAP. MARION had a reception in their honor, along with many guests from town HAZEL BARTOLET and CAROLYN HARBOLIC drove over from State College and HELEN SHEFFER and MARY HULL flew up from Williamsport. Central Pennsylvania Chapter really knows how to treat a gal.

MERLE STARER, our chapter chairman stays busy, she flew out to Denver to pick up hubby in their Cessna 401.

Our Chapter has been busy, we had 14 new members join so far this year. Looks like women's lib is in the area.

#### MARYLAND CHAPTER LEAK STINCHCOMB, Reporter

Who said summer is "relaxin' time" — Boy! not around here. This has been the busy season for Maryland 99's. CATHERINE, TOM, and JOHN GROVER flew to Nova Scotia early in July and then to the Flying Farmer Convention in Ames, Iowa. LENORA and HOWARD EATON went south first, to Florida, and then to Ames. The trip to the IFF Convention is described as "the trip home was just beautiful." They report a wonderful time in Ames, but the curtain of merciful silence covers the trip out.

LEAH and RAY STINCHCOMB spent a week in Jekyll Island, Georgia with American Navion Society. That must be the true home of "Southern Hospitality". Any small airport that can cope with 110 Navions with infinite courtesy for a whole week has to be the greatest — all this and superb food!

Of course, there are always a few flies in the ointment and Maryland weather did it's darndest for our August meeting in Cumberland. DOLORES EIRICH recruited (drafted?) her friends with sail-planes and rides were available for the whole gang. Only one plane (the trusty Stinchcomb Navion) flew in, but prospective member MARY BETH JONES and ELIZABETH and DON SULLIVAN made it by auto.

September found us in Pennsylvania's Codorus State Park where LOIS and BRUCE BATY and friends produced perfect weather and a beautiful lake with sailing and pontoon boating for all. JUNE HANSON reported on the recent Frederick

(Md.) Airshow where she and DORIS JACOBSON, KAY BAYS, LENORA EATON, and CATHERINE GROVER took tickets while PORTIA HUTTON worked with the CAP. We made MARY BETH JONES an official member of the Chapter and greeted three new prospective members. The day really reached some kind of a climax when JUNE HANSON drove off with CATHERINE GROVER's pocket-book, leaving CATHERINE with a neatly locked-up plane and no way to get it open. Fortunately, JUNE found it when she took her wet swim suit out of the car, and managed to get CATHERINE on the phone at the airport and untangle the whole deal.

I've save the most important news for last, so here it is — Our first Chapter Chairman, ADA MITCHELL is now MRS. WILLIAM BARRETT. LEAH and RAY STINCHCOMB met the bride and groom at Kentmorr where they tied up for lunch during their yachting honeymoon on Chesapeake Bay, and they have promised to come to the next Chapter meeting so that BILL can be made a 49½er.

#### GROUNDING by JUNE GLASER HANSON MARYLAND CHAPTER

The clouds in the sky and the weather reports

Sometimes make me out of sorts.

The winds that roar and rain that falls

Keep me indoors, behind four walls.

The haze and smoke and poor visibility

Cause me to display my irascibility.

Ice on the runway and snow blocking doors —

You know why I'm fuming while scrubbing the floors.

But then I start sighing

I want to go flying.

Comes a clear day, when weather is fine,

A doctor's appointment for one of mine

Keeps me in his office for many long hours

While our plane stands awaiting — my attitude sours.

The blue sky above is cool, clean and clear,

With a few puffy clouds, some far and some near,

But company's coming, I must cook and clean

Not fly just for fun — no wonder I'm mean!

I nearly am crying

I WANT TO GO FLYING!

#### VIRGINIA CHAPTER TOBY LEHMAN, Reporter

It has been a poor summer in Virginia for flying.

Our newest member MARTHA PIERCE, a Navy nurse, from Norfolk has managed to fly to all our meetings. MARTHA is is instrumented rated and also an instructor at a Navy flying club.

FRAN VANSTAVERN with her new commercial rating and transponder has been busy flying from Richmond to Philadelphia.

DORIS PHILLIPS has been driving to

Pittsburgh and flying her brothers 210 Cessna. She has made several trips to Ohio and Virginia

With both planes down for their annual, TOBY LEHMAN has been hangar flying and leg running — you know "get me this and hand me that".

Our July and August meetings were primarily making plans for our 2nd Annual General Aviation Dinner-Dance. It will be held October 17th at the Holiday Inn in Chester, Virginia at Interstate 95 and Rt. 10 Exit. We will be charging \$8.50 per person with Cocktail hour 7-8, Dinner 8-9, and Dancing 9-12. If any of you will be in our neighborhood contact JEAN HARRIS for reservations.



#### CAROLINAS CHAPTER MERCY, Reporter

With the PS reporter's parting shots ringing in our tender ears and ye Editor's admonitions re-typing caps and margins and what all, a blank sheet of paper becomes a terrifying spatial challenge. Best we pick up the gauntlet and hunt and peck our way through this maze.

Down here in the Carolinas, the "goodliest land", our August meeting found us homed in on our most favorite Carolinian, BETTY HAMILTON, and her lovely Flying H Farms. Her gracious hospitality really unhinged the calorie watchers in our midst and we all reacted like the original starving Armenians. The meeting turned up a brand new roster of officers for the coming year and with this team, how can we lose? Calling the shots is EVIE HYMAN, as Chairman. Vice-chairman, always an interesting title, is SYLVIA ROTH. BUZZ TAYLOR, as Sec.-Treas., will keep the notes and guard the till. Herself, the Luv Guv, was there with side-splitting references to the Fun Air Tour and the Convention. By golly, we're already making plans for Wichita . . . maybe the FAT will start in N. C. and head westward . . . some of us, anyhow.

LOUISE SMITH and 49½er, HERMAN, made an interesting motor trip in August, retracing much of the route LOUISE flew in the PPD . . . the rim of the Canyon, Page, Farmington, Walsenburg. One of the highlights was the eighty plus mile drive by DEEDO HEISE and her HERMAN, 49½er, to have dinner with our traveling ones.

Another of our straying Tar Heels is HORTENSE McGEHEE, who calls Ohio State University home. She is the Supervisor of the Flight Training Program for the University. HORTENSE passed her ATR recently and flies charter as 1st. Pilot on an Aztec and Co-pilot on a DC-3.



We have another wanderer somewhere in the guerrilla ridden jungles of Guatemala. SARA SHONK, how do you read us?

The Guv has been on the go . . . guesting at the North Central Section in Louisville and then down to Atlanta to the Charter presentation of the newly born North Georgia Chapter. How about those gals, with eighteen members, newly hatched?

Too bad that this won't be off the press in time for you neighbors to join us for our annual beach fly-in at Ocean Drive, S. C., the week-end of October 2-3-4. We're going armed with fishing gear and kites and blenders, and if we can have a report from the Committee on Aviation Folk Music in the Carolinas . . . we'll understand why these beach hostelrys close up for the winter.

We're looking forward to air-marking the new Onslow County Airport near Jacksonville, N. C. this fall and hope some of you ex-WASPIes will lend a hand. It's near your old stamping ground of Camp Davis at Holly Ridge, N. C.

And as we look into the future, it's not too early to plan on getting down to the Outer Banks for the December 17 festivities for Orville and Wilbur. THE MAN WILL NEVER FLY MEMORIAL SOCIETY meets on the day before, like the 16th . . . So, as our good mountain neighbors say, "you'ns come" . . . to which you're supposed to say . . . "We'uns will when we tidy up our things." So, tidy up, and come on. (I'll powder the flanks and be rite over — BS II Sea Hag Reporter)

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#### **FLORIDA GOLDCOAST CHAPTER BEBE SEDLACEK, Reporter**

So in the gay month of sunny May a team of "Angels" winged their way south-bound to Nassau. Our chapter here contributed four contestants; LOIS PORTER and her CO-PILOT, CECILE HATFIELD in their Beech Travel Air; KRIS LUDINGTON, solo, in her Beech Musketeer; and "BEBE" SEDLACEK, solo, in her Mooney Mark 21. The two Beeches had plane troubles and had to drop out, but "BEBE" managed to slip in 39th. Oh well, it was her very first race . . . "Phew".

The Powder Puff Derby started out with a "Boom" for your reporter here as she spent two exciting days in Disneyland and then meeting TRUDY COOPER at the start. Pro racer MIRIAM DAVIS impounded her plane in her 5th PPD. Flying over Mt. Whitney, Death Valley, and breath-taking Grand Canyon was so new to "BEBE" in her first PPD, and it was topped off with frosting at the terminus by her meeting the one and only—MAX CONRAD!!! Hed 2nd logbook has his valueless autograph in it, on the inside cover! The coast to coast race was blessed with good VFR WX most of the way. The BRAESES of sweet Dyersburg were wonderful beyond all words.

New officers of our chapter are: SHIRLEY DAVIS—Chairman, VIRGINIA

BRITT—Vice Chairman. RUTH FLEISHER—Secretary, CECILE HATFIELD—Treasurer, HELEN MENNITTO—Membership Chairman, "BEBE" SEDLACEK—News Reporter, ELOISE RUBY—Public Relations Chairman, DOTTIE SHAW—AE Scholarship Chairman, and LOIS PORTER—Apt Chairman. Welcome aboard, all!

MARY BARRER of Hialeah, Florida has just joined our growing chapter. Glad to have you with us, MARY. Just maybe we will be so lucky to acquire two more members as transfers—NANCY LEVINE has moved to Ft. Lauderdale from the Sun Coast Chapter and LAVONDA HEINTZELMAN is moving to Boca Raton from Michigan. We're keeping our hungry fingers crossed!

SHIRLEY DAVIS took her family on the Fun Air Tour and came back with the Tail End Tony cup. At least she didn't come back empty-handed. DOTTIE SHAW and VIRGINIA BRITT flew together and had a very good time sight-seeing our beautiful America.

Looks like KITTY'S up North again, this time in an Aztec. Have fun!

Let's get apt—come one, come all. SHIRLEY DAVIS is still tugging away to obtain her instrument rating. Sock it to it—gal!

Oh yeah, do come to our Southeast Chapter Convention on the 18th and 19th for good ole Florida buffet and banquet, and especially to hear our Editor—HAZEL McKENDRICK, speak on "How to obtain a WX briefing from the FSS!" Fly Away is on Sunday, the 20th.

So girls of our chapter, please write or call me and tell me of your new ratings, flights, travels, etc., so that I may do my share of contributing news 100% of the coming year's issues of the News. Fly, get Apt, and have fun till we meet again.

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#### **SUNCOAST CHAPTER PENNY COUCH, Reporter**

Wednesday, September 10, 1970 dawned bright and beautiful, so much so that even the LOVE BUGS were out in all of their black, ugh, splendor and did bother the car driver on way to lunch, however, did not stop the seven members and three guests from arriving at Brooksville Airport for our regular meeting. This being the time of year for election of officer, the ballots were tallied and new slate of officers presented for installation at the October meeting. Will have some new and some of the old faces in office this year, ETHEL GIBSON staying on as Chairman; FLORENCE BEAMON to be new Vice-chairman; JOYCE DIAMOND the new secretary and FRAN BUCHAN to repeat this year as treasurer. New member MARY LOU SHAPIRO was able to make the meeting a little late due to having "bugs" in the Pitot tube, and thus was finally able to be pinned officially at this meeting. MARY LOU was in North Carolina last month and did not

make it to our meeting. Two new members were voted in, and we are anxiously awaiting the receipt of their applications so you will be able to read their names in the new roster. Any of you girls that have transportation problems when hosting your chapter should talk to THELMA DAWSON. She managed to take ten girls to lunch in her car without any one sitting on any one else's lap. Looked like the circus car when we all started to crawl out of that car at the restaurant. BETTY SMITH and her 49½ MORCIE are the proud grandparents of a baby girl born to their daughter SANDY and husband Sept. 3, 1970. First grandchild and are they proud. Discussion regarding the Sectional Meeting and the coming Poker Run Oct. 18, 1970 took up meeting time. Next month meeting to be at Sarasota, Fla.

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#### **GEORGIA CHAPTER SHIRLEY NESMITH, Reporter**

The Georgia 99s held their last state wide meeting in Atlanta September 12 at the Sheraton Emory Inn. First on the agenda was a cocktail party from 5 'til 7. Then the members and their guests assembled in the banquet room for a delicious meal. The tables were decorated with paper flowers made by LINDA BRINK and runways with miniature planes. PAGE SHAMBURGER, our governor for the Southeast Section presented the North Georgia Chapter their charter. Officers were installed by BETTY McNABB, President of International 99s. LOIS LACY, Chairman of the North Georgia 99s presented BETTY McNABB with a President's Plaque.

Attending the meeting from South Georgia were ESTHER WRIGHT and SHIRLEY NESMITH from Thomasville. BETTY McNABB, TERI RAE, DEE LOWE, and NANCY PETERSON from Albany. We missed all the other girls from South Georgia and hope to see you real soon. (DEE: how are ya doin'—hope to see you soon! ED)

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#### **MEMPHIS CHAPTER NETTA HOLDEN, Reporter**

Vacation over, children returned to school and fall weather seems to be in the air. My 49½'er, Doug, and I are getting back to normal after a vacation on the Gulf Coast.

In August, a luncheon and swim party was held at HILDA and DOYLE SAVAGE'S home in Memphis. The delicious food and fun get-together were enjoyed by many Memphis 99's and their 49½'ers. Those attending were JENNY COOK, CHRIS BROWN, MARTHA TOBEY, GLADYS ESTES, JUNE PENTECOST, BETTY ROCKWOOD, ROSEMARY and BOB WILLIAMS and CAROLYN and JOHN BELL.

JOANNE and JOHN MURDOCK flew to Houston, Texas in a Cherokee Six.

Congratulations to CRAIG SMITH on getting his Instrument ticket.

MARGE SCHULTZ and daughter, CINDY, have just returned from a cruise of the Greek Islands and also a tour of France.

DOT WILSON and VIRGINIA PROCTOR attended the Instrument Instructors Seminar held at Memphis State last September. DOT has her commercial license now.

HILDA SAVAGE is happy to have her Mooney, 44 Whisky, flying again.

CHRIS BROWN, mixing work with pleasure, attended a conference in Switzerland and also went on a tour of Italy.

Yours truly has been busy brushing up on Instruments.

ROSEMARY and BOB WILLIAMS flew their Bonanza to Atlanta, Georgia to visit relatives.

On Sunday, September 6th, we had our annual fly-in picnic to MARY STANLEY'S at Augusta, Arkansas. On arriving, we were happy to see JUANITA and CECIL HALSTEAD from the Alabama Chapter. Memphis members, their 49½ers and guests attending were: JENNY COOK, GLADYS ESTES, SANDY ROBERTS and BETTY ROCKWOOD in a Cherokee, MARTHA and FRANK TOBEY in their Debonair. MARGE SCHULTZ and MARY OLIVER came with the Tobey's. CAROLYN and JOHN BELL in their Champ. BOB WILLIAMS flew his Bonanza with JIMMY WILLIAMS, MRS. J. ARNOLD and LAURA MILLIZER. ROSEMARY WILLIAMS drove from Memphis bringing with her ROSEMARY, JR. and NELLIE MARET. HOLLY and CRAIG SMITH flew in bringing with them their children, MARJORIE, PRESTON and TIMOTHY. NETTA and DOUG HOLDEN in their Arrow with guests PEG and BOB FENNELL. EVERETT PROCTOR flew in from Wynne, Arkansas, bringing son RICK and guest IRENE NIX. DOT and JERRY WILSON flew in from Whiteville, Tennessee. MARY and JOE STANLEY, as usual, made our day a most pleasant one with aerobatics, a spot landing contest and glider rides. The spot landing contest was shared by JENNY COOK and GLADYS ESTES. A box lunch with all the trimmings was enjoyed by all. Sure was fun and many thanks to MARY and JOE STANLEY and their friends who made our day one to remember.

From Augusta, the HOLDENS and FENNELS flew to Savannah, Tennessee to spend the rest of the Labor Day weekend at Pickwick.

The busiest member of our 99's no doubt is BETTY DUNN. BETTY is traveling with her husband, WINFIELD, during his campaign for Governor of Tennessee. Wouldn't it be nice if we pilots had a pilot at the controls in Nashville? Good luck, Winfield.

I'm turning over my pen to HOLLY SMITH, the new Memphis Chapter Newsletter Reporter. It has been a pleasant and sometimes hectic experience writing for the Newsletter, but all in all, it was fun. Looking forward to being a reader instead of writer next time — Netta.

#### NORTH GEORGIA CHAPTER MAVIS CHEEK, Reporter

The North Georgia gals have been busy preparing for the banquet chartering for our Chapter. Each one has a job and we know that they will do their utmost to make it an eventful occasion.

99 JAN GAMMELL from the Denver Chapter surprised PAULINE MALLARY with a telephone call in Atlanta. She and her 49½'er was enroute to Florida to see some of their family and made a stop in Atlanta. MAVIS CHEEK had the pleasure of joining these gals for lunch and I tell you, if you don't or haven't raced you sure learn from listening to a couple of winners, emergency landings, compass out, weather and lots more.

The Flying Rebel 600 race was in September over Labor Day week-end with the race terminating at Chalet Suzanne resort near Cyprus Gardens in Florida. There were three lady pilots out of 30 entries and two of them just happened to be 99's PAULINE MALLARY with her Musketeer and MAVIS CHEEK flying her Bonanza. This is a proficiency race with time and fuel being the main factors. PAULINE MALLARY was again a winner — placing third and taking a car load of prizes with her. MAVIS CHEEK placed in the top two thirds but was proud to have placed at all since this was her first race.

PEGGY HUSBY and family spent their vacation in Graceville, Minnesota visiting family and bringing their 13 year old son home with them. PEGGY says it sure takes longer by car than by air but they compensated some for having to drive by camping out along the way and enjoying some of the sights on land.

#### TENNESSEE CHAPTER MARIE A. HURLEY, Reporter

These flying gals in Tennessee have been up to lots of things during the long, hot summer.

The August meeting was held on the Cumberland Plateau at Crossville. There is a resort motel off the end of the runway, and the most obliging manager picked up eight plane loads and carried them over for lunch, swimming, and a business meeting. Officers elected were: BEE REID, Chattanooga, Chairman; EDNA BROYLES, Tullahoma, Vice Chairman; MARIE HURLEY, Knoxville, Secretary; and IRENE FLEWELLEN, Chattanooga, Treasurer.

There will be no chapter meeting in September due to the Southeast Section meeting in Florida the 18th and 19th of September. Several of our members plan to attend and in fact, some are lengthening their stay for a few extra days on the beach. Summer vacations have taken our members all over the world. FRAN DAVIS had a trip to the Far East, Japan, and Expo. MARIE HURLEY and her family spent some time in Europe. While this was going on, RUTH THOMAS spent her time in a four-state area visiting Sweet Adeline Chap-

ters on their rehearsal nights. As Regent for the area, she has flown over 7000 miles this summer.

ELIZABETH KIRBY, a long-time friend of the Tennessee 99s, is retiring as secretary of the Tennessee Aeronautics Commission. EVELYN JOHNSON and LADY McREYNOLDS attended the dinner in her honor.

Tennessee 99s helped the Knoxville FSS celebrate their birthday/anniversary recently by pouring punch and showing visitors around the facility.

Representing the Tennessee Chapter at the recent North Central Section meeting in Louisville were LADY McREYNOLDS and BEE REID.

In the What's New Department: BETTE CORRELL has her Instructors Rating, and GENIE RAE O'KELLEY is instructing full-time at Smoky Mountain Aero in Knoxville. MARILYN AYERS and MARGARET MILLS are both working on higher ratings. Several new planes are around — JUDY and DAVID COX had their J3 Cub recovered and relicensed and are both taking aerobatics. DONNA and BEN BOWER are proud owners of a new Cessna 310. EDNA and CURLEY BROYLES have a new Myers. And CHARLOTTE and JOHN PARISH have joined the antique owners with a Stagewing Beech. They recently took it to Ottumwa, Iowa where they won a first place in their type.

Congratulations to IRENE FLEWELLEN on her new Commercial Rating and to LADY McREYNOLDS on her appointment as APT Chairman for the Southeast Section.



#### ALL-OHIO CHAPTER JUDY LaRUE, Reporter

It rained allnight, is what we heard,  
But soon the weather cleared.  
We hopped aboard our shiny birds,  
The sun is out, we cheered.

Our Poker Party is today,  
And though it seemed a loss,  
It looks like now in time the haze  
Is lifting just for us.

We really love the fun and games  
That Sunday always makes,  
And we'll be back next year to claim  
At least a second place.

#### CHICAGO AREA CHAPTER SANDY KLOCK, Reporter

August 15th was the date of our chapter's annual air meet. The morning began with heavy haze — most area airports IFR.



There were 99s at almost every airport waiting for the visibility to go to 3 miles so they could get into Naperville Aero for the race start. This was to be a proficiency contest, where the closest estimate to actual time and fuel consumption wins the race.

12 planes finally got off, enroute first to Tri-City Airport, where we were to identify what was written on the hangar roof. Would you believe "LaSalle"? And then on to Naked City, Indiana, where we had to make note of the shape of the swimming pool at the nudist colony. Many of the planes went astray here, circling! One came into Naperville 28 min. after time of estimate—must have stopped for a swim!

Anyhow, a good time was had by all, and here are the winners:

Novice Trophy—won by JULIA KONGER. (This is a new trophy this year, in memory of MARY SHUMWAY.)

1st Place in Cross-Country—ARLENE ODEGAARD and co-pilot GEORGE EDGECOMB.

2nd Place—PAM STOWELL and JUDY SUIT (who are just back from finishing 8th in the Sky Lady Derby).

3rd Place—ELSIE WAHRER and RUBY WYANT.

Winners of Spot Landing Contest—a family affair, NORMA FREIER for women's and 49½er ART FREIER for men's.

After the air meet was over and all the birds back at Naperville, everyone enjoyed a chicken box luncheon by EVA WHITE's pool, or in the White Hangar, or under their airplane wings. A business meeting followed, at which our new chapter officers were announced. They are:

Chairman—NITA FINEMAN

Vice Chairman—CHARLENE FALKENBERG

Recording Secretary—SANDY KLOCK  
Corresponding Secretary—ELSIE WAHRER

Treasurer—MARGIE KINNEY

As you probably know, the FAA Flight Service Stations just celebrated their 50th anniversary. On August 21st, the Chicago FSS at Du Page County Airport held an open house during which they opened their facility to 250 visitors during the afternoon and evening hours.

A number of the Chicago Area 99s helped out at the open house, including MARY STROH, NITA FINEMAN, ANN HALLER and PAM STOWELL. JEANINE TELLEKSON came as a guest. The gals participating received a beautiful letter from MR. MICHAEL of the FSS. Many favorable comments were received from local pilots and the general public touring the facility. This was a giant step in good will for our chapter and for 99s and women pilots in general.

BARB WHITE has been named as our FAA liaison lady to make contact between Chicago Area 99s and the FAA and FSS's. BARB will give us all the latest on what's going on.

NITA FINEMAN recently flew with a

CAP group down to Decatur to take inventory for bringing equipment back for the local squadron.

This column ends on a sad note, as we extend our deepest sympathy to sister 99 MARY PANCZYSZYN IN THE LOSS OF HER HUSBAND, GEORGE, ON JULY 21ST.

#### IOWA CHAPTER CLAUDETTE PARKER, Reporter

Since no meeting was scheduled for August, my news this month seems rather limited. Believe me, August was anything but dull, especially at our house. BILL and I are quite proud to announce the birth of our new son, CHRISTOPHER ALAN, born August 15th. This may come as a surprise to some of you, but don't feel bad—it was for us too! Especially since he was about six weeks early.

Felt a little bad to miss the Fall Sectional at Louisville, but I understand those that attended had a swell time. We had quite a group from Iowa attending: LUETTA and JAMES WHITE (Bloomfield), MARY LOU WRIGHT (Webster City), KITTY and CLIFF HACH (Ames), LOIS and RAY GRANGE (Des Moines), GERRI and DON WALKER (Cedar Falls) and IOWA CHAIRMAN PHYLLIS and HAROLD BARBER (MARION).

I understand Ohio was selling chances on a wooden propeller and that Iowa chairman PHYL won it. Which brings to mind about MARY LOU WRIGHT nearly losing her seat home, with the Barber's because of it. Glad all arrived home fine.

On September 12th, BILL and I had a most enjoyable experience. Earlier that week, ROGER PEASE, Black Hawk County Republican Chairman, got in touch with BILL, asking if we'd like a busy Saturday, and that it was! We were asked to Pilot U. S. Senator Jack Miller from Charles City to Waterloo and back later that day. Niederhauser Airways (F.B.O. Waterloo) donated Aztec 5764Y for the occasion. (It's colors were red, white and blue) We arrived Charles City 12 noon, picking up SEN. MILLER with a return trip back to Waterloo. Our arrival at Waterloo only preceded Iowa Governor Robert D. Day's plane by five minutes. Both planes were greeted with a drum and bugle corps and local dignitaries. Later that afternoon SEN. MILLER was ready for his return trip to Charles City. So we all boarded Aztec 64Y, this time with an extra passenger, Representative Willard Hansen (Cedar Falls) of the State Legislature. Everything was fine . . . except, would you believe . . . NO RADIOS. We tried . . . and tried . . . but finally gave that up and ended up changing planes, this time to a Twin Commanche. Finally we all snuggled in, a little closer than before, with radios working this time, off we went back to Charles City. Seems it never fails, when you want everything to work just perfectly it never does. But finally it did. Again I say . . . what a fun day.

#### QUAD-CITY AREA CHAPTER SHARON EHRICH, Reporter

NORMA SMITH volunteered to be chairman of Sectional Meeting in Q-City in 71. She wins Hero Medal for 1970.

MARY DAVIS went to Wichita and got her Commercial license and Basic Ground Instructor.

FERN RATHE had an exciting time flying her college age nephew over the Watseka Rock Festival. The excitement wasn't seeing the musicians, but in watching for all the other planes circling below them, FERN was flying high that day!

Five percent of our Chapter got their Sea Plane Rating. They took it on Grand Lake in Oklahoma. It took 7½ hours, including the check ride. The instructor asked if they had had any boating experience and if they could swim. SHARON EHRICH said she had once taken a mail-order course in swimming on the piano bench. He wasn't impressed. Part of our instruction was from a girl, ANN BRAND. (Note: 5% of Quad-City 99's is one member.)

YVONNE BOONE and DOROTHY ANDERSON reported a record number of people attended the Pilots' Pumpkin Festival.

DEBBIE McFARLAND is going to Airline School in Minnesota. PAT STOUFFER and NINA NOEL ROOKAIRD stopped in for dinner at CAROLYN POBANZ' house on their way home from International Convention. GIGI KATZ and CAROLYN POBANZ want to an Illi-9 Race meeting at Midway Airport. CHARLENE FALKENBERG asked our Chapter to be Aircraft Spotters.

VON ALTER invited us for lunch and 99 meeting at her house in October.

The Mail Room Crew reports that more and more subscription requests for our Newsletter have been coming in. Since it is getting to be more than they can handle we have decided to eliminate the center-fold section next month and see if business will drop off a little. Actually we will be forced to discontinue the entire letter unless one of us can get it printed free. Someone dropped some pills in our old mimeo and it won't reproduce anymore.

RUTH SOLLEY, NORMA SMITH, and CAROLYN POBANZ attended Fall Sectional. CAROLYN was made Section Air Marking Chairman.

GINA MILLAR got some time in flying a Piper Arrow.

BARBARA WHITE of Chicago 99's flew in to the Pekin Airport while building x-country requirements for her commercial. She runs a Soaring School near Chicagoland Airport.

MARIE MERDIAN and LILLIAN SPRICKLER won First Place in the Cross-country Crossword Puzzle Contest. They used a left handed computer. MARILYN KATRANA and PATSY CLINE were judges.

**WISCONSIN CHAPTER**  
**BORGHILD L. OLSON, Guest Reporter**

The damp, soggy weather on September 13th did not dampen the spirits of Wisconsin Ninety-Nines as they gathered in Waukesha for their monthly meeting and to view the EAA airshow. MARGE DUNNE put the coffee on and KATIE CONKLING served as our congenial local hostess. To everyone's surprise, such a large group came to the meeting that your reported did not even get the names of all the 49½ers and families recorded! There were SO many things going on at the meeting that we just managed to record the members, most of whom had to drive; several came hundreds of miles and surely reflect the enthusiasm of Wisconsin's Chapter.

We welcomed secretary JANICE THOMAS back following her accident; there was CHARLOTTE CLEVE who is transferring from Colorado; CAROLYN DIETZ, FLORENCE FINTAK, PAM BINDL, ANNE ROETHKE, JUDY STONE, CAROLYN ARNOLD, PEGGY MAYO, ARLENE SCHWARTZ, LOIS ERICKSON, SHIRLEY SCHEVERS, PAT WEIR, BETTY WILLMORE, MARILYN RITZMAN, FLORENCE TONEY and BORGHY OLSON and prospective member, ROBIN TRAVETT!

RAMONA HUEBNER reported on activities for which she was local coordinator at the EAA Convention in Oshkosh the week of Aug. 1-7. Meetings for women were held on Monday and Friday mornings. RITA EAVES conducted the Monday forum and told of helping build the Skeeter, a low-wing experimental craft, in which she and her husband flew to Oshkosh from Oklahoma City, Oklahoma. RITA is a member of the 99s and developed interest in flying as a child. We deeply appreciate her contribution to the success of the "Women of EAA" forum.

ANNE PELLEGRENO of Ames, Iowa, who flew the same around-the-world route as Amelia Earhart, in 1967 on her 30th birthday in a 30-year-old plane on the 30th anniversary of the Earhart flight, conducted the Friday forum. MRS. PELLEGRENO, too, helped her husband build planes and now lectures, writes articles for aviation magazines, has written two books and is a flight instructor who gave rides to women as part of the forum. The women were transported in a Volkswagen bus driven by a woman to the Appleton airport (less congested than Oshkosh!). MRS. PELLEGRENO was assisted by the youngest pilot in attendance, ROBIN BLAKE of Florida, a wing walker and a tower operator from the Chicago area, both women.

We think The Paper should be congratulated for their superb news coverage of these women's activities. Interest in attending future meetings of this nature was evident among all who were present this year.

A permanent silver goblet trophy was displayed in recognition of Wisconsin having

the highest percentage of members in attendance at the North Central sectional meeting in Louisville, Kentucky on Labor Day weekend! Bringing back the trophy because of their attendance were ANNE, LOIS, KATIE, FLORENCE FINTAK, CAROLYN, PEGGY and CASSEY KIEDROWSKI. They reported a most interesting meeting and an enjoyable time, proving that the 99s are a Fun and Friendship Club.

CAROLYN and PEGGY modeled their newly created dacron polyester 99s outfits which they completed on Saturday! Slacks and vest are blue; the top is white and they rated acclaims of their being really "neat".

Again we dream of beautiful weather for an aviation weekend at Phillips on October 10th and 11th. A Saturday evening banquet is planned and the welcome mat is out for Ninety-Nines, a most gracious invitation having been extended by BOB WHITE, a good friend of aviation and of the Ninety-Nines.

Wisconsin Ninety-Nines are being kept informed of activities and accomplishments of members via a chatty Newsletter initiated by BORGHY OLSON in July. Since then, its publication is on a regular schedule two weeks prior to every monthly meeting. The assignment was made part of the duties of the Public Relations chairmanship.

At the September 13th meeting, President FLORENCE FINTAK appointed JANE ANNE RAETTIG of Burlington to be News Reporter for the year.

**GREATER KANSAS CITY CHAPTER**  
**FRANCES DUNFIELD, Reporter**

Several Ninety-Nines had fun at the AERO CLUB's ANNUAL WHATSIT RACE, which included identification of locations by aerial photographs, and a scavenger hunt. Second place was won by MARY ANN NOAH, GORDON HAMILTON, and DONA RIDGEWAY. A spot-landing award was won by KATHY ZIMMERMAN and DEL RICHARDSON. JOANN and JOHN MAPLE, ROSAMOND OLIVER and BOBBI MILLER competed as did MARGARET WRIGHT, VEE ST. JOHN, and MARGARET McDOWELL. Other 99s and 49½s joined them for the banquet. (Who won 1st Place—Ed.)

Greater Kansas City Ninety-Nines who attended the Sectional at Louisville report it very well-organized and enjoyable in every way. Four of us didn't make it because of weather. Those attending were JOANN and JOHN MAPLE, LOIS and RALPH WILLY, FAY and LOU GLENN, and BOBBI MILLER.

Our September meeting was held at the Regional Office of the Weather Bureau in the Federal Building. The speaker was ELLIS BURTON, Aviation Quality Control Officer for the Kansas City Forecast Area. It was a very interesting meeting and included a film and tour of the facilities. Officers for the coming year were announced:

Chairman: DONA RIDGEWAY  
Vice-Chairman: JOANN MAPLE  
Recording Secretary: THEDA BENINGFIELD  
Corresponding Secretary: FRANCES DUNFIELD  
Treasurer: EDYTHE VICKERS  
We are hoping for fair weather for our airlift September 20th.  
Our 30th Anniversary Hangar Dance is Saturday, October 3rd at EDDIE FISHER's at Fairfax Airport. Join us and help us celebrate!



**LAST FLIGHT**

Catherine I. Tiller  
Kansas Chapter Member  
August 22, 1970

**LAST FLIGHT**

Jimmie Kolp  
Wichita Falls Chapter  
September 16, 1970

**ALBUQUERQUE CHAPTER**  
**WANDA COTHRAN, Reporter**

Permit me to introduce our new officers: JOY FEAKE, Chairman; BEVERLY GRADY, Vice Chairman; BECKY LUTZ, Secretary; BLANCHE GRISCOM, Treasurer; and MILLY ELRICK, Membership.

And we can start by listing an accomplishment. We airmarked Mid-Valley Airport between LOS LUNAS and BELEN on August 29th. Those participating were BECKY LUTZ, airmarking chairman, BERNICE SWARTZ, PAT CICARDO, LILY SANDOVAL, JOY FEAKE with 49½ BUD, BLANCHE GRISCOM with 49½ JIM, and WANDA COTHRAN with 49½ CHUCK. The surface on the runway was too fresh to paint in the letters, but they are outlined and will be filled in later.

For the information of other chapters, we found that a chalk string is much faster and straighter than a steel tape and chalk, especially since we didn't have a steel tape long enough to mark off some of the legs on the letters. These chalk lines can be bought at most any hardware store. Now that we have found out how much fun it is, we plan to do more.

By the time you read this, hopefully, SHIRLEY JANSSON will be completely recovered from her recent surgery, and LAURA MARIE WEBB will be recovered from her foot injury.





99's who air marked Mid-Valley Airport L to R standing, WANDA COTHRAN, BLANCHE GRISCOM, JOY FEAKE, LILY SANDOVAL, and BERNIECE SWARTZ KNEELING, BECKY LUTZ and PAT CICARDO.



Mid Valley Airport during the beer break. Letters outlined but not painted in yet.

Our August meeting was a picnic at Elephant Butte Lake. Attending were JANE and JOHN SPILLER, RANDA and JACK SUTHERLAND, JOHNNIE and HARRY HICKEY, LILY SANDOVAL, JOY and BUD FEAKE, BLANCHE and JIM GRISCOM, BECKY and ED LUTZ, WANDA and CHUCK COTHRAN, MAYNARD and EUGENE PEREZ.

Speaking of Maynard, her son, "GENIO", just earned his private pilot license and flew himself and sister "PUD" over to the lake to the picnic in the family super cub while MAMA and PAPA PEREZ drove. How's that for topping the old "son takes the family vehicle" routine?

GOVERNOR CARGO proclaimed July as general aviation month and encouraged all pilots to polish their proficiency. PEG NOLTENSMEYER'S 49½ BUD volunteered his services for any 99's who wanted to get APT. PAT CICARDO and WANDA COTHRAN private pilot, and BERNIECE SWARTZ, commercial pilot took advantage of BUD's generosity to get APT. PEG said "Shux" and got another instructor to give her an APT ride so there could be no charges of nepotism. Bet it was easier with another instructor.

Another Albuquerque school has added Aero-space Education to its curriculum. Highland High has five classes with our own BEVERLY GRADY as the full time instructor. With all of her ratings those should be interesting classes.

And BECKY LUTZ is the teacher and sponsor for an aviation club at Los Lunas High. She hopes Aero-space Education will be added to their curriculum soon.

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

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

Vacation wise: Blanche and JIM GRISCOM headed for Wisconsin in August but had to turn back at Dodge City because of IFR weather. Got to work harder on that instrument rating, BLANCHE. DOROTHY MANNAHAN is vacationing in Europe for three months.

JOY FEAKE drove and pulled their boat to San Carlos Bay, Mexico a couple of weeks ago. Quoted JOY "Nevermore". 49½ BUD flew down on the weekend and drove the car back and "let" JOY fly home. While there they met RANDA and JACK SUTHERLAND and had a good time despite miserable rainy weather.

#### ARKANSAS CHAPTER MARGUERITE NIELSEN, Reporter

CHARLENE POE is the happy owner of a brand new Bellanca, a dacron covering with a Continental 300. CHARLENE & DR. MAC took delivery in Plainview, Texas, flew to Rocky Ford, Colorado, Great Falls, Montana, Blakely Island and Vancouver, B.C. CHARLENE & DR. MAC attended the Flying Physicians Convention in Vancouver, flew to Tacoma, Ephrata, St. George, Utah, and Denver, visiting friends in those places and flew back home to Arkansas.

DELORES MITCHELL is staying busy working on a beauty pageant to be held at the time of the Kerr Dam Dedication on the Arkansas River. DELORES is also busy working on the Wings Over America Youth Derby.

MARGE NIELSEN is staying busy with a 7 year old on the Rinky Dinks football team and a 11 year old Cheerleader. MARGE is also very busy working on the Wings Over America Youth Derby.

RAMONIA SLOAT, Chairman drove to Little Rock to attend the W.N.A.A. Installation of the Little Rock Unit of which KAY NEWTH is President as well as new National President of W.N.A.A.

Happy Flying!

#### DALLAS CHAPTER LIL TAFEL, Reporter

Well here I am as your sub-reporter again, news time seems to roll around so quickly. Our girl DOROTHY WARREN recovering from gall bladder surgery really missed a delightful weekend in Longview, Texas, where our sectional meeting was held after being cancelled in San Antonio. Everyone missed you DOROTHY, we hope you will have a speedy recovery. Attending the meeting was JERRY ANN GLENNIE, TANYA THORNTON, KATHY LONG, ANN ENGLISH, JO ALLISON, DORIS WELLER, HAZEL CORRY, EDNA WRIGHT, BARBARA POWELL, ELINOR JOHNSON, HAZEL McKENDRICK, PAT JETTON and LIL TAFEL. The Dallas Chapter won the achievement award with LIL TAFEL accepting a dozen red roses in behalf of the chapter. The Shreveport Chapter did a wonderful job for such short notice. Everyone was saddened when KATHY CASTON sprained her ankle Saturday while at the airport; she had put so much work into this weekend. The air show dedicating the new 10,000' runway at Gregg County airport was just great. Everyone enjoyed it!

In August we had a dinner meeting including our 49½'er's and had CLYDE DEHART and HUARD NORTON of GADO Accident Prevention officers as our guest speakers. They are having a Flight Instructors Clinic in Dallas November 10, 11 & 12th and have asked the 99's to host this session. We have one new member, JAN ALMAND, 12825 Cranberry Lane, Dallas, Texas. Home phone is 241-4344 or 241-3864.

49½'er GEORGE and SUE ANDREWS have made and donated a beautiful plaque of the 99 Compass Rose large enough to be used on a speakers podium. Many thanks go to the ANDREWS for their labor of love.

MARY KIRKPATRICK is home after Orthopedic surgery; JANIE KING is getting her strength back after a round with

**DALLAS CHAPTER  
PILOT REFRESHER AND FLIGHT  
COURSE**

**DALLAS, TEXAS  
NOVEMBER 10, 11, 12, 1970**

**Sponsored by  
BUSINESSMEN'S FLYING  
ASSOCIATION OF DALLAS**

**in  
cooperation with  
FEDERAL AVIATION ADMINISTRATION**

All pilots are invited to attend, regardless of ratings. The purpose of the course is to familiarize all pilots with the latest flying procedure. The course includes 24 hours of ground schools.

Flight instructors who attend all sessions will meet the requirements of AC 61-46 (8) (c), "Flight Instructor Procedure" for Gold Seal Certificate. Also, a valid flight instructor certificate may be renewed at the completion of the course. The holder of an expired flight instructor certificate may secure a current certificate by completing the course and passing a practical test with the General Aviation District Office.

All classes will be presented by FAA Academy instructors, and will be held from 8:00 a.m. to 5:00 p.m. in the auditorium of the Texas Bank and Trust Company of Dallas, One Main Place, Dallas, Texas.

A ten dollar (10.00) registration fee will be required to defray the cost of classroom material and the buffet.

For those requesting room reservation, the Businessmen's Flying Association of Dallas will make them for you at the downtown Holiday Inn.

Transportation from the airport to the motel will be provided.

To assist us in planning, please complete and return with ten dollars (10.00) registration fee, the information blank below to the Businessmen's Flying Association of Dallas, c/o Federal Aviation Administration, SW-GADO-2, Redbird Airport, Dallas, Texas 75232.

Name .....

Address .....

City and State .....

Certificate No. ....

Flight Instructor .....

Certificate Expiration Date .....

Medical Certificate .....

Class and Date .....

I do/do not desire motel reservations at  
the Holiday Inn. Singles .....

Doubles .....

I expect to arrive on .....

Before 6:00 p.m. arrival ☐ or guaranteed  
arrival, hold ☐. Please make registration  
fee check to the Businessmen's Flying  
Association of Dallas. Refund will be hon-  
ored if cancellation is received prior to  
November 5, 1970.

the flu; and 49½'er ARTHUR STULTS is home after a hospital siege with a blood clot in his leg.

HELEN & ED WILKE flew their Bonanza to Palm Springs and then went on to Hawaii via the 747 — (first class so they could climb the spiral stairs). ELINOR JOHNSON and family flew to Padre Island for the Labor Day weekend. JUDY COBB and 49½'er were off to Georgetown S.W. Regional FAA Fly-in and air show over the Labor Day weekend, their Clipper won 1st place in the Vintage Aircraft! Konda Wyss is back as a full-time college student. CAROL MORRIS also has joined the college student category by registering at Eastfield for the fall term. She also squeezes in Girl Scout leader activities, flying to Oklahoma and going to Wichita, Kansas to pick up Ted Cooper's new Skyhawk which she'll be flying in the Dallas Doll Derby. LIL TAFEL is up to her neck with real estate but did manage to get APT before the deadline. JANIE KING's 49½ is off to England "again" says JANIE. The PEG & JIM ONG family were off to Illinois instead of the sectional meeting, to carry their daughter KATHY off to college, then PEG will be back at Plano University as ye ole school nurse again. The Dallas Doll Derby will be September 26th and all over before this issue gets to you. We know everyone will enjoy flying it again this year, the results will be in the next issue.

Your roving editor, HAZEL is off to Southeast Sectional to speak and then on to CVG to National Association of Air Traffic Specialist convention.

**FORT WORTH CHAPTER  
CAROLYN MERRITHEW, Reporter**

Plans are well underway for our Wright's Day dinner in December. HELEN MORRIS reported that invitations have been printed and are ready for a committee to address. We will be able to secure a new membership list of Pioneer Pilots from the OX-5 president, MR. JOE HARTMAN.

Many of our members were unable to attend a dinner-business meeting held September 2, at the Rodeway Inn. More news about them in next month's issue. JACKIE WHITE presided over the meeting. DIANE COON and her 49½'ER ROGER reported they have been out practicing her commercial maneuvers. Another new rating coming up soon? They have been camping during the summer at many interesting Texas parks. Next on their agenda is a flying trip to El Paso and Mexico.

MALENA RICHARDSON and her 49½'ER BOB have also been out camping in a new camper they built. MALENA hopes to find time to become proficient in flying again soon.

TONY PAGE had just returned from the Hump Pilots Association 25th Annual Reunion in Monroe, Louisiana. A friend flew her there in his Aero Commander. In August, she flew in a Lark Commander to Oklahoma City for the Aviation/Space Writers Association meeting. That Cross

Country really keeps her moving.

Our two guests for the evening were DOROTHY WILLIAMS and RUTH HUDSON. DOROTHY received her private license in 1969 and is now getting checked out in the family Mooney Mark 21. At night she sings and plays piano at the Rodeway's Inn's Roadrunner Club. RUTH, the daughter of an FAA man, just graduated from Texas Tech, has her private pilot license, and is starting at Braniff Stewardess School this month.

Your reporter, CAROLYN MERRITHEW and her 49½'ER BOB have spent most of the summer, boating, waterskiing and swimming on the lake. In July, they flew a Cessna 182 to Santa Fe, Grand Canyon, Page, and Carlsbad Caverns. Camped out on the runway at one small airport in New Mexico. Much fun! It is amazing how much baggage packed to the ceiling and under seats, these small planes will carry.

**HOUSTON CHAPTER  
M. E. OLIVER, Reporter**

No summertime ho-hums in this chapter . . . we're reporting new ratings, awards, interesting vacations, race participation, big turnout for our fall sectional, and all kinds of goodies.

RUTH HILDEBRAND is our newest IFR pilot; JUDY HANNA got her Commercial ticket and passed her Flight Instructor's written, as did JACKIE KELLY and our new Chairman BETTY FRITTS.

August found LOUISE and MYRL BICKFORD and the younguns flying to the Int'l. Cessna 170 Ass'n. meet in Colorado Springs, where they visited with RHEA ALLISON, and enroute they spent the night with GERTRUDE HOWARD. GERTRUDE and RHEA are both former Houston Chapter members.

A hearty welcome to our newest members, MARILYN HOFFMAN, TRUDY COOPER (watch how you spell that, HAZEL!), and SHIRLEY NANCARROW. MARILYN and her 49½ CARL, and TRUDY, wife of astronaut GORDON, attended our sectional with us. SHIRLEY is a transfer from Mt. Diablo and was on hand for our installation banquet. Another word about TRUDY . . . this year's PPD pilots will remember her as one of their race starters. (TRUDY also flew with MARGARET MEAD in Palms to Pine Race and they won! That COOPER family are winners all around — ED.).

Off to the Reno Air Races where her P-51 is flying is ADELLE BAKER, and joining her on the pit-crew are MARY BYERS and their 49½'S, GERALD and BUDDY.

Latter part of July, JANET PRESTRIDGE, a Cadet Colonel in Civil Air Patrol, served as cadet encampment commander at Perrin AFB and reports she and all the other cadets logged time in the F-102 simulators: sounds pretty exciting. JANET is in her third year at Rice University and attended her first sectional meeting when she went with us to Longview in September.





Houston Ninety-Nines Installation and Awards Dinner, August 29, 1970. Left to right: DOROTHY WARREN — Governor S.C.S. SALLY COX — Outgoing Chairman HAZEL McKENDRICK — Guest Speakers and International News Editor.



Houston Ninety-Nines Installation and Awards Dinner, August 29, 1970. MARY ABLE — Secretary S.C.S. DOROTHY WARREN — Governor S.C.S. HAZEL McKENDRICK — Guest Speaker and International News Editor. SALLY COX — Outgoing Chairman. MARY BYERS — Outgoing President of Petticoat Pilots.



Houston Ninety-Nines Installation and Awards Dinner, August 29, 1970. Left to right standing: BETTY FRITTS, MAYBELLE FLETCHER, ADELLE BAKER, MARY BYERS. Seated left to right DOROTHY WARREN — Governor. SALLY COX — BETTY, MAYBELLE and ADELLE receiving awards from MARY BYERS President of Petticoat Pilots. Awards for their work with student pilots.

Our installation and awards banquet, held jointly with Petticoat Pilots, was a sell-out, due, undoubtedly, to the feature attraction. Meaning our irrepressible editor, HAZEL McKENDRICK, and the intriguing title of her talk, "SEX IN THE COCKPIT." We recommend that you book her for your chapter's next soiree, and invite all those men pilots. MARY ABLE (dubbed "our ABLE Secretary" by V-Gov. MARILYN COPELAND) flew up to Big D and brought back HAZEL and no less than our Gov. herself, DOROTHY WARREN, for the occasion, held at Sonny Look's Sir-Loin in Houston. A real treat having both of 'em. Achievement Award trophies were presented to MARY BYERS, MAYBELLE FLETCHER and M. E. OLIVER, and perfect attendance pins were distributed. SALLY COX installed with a unique and impressive "key" service.

Seventeen of our members attended the Fall Sectional Sept. 11-133 in Longview, Texas, originally scheduled for San Antonio, but diphtheriaed out of the Fiesta City. Our sympathy to the hard-working SAT gals, and a tip of our finest lace-trimmed cap to the Shreveport team, headed up by KATHY CASTON, for doing a 6-months job in about two weeks . . . that takes teamwork and dedication. We enjoyed every minute of it, the Air Show was breathtaking, and our "Nervous Navigators" add their jolly "ROGER!" to that. You'll be hearing more about the Nervous Navigators in future reports.

SALLY COX enjoyed dinner and a visit with 99 MARILYN HIBNER of the Long Island Chapter and is planning for all of us to meet her. MARILYN's 49½, KEITH, is in St. Luke's Hospital, Houston, for a check-up.

By the time this issue is in your hot little hands, the Dallas Doll Derby will be history, but we expect Houston to be well represented as usual. We'll have the low-down on that in our next installment . . . tune in again next month, same time, same station. And in case you haven't already done it, GET APT NOW!



Houston Ninety-Nines Installation and Awards Dinner August 29, 1970. Left to right standing: BETTY FRITTS — Incoming Chairman, ADELLE BAKER — Incoming Vice-Chairman, SALLY COX — Outgoing Chairman.



Houston Ninety-Nines Installation and Awards Dinner August 29, 1970. Left to right standing: BETTY FRITTS — Incoming Chairman, ADELLE BAKER — Incoming Vice-Chairman, SALLY COX — Outgoing Chairman. Seated left to right: MAYBELLE FLETCHER — Outgoing Vice-Chairman, MARY ABLE — Sec. S.C.S. & P.R.-International, MARY BYERS — Outgoing President Petticoat Pilots.

#### KANSAS CHAPTER ALICE DODD, Reporter

Our gals, (and 2 guys), who attended the Sectional meeting in Longview, Texas wish to say "Thank You" to the Shreveport Chapter for a grand time; and to KATHY CASTON, the gal who worked so hard on the convention, we send "Best Wishes" for a speedy recovery from your unfortunate fall. Those attending the meeting were: MARTHA GILES, BETH HALL, PAT MLADY, HELEN SIMMONS, CHARLOTTE and GERALD PARKER, CHARLOTTE and CHUCK PETERS, MARILYN COPELAND and GARNETT HASTINGS. (Our Den Daddy — Malcolm Budding and his 99 were there)

MARY AIKINS has a new rating, I thought she had them all; but on September 11, Mary received her ATR. Congratulations!

HELEN and REX LEE attended the Flying Physicians meeting in VanCouver, British Columbia recently. It was to this same meeting that KAY and JACK TILLER were bound when they evidently encountered severe turbulence in a canyon near East Yellowstone Park. Their daughter and her husband were along when the plane crashed — all were killed. DR. TILLER had been scheduled to speak at this meeting. The TILLER's were great lovers of the outdoors and especially the mountains. We were all very saddened by this tragedy.

While at the meeting, HELEN LEE met and visited with several 99's, and she reports that enthusiasm is running high for the Convention in Wichita next August. Well, I'll tell you, It's running high here, too! We can hardly wait to show off our new facilities, to say nothing of the plans that are being made for the best International Convention ever!

Our Airmarking Chairman, ARLIENE DANDO, has done a superb job — having



just completed the fifth Airmarking project this year!

While many of us were vacationing in cooler spots this summer, both JOYCE CASE and MARY AIKINS flew their acrobatic planes in several air shows around the country. As for me, I hope to get in a little straight and level flying, now that fall is here; that is, if I ever get my spring house-cleaning done!

## NEBRASKA CHAPTER HEIDY UNDERWOOD, Reporter

Flight Service Station — no matter where you are — East or West, North or South — we think you're great.

Two birthday parties were held celebrating the 50th Anniversary of the FSS August 20—one in eastern Nebraska (Lincoln) and one in western Nebraska (Scottsbluff). PAULIE PERRY, Scottsbluff, and DOTTIE ADCOCK, McGrew, combined efforts and made a 4ft by 7½ft tall birthday card which read "Happy Birthday FAA — 50 Years of Service" and featured an omni station (of course) with a candle on top. During the Day an ice cream social at the FSS was held with homemade ice cream, cake, coffee, and lemonade.

Meanwhile back in Lincoln, plans had been made for a similar event. Ninety-Nines served coffee and cookies in the FSS during the day and that evening—WOW! We had a party. Invited were all the employees and spouses of the control tower, GADO, FSS, State Department of Aeronautics, both FBO's and Air Guard. Held at their air guard's officer club, the party turned out to be a tremendous success—at least it was talked about for days.

Who was on duty during that night at the FSS, no one knows. But those at the party were treated with party hats and a welcoming kiss by EVELYN SEDIVY, a past chapter chairman.

To top off the evening was the official presentation of our cardboard box birthday cake. And following the singing of Happy Birthday, who should pop before our wondering eyes but the patron saint of pilots—SNOOPY—right out of the middle of the cake. (see picture) Thanks to MIMI HAWORTH, who for 15 minutes or more was inside that cake with little air and inside that unairconditioned flight suit. So amid dancing, games, presents and surprises, the Flight Service Station was certainly recognized.

Election of officers was held during August with the following results. Chairman—JEANNE GIVEN, Omaha; vice chairman—MARION LARMON, McCook; treasurer—JAN HEINS, Lincoln; corresponding secretary—JUDY WESTBROOK, Omaha; and recording secretary—HEIDY UNDERWOOD, Lincoln.

Personal notes include the winning of a trophy by BETH HOUCHEIN, Omaha, for the EAA newsletter she writes. In August the International Convention of the EAA was held in Oshkosh, Wisc. Over 200 EAA



Still shocked but pleasantly surprised are Lincoln FSS personnel (in background) as Snoopy clearly reveals she is 99 Mimi Haworth, Lincoln. MILLIE BARRETT, a FSS staff member and also a Nebraska 99, is seen second from the right.



Corrugated roofs aren't the easiest places to airmark especially when it's windy. But hanging in there are Nebraska Chapter 99's (from left) MILLIE BARRETT, JAN HEINS, JAN'S 24 3/4er KATHY, VERA BARTUNEK, airmarking chairman, and SHIRLEY AMEN (in background). Giving all the advice is SHIRLEY'S husband, HARRY. Airmarked was Ogallala. HARRY had to keep the A's straight from the L's.

chapters out of 350 publish newsletter. Twenty-five entered a contest at the convention. In addition to her trophy for editor, Beth also received second place in the newsletter contest.

A 747 pilot in our midst! Well, it's as close as we come. While vacationing in Texas in early September, JAN HEINS spent about 30 minutes in a 747 simulator during take off and landing procedures. The simulator is part of American Airlines Flight Academy. Also Jan practiced touch and goes for an hour from the right seat of a Navajo.

PAULIE PERRY has a new family addition—17 year old NADEZDA PLE-SKATSCHOW or "Nadya"—an American Field Service student from Caracas, Venezuela. For the next ten months, NADYA will live with the Perry's and attend the local high school. Maybe an American 99 can help create a Venezuelan 99.

Other news from the Western Front—99's, prospective 99's and students have named their monthly meeting group—the Panhandle Petticoat Pilots (PPP). Be-



Surprise! Popping out of a cardboard box birthday cake is Nebraska 99 MIMI HAWORTH (SNOOPY) wishing the FSS personnel Happy Birthday on their 50th Anniversary. Party Hostess EVELYN SEDIVY (at right of cake) assists. FSS employees are in background.



Taking a breather during the FSS birthday party are Nebraska 99's (from left) EVELYN SEDIVY, MIMI HAWORTH and VERA BARTUNEK, all of Lincoln. Birthday cake reads "Congratulations 50th Anniversary Flight Service Station" and the names of all the personnel.

cause of distance, these 99's are unable to attend most meetings held in eastern Nebraska. Since naming themselves, the PPP's airmarked the roof of a T-hangar at the Scottsbluff airport. Other airmarking in that area is planned.

Airmarking chairman, VERA BARTUNEK, Lincoln, led her crews on more paint jobs—2 more. That makes six that VERA has personally engineered and none have been runways. All have involved climbing up and hanging on. (see picture) The latest were MULLEN and HYANNIS, both on August 29. From reports, some of the runways in smaller Nebraska towns aren't too wide—in fact, so narrow that the wing tips cut tall weeds.

Our chapter is again co-sponsored an FAA Safety Clinic held in Grand Island September 19. Ninety-nines assisting were MIMI HAWORTH, JAN HEINS, EVELYN SEDIVY, and VERA BARTUNEK. Other sponsors were the State Department of Aeronautics, Civil Air Patrol and the FAA.

See you all in December.



## OMAHA AREA CHAPTER GEORGIANN RYNEARSON, Reporter

We were happily looking forward to having DOROTHY WARREN, our section governor, with us at dinner at Gorat's Steak House in observance of our second anniversary. VERDAYNE and DICK MENZE planned to stop in Dallas for her on their way home from Laredo, but apparently the weatherman is no pilot, as he sent rain, low ceilings and poor visibility from Texas to Nebraska, grounding the trio.

CLAUDINE and ED KEAN drove up from Humboldt. The rest of the group observing the occasion were from Omaha, LAVONNE and BILL TRIPP, HELEN and JOHN EHRLICH, LUCILLE ULEMAN, INEZ and HERB STOCKER, ROSEMARY and MAX BLOCK, BETTY and BOB JARVIS, GEORGIANN and BILL RYNEARSON and 66s, BOBBI McCAFFREE and DOROTHEA PHARRIS.



New Chairman, BETTY JARVIS, presenting a gift to the outgoing Chairman, ROSEMARY BLOCK at the second anniversary dinner of the Omaha Area Chapter. INEZ STOCKER, new Secretary-treasurer, at right side of picture.

Introduced at the dinner were the new officers: BETTY JARVIS, Chairman; LUCILLE ULEMAN, Vice-chairman; INEZ STOCKER, Secretary-treasurer. Committee chairmen selected were: Air-marking, BURTIS AUFENKAMP; Publicity, HELEN EHRLICH; News Reporter, GEORGIANN RYNEARSON; A. E. Scholarship, SUE RYAN; Aerospace Education, CHARLENE MYERS; Ways and Means, BARBARA KREJCI; Scrapbook, JANICE KNEIFL; Membership, Lavonne Tripp; APT and Flying Activities, ROSEMARY BLOCK.

Since the last report, six more girls have become APT, CLAUDINE KEAN, BURTIS AUFENKAMP, LAVONNE TRIPP, VERDAYNE MENZE, CHARLENE MYERS, BETTY JARVIS.

ROSEMARY and MAX BLOCK have stepped up from a Trippacer and are happily flying around in a Cherokee 180. They are also on their way to becoming a flying family now that 16 year old Debbie has soloed.

BETTY and BOB JARVIS are busy these days working toward their Instrument ratings.

Flying is definitely the way to go on vacation say the girls, MARGARET and

GUENTER SOBECK took their two daughters to Europe, to the land of their birth. They spent a greater part of the summer there renewing old acquaintances and reliving old memories of the place they left as teen-agers. VIOLA and ELMER RINNE also went to Europe as members of a tour group. LUCILLE ULEMAN and children visited in California just before school resumed. VERDAYNE and DICK MENZE took off for Laredo, Texas to visit their son and family and get in a last bit of fishing before winter sets in.

Our congratulations and best wishes to SUE and JIM RYAN on the new addition to their family. Sorry, girls, it isn't a future 99, but a sweet, little future 49½'er is just as nice.

We have several events planned for the coming months, so get your planes ready to go.

## SAN ANTONIO CHAPTER MARIAN BURKE, Reporter

Because of the diphtheria epidemic in San Antonio, the sectional meeting was changed to Longview, Texas at the last minute. It was a very short notice and the Shreveport Chapter did a beautiful job of the whole affair. It was all tied in with the "Big Airport New Runway Dedication" at Longview and included a wonderful airshow put on by the Blue Angels along with many other interesting aviation events.

Winning the trophy for the "Highest percentage of members from one chapter present" made the San Antonio Chapter feel real glad that we had such a good turn-out of members at the Sectional.

The San Antonio Chapter will have the SPRING SECTIONAL APRIL 23-24-25. That's FIESTA TIME IN SAN ANTONIO and you can't afford to miss a single day of this great show. Register early because we are going to have to guarantee a block of rooms early since this event fills every room in town for a week.

The Chapter got a nice letter from KAYE and DAN BAKER. They are now in California and DAN is a Marine and loves it. KAY's transfer to the Orange County Chapter is certainly our loss and their gain. We miss both KAYE and DAN. They were a real high to our chapter and we hope they will come back even if it's for a short visit. Anyone in that area can find the BAKERS AT HOME AT 15505 WILLIAMS ST., APT. N-13, TUSTIN, CAL. 92680.

WELCOME NEW MEMBERS! MELBA AYLESWORTH from Boerne, Tex. She is a reinstatement and has a Commercial Rating with Flight Instructor. Husband LYNN is also a pilot. Welcome to our group MELBA!

ANOTHER NEW MEMBER... RUTH NICHOLS from San Antonio. She has a private license. We enjoyed having her join us at sectional meeting. She and her husband have a ranch south of San Antonio.

STILL ANOTHER NEW MEMBER...

DELORES ZUCK from Victoria, Texas. She is a Private Pilot. She also has a pilot husband.

Now how's that to start the new roster out with new San Antonio members?

REMEMBER THE SPRING SECTIONAL IN SAN ANTONIO, TEXAS  
APRIL 23-24-25

SEE THE FIESTA AND ALL THE COLORFUL PARADES

REGISTER EARLY... COME LET THE SAN ANTONIO CHAPTER HOST YOUR WEEK END

REMEMBER THE DATES  
APRIL 23-24-25

The San Antonio Chapter wishes a speedy recovery for DOROTHY WARREN who had recent surgery and also a speedy recovery for KATHY CASTON from the sprained ankle she got during the sectional meeting. Without you two gals we wouldn't have had a Sectional. Sorry you had to miss part of a meeting that you played such a great part in.

## SANTA FE CHAPTER CAROLYN MILKEY, Reporter

Chapter elections were held in August; officers are president GAILYA IMPRECIA, vice-president CAROLYN MILKEY, secretary PAULINE DOW, and treasurer REGINA THORNTON.

Due to an extraordinary set of circumstances ROSE RAGLAND was able to co-pilot a Hawker Siddley DH-125. It's a wild story—seems the pilot of the jet was chaffering around the fifth richest woman in the U.S. dropping her off in Raton. The nearest rental car was in Santa Fe (who's trying harder??) —with a hasty affirmative ROSE and 49½'er husband drove the car to Raton and rode back in the jet. The pilot had enough faith and trust to let ROSE in the co-pilot's seat for approximately five minutes of skimming over the Pecos Wilderness and Sangre de Criston Mountains. We 150 Red Barons are pretty impressed!

POLLY DOW is APT and flying the family Bonanza.

PAT and JACK DIETZ announce that they're sponsoring an advanced weather seminar. It will be presented by the U.S. Weather Bureau in Los Alamos later on this month.

GAILYA IMPRECIA reports that she visited the Antique Aircraft Exhibit at the Orange County Airport in Costa Mesa, California.

This reporter is pretty proud of her new instrument rating. She and hubby BOB flew to Silver City, New Mexico and the Gila Wilderness recently and are preparing to fly to New England in October.

## SHREVEPORT CHAPTER KAY ALEXANDER, Reporter

On September 1st, Shreveport 99's met for lunch at Greater Municipal Airport to discuss plans with KATHY CASTON for South Central Sectional at Longview.

HELEN HEWITT arrived a little late and very calmly explained how she found herself locked inside her Bellanca at Downtown Airport, and nary a soul around to help free her. The 90 plus temperature motivated her to climb over the seats and into the baggage compartment—screw-driver in hand, she removed the small door to the compartment and slipped through the opening to freedom. She decided to drive her car on to the luncheon and arrived cool, calm, and collected without a hair out of place, as she related her harrowing experience.

After the luncheon meeting, KATHY CASTON planned to depart for Longview only to find a large swarm of bees had inhabited the tail section of her plane. KATHY quipped, "If there is going to be a QUEEN BEE on board this plane, I want IT to be ME." After the bees were removed, she was once again on her way.

Television channel 3 covered the luncheon giving good publicity to the upcoming Air Show and Fall Sectional Meeting.

Shreve 99's met again the following week in Longview to help finalize plans for the sectional meeting, September 11, 12, and 13 in conjunction with the Gregg Aviation Appreciation Day and Air Show.

Attending the sectional meeting from our chapter were: HELEN and CHARLIE WRAY, JOAN and DAVID CARROLL, JERE and HENRY SAUR, DOTTIE and BUD PORTS, MARTHA and RAY CHRISTY, KAY and ED ALEXANDER, HELEN HEWITT, SARAH HENLEY, SARA CALDWELL, MARY L'HERISSON, and EVELYN SNOW.

Sectional Chairman, KATHY CASTON did a marvelous job planning this meeting along with her many other tasks (chairman of static and industry displays) in connection with the Gregg County Aviation Day and Air Show. We were all so very sorry about Kathy's painful injury which prevented her from enjoying the fruits of her labor. Hope that by now she is feeling much better.

MARY L'HERISSON just returned from Dallas where she enrolled daughter, Sandra in school at Hockaday.

Congratulations to EVELYN SNOW. She recently earned her instrument rating.

## SOUTH LOUISIANA CHAPTER POWDER PUFF DERBY '71 TERMINUS COMMITTEE WHITE HOUSE INN—ROOM 501 1501 NORTH 3RD ST. BATON ROUGE, LOUISIANA 70802 BEVE TITZER, Reporter

The new officers were installed at our September meeting which was held in Baton Rouge at the Black Angus Restaurant on August 30th. Past Chairman PAT WARD

was presented with a gavel charm for her charm bracelet and MOLLY STOCKWELL our chairman for this year, then took over. We are off to another year of work, fun and flying!!

Congratulations to the Shreveport girls for putting on such a marvelous sectional—especially on such short notice! Everything went smoothly, was so interesting and such fun. This was my first one and I thoroughly enjoyed it. We also enjoyed visiting with our friends with the Blue Angel team again. This is the third time this year that we have been where they are performing and I must say their performance was never better!!

So sorry to have missed DOROTHY WARREN, our Governor, and hope she is on the road to recovery by now and also KATHY CASTON deserves a medal for "above and beyond" and then had to miss it all. I am certainly looking forward to going to San Antonio in the spring so I can meet them. Members of our chapter who attended were: ELEANOR LOWRY and POLLY BAUGHMAN, who flew up in ELEANOR'S Piper Colt, and CAL MEREDITH, SHIRLEY BERNHARDT and yours truly, BEVERLY TITZER, who took the long way!! "For those who didn't come—you missed a lot of fun—but plan on San Antonio, in the Spring of '71." How's that for a new motto?

PAT WARD must be the most versatile person we know—we thought she would have her hands full with the Powder Puff Derby this year but she now has become a career woman. She is the Secretary of the Baton Rouge City Court Advisory Committee and was "sworn in" in a special session of City Court by two judges, no less. This is a pilot program, financed by a joint City-Federal Grant, for the probation and rehabilitation of alcoholics and narcotic offenders as well as first through third offenders of misdemeanor cases. At any rate she says she is enjoying it thoroughly.

Two proud 99 mothers are DEE COMEAUX and ELEANOR LOWRY, whose sons soloed ELEANOR'S Colt. At least there is one plane that gets in the air a lot. Congratulations to both the moms and sons. SHIRLEY & DAVE BERNHARDT took a trip to the Virgin Islands during the past month and she has quite a tan to show for it. Also she is now APT. JANIE and JIM KIMBALL covered 4,000 miles this August in their Bonanza—from La. to Florida—to Wisconsin—to Texas and back. That must have been great! ROGER WARD (PAT'S other half) logged his 10,000th hour in the holding pattern at O'Hare in Chicago. That's sure a lot of flying.

We want to welcome POLLY BAUGHMAN as a new member of the South La. Chapter. She made the sectional with us and we enjoyed getting to know her. Last but not least, our Chapter helped the New Orleans, Lafayette and Baton Rouge Flight Service Stations celebrate their anniversary by presenting them each with a Certificate of Appreciation. We do indeed thank these wonderful people!

## SPANISH PEAKS CHAPTER RUBY LEE BALLANTYNE, Reporter

FLASH! TO ALL TARS! Although there are still no facilities on the field, the Walsenberg Johnson Field has now been paved! Sorry about the delay, girls.

The regular September meeting was held at the home of ANN FRINK. The group voted on "look alike" ensembles, and everyone hopes they will be ready when we hostess a Colorado 99 Fly-in October 25. (Rain date for the affair is November 2.)

CHRIS BERRY reported an active summer flying schedule climaxed with instrument and commercial ratings. CHRIS has returned to college for her senior year but will continue flying as she can.

Although flying hours didn't seem to be accumulating too rapidly by other members of the group, there were extenuating circumstances. Violinist GERTRUDE HOWARD is rehearsing for her third year with the Pueblo Civic Symphony.

Psychiatrist ANNE COURTRIGHT has opened her private offices for Family Psychiatrist Services in partnership with DR. E. E. BOLLINGER ACSW. Until recently ANNE was on the staff at the Colorado State Hospital. She is a busy woman as she has four children at home and is co-owner of PanArk Aviation Pueblo and Alamosa, Colo.

The newly elected president MARY LOU MILBERN is by profession a dietitian and is employed at the Colorado State Hospital. She is program chairman for the local Dietitian's Association and is up-to-her-neck in work for an approaching state convention for the association which will be held in Pueblo.

ANN FRINK and your reporter have returned to the classroom for another teaching session.



Chairman MARY LOU MILBERN and two Walsenberg officials survey "wonderful Walsenberg" on the occasion of its being paved.



## TIP OF TEXAS CHAPTER CATHARINA BIEHN, Reporter

Is there anyone who has not heard about Hurricane Celia? She slammed into the South Texas coast with a monster's fury and gale winds up to 180 mph. She took the sparkle out of our City by the Sea. Except for damaged roofs, broken windows, wet furnishings, and damaged yards, our chapter members still all had houses left to live in. Many others were not so fortunate. As usual most boat owners were hit hard; and this time airplane owners were really hit too, as most hangars in the area collapsed, totaling many planes.

PAULINE'S Sessna 175 was plastered like a bug against the back wall of a roofless, doorless, sideless hangar. She went to the factory and bought a new 172. In spite of all the misery PAULINE is doing quite well.

JEANIE CROW'S Bonanza and ROOKY BIEHN'S Lake Amphibian also were damaged. Their husbands managed to fly them in to their respective factories for repair.

Our air-marking car also had to be dug out of the rubble, what a sight!

MACE WISS of Shelden, Wash. and DOTTIE KLOTZ of the San Diego Chapter came to Corpus Christi to check on their property.

BOBBIE BAKER is going to join the Santa Clara Chapter. PAULINE and I enjoyed her and her 49½ so much in Monterey. Thanks for all the help we had from you.

At our Aug. 29 meeting our new officers were elected. They are — ARDATH McCREERY, Chairman, CHRIS FUHRMAN, Vice Chairman, PAT McNEIL, Secretary-Treasurer, BARBARA LEWIS, Membership Chairman, JEANIE CROW, News Reporter, ELOISE NASH, Project Chairman.

## TOPEKA CHAPTER DOROTHY POWELL, Reporter

This has been a memorable summer for this chapter!

Two of our nine members brought in enough hardware won in an air race to make everyone's eyes pop and get busy flying. SONDRIDGEWAY and CHARLOTTE KENNEY placed first in the 19th Annual WNAA Skylady Derby in Jefferson City, Mo. They brought in the first place pilot, first place co-pilot, 2nd leg (by one second of estimate), 3rd leg (by one second of estimate) and best scoring Cessna trophies. It took them 2 days to figure out how to fit it all in the plane to come home. SONDRIDGEWAY, DOROTHY POWELL, PAT LANE, CHARLOTTE KENNEY AND SUE RUEHLE had a lot of fun greeting Powder Puff Derby entrants BETTY McNABB, and ESTHER WRIGHT on their way to Monterey. The mayor, complete with red carpet, and the Chamber of Commerce Golden Girls with a key to the city, and 2 TV cameramen walked out to greet their plane. This stop had been planned because Topekans hold a large



CHARLOTTE KENNEY (co-pilot), left, standing next to the first place pilot trophy. Right, SONDRIDGEWAY (pilot), first place winners in the WNAA Skylady Derby.

Holiday Inn franchise. We were completely chagrined to find SOPHIA PAYTON and MARILYN COLLETTE (TAR 77) emerge with looks of complete disbelief at the red carpet, key and fanfare. They had picked the spot 10 minutes before as a possible overnight and were mystified as to how we knew they were coming! BETTY and ESTHER arrived shortly and we all had a good visit.

Six of our nine members attended the Tulsa Sectional which gave us the highest percentage of groups attending.

In September we elected new officers: SONDRIDGEWAY, Chairman; CHARLOTTE KENNEY, Vice Chairman; SUE RUEHLE, secretary; DOROTHY POWELL, treasurer. SONDRIDGEWAY passed her commercial written. MARTHA ANN PAULSON and MARGARET EBERLE were made new members and MARJORIE ANN HEWITT is a new 66.

On September 3 & 4 Jayhawk Aviation sponsored an FAA clinic at which the 99'S BARBARA DONOVAN, SONDRIDGEWAY, SUE RUEHLE and DOROTHY POWELL served coffee. Over 450 pilots attended.

Topeka was one of the cities in the United States to receive the Airport Beautification Award. The 99's helped by painting the Welcome sign which greets all pilots on the taxiway.

Aviation Day is October 11 and the city is planning many ways to show the general public what flying is all about with demonstrations by Forbes Air Force Base personnel, a static aircraft display, an aerobatic pilot, and the 99's are giving away free airplane rides in a drawing.

Pound for pound if our group had any more enthusiasm we might overwhelm the whole organization!

## WICHITA FALLS CHAPTER NAN PARK, Reporter

### LAST FLIGHT

September 16, 1970

Love Field

JIMMIE KOLP

Jimmie Kolp was stricken at Love Field, enroute home from South Central Section meeting in Longview, Wednesday September 16, 1970.

She was pronounced dead on arrival at a Dallas Hospital of an apparent heart attack.

Services were conducted in Electra First Baptist Church at 2:00 P.M. September 19, 1970 with Rev. William Ethridge, pastor, officiating.

Burial was in New Electra Cemetery. Graveside fly over was flown by Ralph Knight in Pat O'Neil's Stearman, Pat O'Neil flying the first flight of wife Marilyn's new Cardinal, Tony Page (Ft. Worth 99) flying her Mooney, Ruth Renton (first chairman Wichita Falls Chapter) with co-pilot 49½er Dr. Paul in their twin Comanche.

Jimmie was the first woman in Wichita County, third in Texas and thirty-ninth in the Nation to qualify for a pilots license. It all began one afternoon as Jimmie left an Electra movie theater and heard a plane overhead. That very afternoon she took her first plane ride and from that moment forward her love of aviation never diminished. Her first solo, March 13, 1929, was in an open bi-plane powered by Ox-5 Eaglerock engine. That year was ever memorable not only because she first soloed, but also, as a Christmas gift her late husband, C. F. Kolp gave her the first airplane she owned and the Electra Airport.

She was the first woman in Texas commissioned by the Civil Air Patrol in Texas during World War II. Jimmie served on former President Lyndon Johnson's Federal Aviation Administration Women's Advisory Committee on Aviation; was first woman president of Texas Private Flier's Association, member Sportsmen Pilots and Silver Wings, open only to pilots having flown more than twenty-five years. She also participated in air races across the nation, served on National Board N.A.A., member C.A.F., OX-5 Club, named by that association "Woman of the Year" for "selling aviation as well as being a part of it", recipient of Tiny Broadwick Award. Jimmie was unable to attend the organizational meeting of the Ninety-Nines, but soon after its inception, became a member. She was proud to be a 99 and served as an officer on the Chapter, Section and International level as well as News Editor. She was a permanent member and Treasurer of the 99 Museum Committee. One of her dreams

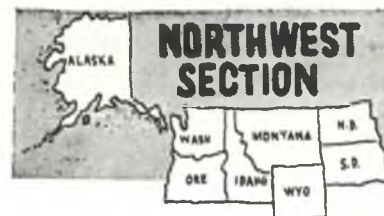
was fulfilled with the Charter of the Wichita Falls Chapter. She also served as Chairman of the Fact Finding Committee and Trustee Amelia Earhart Fund.

On May 18, 1970 Southwest Airmotive, Service Center U.S.A., honored her as the "outstanding aviatrix of the year," in recognition of the time and work and her great contributions to aviation. Senator Barry Goldwater was the male recipient.

Honors have been bestowed from all over the globe. Her love of flying has taken her all over the world. After returning from Russia, she stated it was good to breathe free air and to be an American. She was one of the few Americans in Korea when the Pueblo crew was released.

Jimmie carved a deep mark in the history of aviation.

This Chapter's Guiding Light has been snuffed out but she instilled in us a dedication never to be forgotten. All our lives are enriched from having known her.



#### LAST FLIGHT

HELEN APPEL

WESTERN WASHINGTON CHAPTER

September, 1970

#### LAST FLIGHT

JAY LAWRENCE

WESTERN WASHINGTON CHAPTER

September, 1970

#### LAST FLIGHT

DOROTHY DAUB

WESTERN WASHINGTON CHAPTER

September, 1970

#### EASTERN IDAHO CHAPTER DARLENE SCHIERS, Reporter

Congratulations seem to be in order for the day—first, to all the new Chapter officers. We are proud to announce that our new officers and committee members are PAT DUKICH, president; DIANE JEX, vice-president; ELAINE PART- RIDGE, secretary; PAT CHASE, treasurer; SHIRLEY JOHNSON and LOIS BAUER, membership; DARLENE SCHIERS, news reporter and GLENNA LINDERMAN, scrapbook.

By the time this goes to press, the new Northwest Section officers will have been installed, so our very best wishes to you, whoever you are.

In August our Chapter met for lunch and a meeting at the Bannock Hotel in Pocatello. Those attending were MARY KILBOURNE, PAT DUKICH, PAT CHASE, ELAINE PARTRIDGE, DARLENE SCHIERS, LOIS BAUER, VIRGINIA FINKELBURG, DIANE JEX, BEVERLY LEDBETTER, and from Eastern Washington, MINNIE BOYD. Plans were discussed for the Sectional Convention and we do hope that many of you will be here to enjoy the fun with us.

Proud parents are PAT and DEAN CHASE whose son, DOUG, soloed in May on his sixteenth birthday; their nineteen year old son, MIKE, already holding a



JIMMIE KOLP, Wichita Falls Chapter, shown with her beloved Cessna attesting, by her license plates, she learned to fly OX-5 powered aircraft and she was a Ninety-Nine.

(Photo courtesy Wichita Falls Times and Record News Photographer George Smiley)



commercial rating, received his flight instructor's rating in August; and a belated announcement of their daughter, ROD-  
LYNN's marriage early last spring.

BEVERLY and A. J. LEDBETTER and SHIRLIE and JOHN JOHNSON attended the Bozeman Air show in Bozeman, Montana, sponsored by the Bozeman Optimist Club. BEV visited with Montana 99's VIVIAN SCHRANK and ANN GROSKINSKI, also with family friend, JOHN BURNS, who has a homebuilt Pitts Special. SHIRLIE and JOHN were interested in observing FRANK GEELON and his AT-6 because they, too, have an AT-6.

DARLENE and BOB SCHIERS, with their son JIM, his wife, JOHNTA, and daughter, KIM, flew into Copper Basin for a Sunday afternoon of fishing and picnicing.

What a pleasant surprise to have MARY GANGE from Alaska stop in Pocatello for a night on her way to Arizona. She visited at the ELAINE and CLARK PART-  
RIDGE home; DARLENE SCHIERS joined them for a piece of CLARK's birthday cake and some hangar flying. Before leaving town the next day, MARY had lunch with MARY and GRANT KILBOURNE. It's always such fun when a Ninety-Nine phones or drops in for a visit.

#### GREATER SEATTLE CHAPTER KATHLYN STEARNS, Reporter

Greater Seattle Chapter election of officers for the ensuing year saw few changes (we're satisfied!) Those elected were: CHAIRMAN: CHARLOTTE KAMM, VICECHAIRMAN: HELEN DURHAM, SECRETARY: IONA FUNK, and VAN ADDERSON as SECRETARY.

CHARLOTTE KAMM will represent our chapter at the AOPA Safety Seminar to be held Thursday, Sept. 21, at the Sheraton Renton Inn. Many of our members have volunteered to serve on the transportation committee for the AOPA Flight Clinic & Ground School to be held on Sept. 25, 26, and 27th at Renton, Wn.

The Sept. meeting, a fly-in to Yakima Airport, was a huge success with 11 members, 3 prospective members and 3 guests in attendance, and 6 airplanes flying over the Cascades from the Seattle area. It was wonderful to have ILOVENE POTTER back in our midst, fully recovered from a recent illness. She reports that she attended a 3 day FAA FLIGHT INSTRUCTOR Clinic in Spokane the first week in September—flying there in her Twin Comanche.

Two of our members have brand new ratings to add to their licenses. MARY ELSE received a COMMERCIAL rating and BETTY KRAMER her INSTRUMENT rating this August. Our heartiest congratulations, gals.

BETTY DENNEY, 49½er, BILL, and two sons flew to Columbia, Cal. to spend Labor Day weekend with friends.

HELEN DURHAM has had an eventful

summer. On August 10th she flew to Salmon, Idaho with a girl friend and they had an exciting 5 day float trip down the Middlefork of the Salmon River. Flew home via Pendleton, Oregon and Kelso, Wash. Later in the month she flew her three grandsons to Medford, Oregon, Roseburg, Eugene, Crater Lake and Diamond Lake on a fishing trip—lucky boys.

FLORNECE BELL, 49½er and 2 guests left Seattle Aug. 18 to make a trip to Alaska in their seaplane. After leaving Prince Rupert their progress was slow and plagued by fog and low ceilings. Their experiences included following a bush pilot (who hopefully knew where he was going) into Juneau and being forced to stay overnight at a fishing cannery camp. The plane finally made it into Anchorage in time to start back. Better weather luck next year. FLORENCE! On Sept. 20, FLORENCE and her husband are flying to Sun Mountain, Oregon to celebrate their 29th wedding anniversary. How about that!

KAY STEARNS, 49½er, GEORGE and son GEOFF flew a Comanche B 260 to San Francisco on Aug. 28th to see the sights and attend the wedding of some young relatives. They returned Monday, Aug. 31st.

#### IDAHO CHAPTER EULA LOGSDON, Reporter

The Idaho 99's have to be the most honored Chapter in all of "99-dom." We have just been honored with a visit from our brand new International President, BETTY McNABB. BETTY arrived in Boise September 17th on her way to the Northwest Sectional meeting which is being held in Pocatello September 18 and 19th. We celebrated her visit with a small dinner get-together at the Thunderbird Thursday evening. We were happy on such short notice that we were able to have a good representation of our Chapter, which included GENE NORA JESSEN and her 49½ER BOB, CLAIRE STOKER and 49½ER GENE, LUCILLE TAYLOR and 49½ER JIGGS, JOANNE CAMPBELL and 49½ER CHUCK, ELOISE STOVER and 49½ER DAN, EULA LOGSDON and 49½ER DICK, FRAN BROWN, JACQUE BATT, FLORENCE WATKINS. Special guests besides BETTY were MARY JO and BILL OLIVER from Wichita, who are houseguests of the JESSENS this week; and the Idaho State Director of Aeronautics CHET MOULTON and his wife MABLE. Other special guests were JANET WATKINS, daughter of FLORENCE and DON WATKINS, who completed her check-ride for her private just in time to attend our meeting, and accompanied by her instructor (who happens to also be her fiance) JAY THOMSON. Everyone had a wonderful dinner and evening of visiting with BETTY and might say for those of you who haven't had the pleasure of meeting our new President, you have really missed

something as she is a wonderful person and we should all be proud that she is our new boss. Our Chapter feels especially honored as in May we also had a visit from BEA STEADMAN, who was International President at that time.

As I write this newsletter the Idaho delegation is enroute to Pocatello to attend the Northwest Sectional Meeting. Attending from Boise are GENE NORA JESSEN, FRAN BROWN, LUCILLE TAYLOR, and FLORENCE WATKINS, and accompanying them are BETTY McNABB, MARY JO and JIM OLIVER, BOB JESSEN and BRIANA, JIGGS TAYLOR, and JANET WATKINS.

Our September meeting was held Tuesday, September 8th, at GENE NORA JESSEN'S home. This was a combination meeting and workshop as we spent most of the evening making favors for the Friday evening dinner for the Northwest Sectional for which we are co-hostesses with Eastern Idaho and Eastern Washington. Those attending this meeting were GENE NORA JESSEN, ELOISE STOVER, HELEN HIGBY, LUCILLE TAYLOR, CLAIRE STOKER, FRAN BROWN, JOANNE CAMPBELL, and EULA LOGSDON. The Nominating Committee reported on the election of officers for the coming year with the following results: CHAIRMAN, GENE NORA JESSEN; VICE-CHAIRMAN, JOY LOU WAITE; SECRETARY, ELOISE STOVER; and TREASURER, FRAN BROWN. CHAIRMAN GENE NORA made the following appointments for the coming year: FLORENCE WATKINS, MEMBERSHIP; HELEN HIGBY, PUBLIC RELATIONS; JOANNE CAMPBELL, SCRAP BOOK; NOMINATING COMMITTEE, FRAN BROWN, EULA LOGSDON, and LUCILLE TAYLOR; and NEWS, EULA LOGSDON.

LYN CLARK reports that her daughter CONNIE spent a couple weeks visiting friends in Sacramento, and LYN flew her 170 down to pick her up. Also while there, LYN had an hour and a half of aerobatic dual in a Citabria. HELEN HIGBY'S daughter, BARBARA, is off to Mount Holyoke College in Massachusetts. JACQUE BATT'S daughter is attending college in Portland. One of EULA LOGSDON'S sons is just back from a summer in Europe and is now working on his Master Degree at the University of Oregon. CLAIRE STOKER'S husband, GENE, is home again after a bout in the hospital. ELOISE STOVER has a new daughter-in-law. FRAN BROWN is able to hobble around again after her serious fall a couple months ago. LUCILLE TAYLOR is dividing her time between Boise and Oakland, California, where she has a nice decorating job. GENE NORA JESSEN has several houseguests, including MARY JO and BILL OLIVER from Wichita, Kansas. BOB'S mother is also visiting at the JESSEN home. FLORENCE WATKINS' daughter, JANET, will be our newest member. ARDIS BRIGGS has just joined us too. Glad to have both of them with us.

## MONTANA CHAPTER JUDY McCRUM, Reporter

I have become Montana's roving reporter since I have been doing a lot of roving over the Montana skies — like this morning when I tried to leave Montana for the Northwest Sectional in Pocatello, Idaho. We were turned back due to bad weather in the mountains, hence had to fly the ready reserve: Commercial.

The September meeting was held in Glasgow, Montana, home of our hostess tence at the meeting were VIVIENNA (Chairman, PEARL MAGILL. Those in attendance, who drove up from Jordan with her 49½'er, MILTON. HELEN DUNLOP and ELSIE CHILDS flew in in the Stinson from Helena with their co-pilots, GENE and GLENN. HELEN must have done the flying — ELSIE said she had a long day the day before and that she slept most of the way.

CAROL SCHWARTZ flew a Commanche from Anaconda with a friend, CARLEY NYQUIST. It was CARLEY'S second ride in an airplane, and toward the end when the goin' was a bit bumpy asked CAROL, "When will it be over?" Sometimes it takes a bit getting used to, CARLEY, but hang on — flying is fun!!

RHODA JOHNSON drove in from Malta and JULI PEDEN and I flew in a 182 with BETTY NUNN and her co-pilot, ARCHIE — cast and crutch! ARCHIE is still recovering from a fall off a bike last month.

Our candidates for officers for the coming year were discussed, and now, with 2/3 of the votes in, JOAN ORLEY is our new Chairman, HELEN DUNLOP is our new Vice-Chairman, and JUDY McCRUM, Secretary. We must wait for the rest of the votes, as CAROL SCHWARTZ and JULI PEDEN are tied for Treasurer.

Interesting trips last month were taken. VIVIENNE and MILTON SCHRANK flew to San Clemente, California (via Sheridan, Wyoming, and a view of the forest fire there) to see their kids and grandchildren.

HELEN DUNLOP, on crutches with a



L to R BETTY and ARCHIE NUNN, JULI PEDEN, and JUDY McCRUM.

broken leg (seems to be the thing around Montana) she wot while standing on a pair of skis, went to Toronto with The Daughters of the Nile Oriental Band. She plays the musette!

Our two featured members this month are LAULETTE HANSEN and ELSIE CHILDS. Since they were at the Northwest Sectional Meeting in Pocatello they were chosen for this month's feature.

LAULETTE HANSEN began her flying sometime in 1957, encouraged by her husband, ERMAL. She earned her private in May of 1959, and her instrument rating in September, 1964.

LAULETTE has taken part in many 99 sanctioned air races: Three Big Sky races, the Section race from Bozeman, Montana to Pocatello, Idaho, and this summer's Poker Party which ended up in Great Falls, Montana.

In 1964 LAULETTE was the Flying Farmer Queen. In 1955-1956 she was the Northwest Section Treasurer, and in 1960 was the Northwest Section Vice-Governor.

She and her husband live in Great Falls. They have a daughter, LAULETTE, who also is a Private Pilot.

ELSIE CHILDS began her flying in 1948 and since then has logged over 1650 hours, but has flown well over 3000 hours working with pilots to better their proficiency.

ELSIE soloed a Piper J3C-65 without a radio. She and her husband, GLENN, are now in a partnership in a Stinson named Charley.

ELSIE has been quite active, being a past Chairman of the Montana Chapter. She has participated in the Big Sky Races, and with HELEN DUNLOP as her co-pilot, won the Third Big Sky Race. She flew in two Section Races and in July, 1963 flew in and won the COPA Calgary Stampede Air Race. She came in First for women and Second over all.

One of the most interesting trips was from Phoenix to Helena when she was flying in a 30 knot headwind. A Santa Fe Streamliner passed them, stopped for fuel,

caught up with them and passed them again.

## WESTERN WASHINGTON CHAPTER PRISCILLA COOK, Reporter

Our September meeting was held at Chapter Chairman, JAY LAWRENCE'S home in Seattle. Aviation writer H. GLENN BUFFINGTON was our guest speaker. He is particularly interested in the history of the 99's and has a wealth of material including correspondence from charter members of the 99's and many pictures. Anyone interested in interesting items pertaining to early day 99 activities or recent activities may contact him at his address which is 8401 Rainier Pl. S., Seattle, Washington.

JAY LAWRENCE was in Vancouver, B. C. recently. She tried to reach VIVIAN PATCHETT to say "hello" from her southern sisters but, alas, no answer! We hope VIVIAN will call us if she is ever in the Seattle area.

Flying activities of our members seem to have slowed considerably even though our weather has been great. MARIAN MORTON and 49½'er BOB and daughter KARIN had a nice trip to Idaho and Montana last month.

PRISCILLA COOK and 49½'er BILL with son WYATT as co-pilot flew PRISCILLA'S eighty-three year old Mother to Pasco, Washington for an afternoon's visit with their cousin. Grandmother said it was the highlight of her visit.

## WYOMING CHAPTER MABEL G. BLAKELY, Reporter

Our August meeting was fun in Worland — those gals are such good hostesses! We had our meeting over coffee and rolls at MARIE ENGELMAN'S lovely home. Election of officers was the main order of business, and it surprised no one that RANDY HILTON was unanimously voted into the Chairman's seat for another year. Vice-Chairman is ELAINE MONCUR, MARIE ENGELMAN our new Treasurer, and MABEL BLAKELY Recording Secretary and News reporter — think this makes my 4th year as news reporter — glad they weren't consecutive!

My job as assistant Timer during the Walsenburg Fly-By of the AWTAR was great fun! Working with DEEDO HEISE and CINDY CARSON was just pure pleasure, and thoroughly enjoyed meeting GRACE and other Colorado 99s.

We were greatly saddened at the death of one of our Charter members of Wyoming Chapter: PAULINE POWERS last flight was on August 10th, and seven of our members attended the services in Basin, Wyo. She will certainly be missed by a' who knew her.

We're all planning to go to Sectional Convention in Pocatello in Sept., and hoping for cooperative weather.



L to R. GENE DUNLOP, GLEN CHILDS, ELSIE CHILDS, HELEN DUNLOP and CHARLEY. They flew in from Helena, Montana.





## SOUTHWEST SECTION

### ALAMEDA COUNTY CHAPTER ELLY JONES, Reporter

The 1st Anniversary Dinner of the Alameda County Chapter will be held at the Holiday Inn in Livermore, Oct. 5, 1970. BEVERLY DAVIS is handling reservations for those wishing to attend, (415) 846-3025. DOROTHY SHACKLEY had the great pleasure on Aug. 16, giving her 99 sisters and their spouses demonstration rides in the Americal Aviation Yankee. The response was very good and greatly received. CHARLOTTE LARSON, a brand new Ala. Co. 99, earned her Commercial license Aug. 26 at Hayward Airport through Flight Safety. Congratulations, CHARLOTTE. Chapter Chairman, GLADYS COBB and Sec'y JAUNDA BIGELOW, were recent participants in the Palms to Pines Air Race from Santa Monica to Independence, Ore. They flew a Cessna Skyhawk and were sponsored by Flight Safety Inc. of Hayward. The girls came in 20th — not bad for their very first attempt at racing, eh? GLADYS and RAY COBB are presently Cherokee-ing to Iowa again for their vacation to visit relatives. Vice Chairman, PETRINE LOCKHART conducted the Sept. meeting in GLADYS' absence. One guest at the meeting was CORAL BLOOM of the Sacramento Valley Chapter. RUTH and JOE MAGILL were passengers of JAUNDA BIGELOW in a Cessna 182 on a flight to Pine Mountain Lake to see the Air Show. Due to limited visibility because of smog, El Toro Marine Corps Base almost had an unexpected visitor — WILLIE MOSHER in her Atec. She safely landed at Santa Ana, however, in spite of the smog. CONNIE and NORM SANDERS again spent their summer up in the Sierras at their Echo Lake cabin. They returned looking well tanned and relaxed. CONNIE and WILLIE have been visiting all local airports in conjunction with the Oct. 18th Pilot's Poker Flight which Ala. Co. Chapter is sponsoring. LIZZ HEALD, a student pilot, works with chapter member ELEANOR ALFORD and attended the Sept. meeting. She is anxious to complete her pilot training and become a 99. Temporarily grounded due to jury duty is ELEANOR ALFORD. HIALEAH and HARRY REILICH journeyed to Montana during their vacation to make further changes and improvements to their ranch in addition to just relaxing. Cessna 182-ing to Canada for fishing, among other things, were ADELAIDE and DON MORRIS. The fishing was excellent according to ADELAIDE. They visited relatives in Seattle along the way. ELLY JONES is back to flying again having just earned a new rating as one of California's newest Licensed Vocational Nurses. ELLY and ROY are

making final plans for a trip to Alabama to visit relatives after which both will concentrate on getting that much-desired Instrument rating. Several chapter members already have reservations made for the swing Southwest Section Meeting coming up in Santa Monica Sept. 11-13. Hope to see you all there. So long for now.

### ALOHA CHAPTER JANE KELLEY, Reporter

APEUPUELELE! Whatsamatta you? Can't pronounce? Never mind; just enter! That's the cry from Aloha Chapter Ninety Nines these days. APEUPUELELE is Hawaiian for "a flying contest"; in this case one sponsored by this chapter and open to all women pilots. For the first time in many years, Hawaii is going to have its own Air Show. To be held September 26th and 27th at Honolulu International Airport, the show will include static and aerial displays and our own Ninety-Nines event. Apeupuelele, a proficiency contest based upon estimated Time En Route and Fuel Consumption from the new Keahole Airport on the Big Island of Hawaii. MARY AIKINS from the Kansas City Chapter has been invited to put on aerobatic displays, filling in for BETH OLIVER who unfortunately came down with virus pneumonia. (Hard to believe one can get that in a warm climate like this, but BETH is an unusual woman!)

Ninety-Niners thoroughly enjoyed themselves at an Installation Dinner Party held at Hickam Officers' Club Sept. 11th. MARGUERITE WOOD, PAT and BUD DAVIS, DOROTHY KELSEY, MURIEL and WALLY LELAND, NANCY and HAL BUCKELEW, DIANE and GARY RICKMAN, JANE and RICHARD KELLEY, LINDY BOYES, MARY KING, WINN MILLER, VIRGINIA and ED SEEVERS, ROSE MARIE and WALLY BURKETT, GEORGE READ, and student pilot STEPHANIE CZECH applauded as our new chairman DOT READ presented outgoing chairman ANN ANDERSON with a gold 99 monogrammed pin. Hats off to MURIEL LELAND who arranged the enjoyable evening.

"A houseguest who is a real treat to have" was the description of Australian Section Governor MARIE RICHARDSON



Aloha Chapter Officers, Left to Rt, WINN MILLER, Secretary; JANE KELLEY, Vice President; DOT READ, President; VIRGINIA SEEVERS, Treasurer.

by her hostess PAT DAVIS. MARIE, en route home from the National Convention, had met PAT at the Powder Puff Derby this year and recently spent a delightful three days in the DAVIS home.

Meanwhile ADELE BINSFIELD of the Michigan Chapter vacationed in Honolulu and looked up her old friend WINN MILLER. Seems the girls, along with DOT READ and ANN ANDERSON, got together over lunch at Honolulu's La Rolde restaurant (which revolves for a better view of the town). Later ADELE flew out of Hawaii's Country Club of the Air with instructor JIM PIERCE and saw Honolulu from above!

Sorry Shreveport, but we're delighted to welcome into our chapter transfer member ROSE MARIE BURKETT. Your loss; our gain!

### BAY CITIES CHAPTER KATHY MARQUARDT, Reporter

Hello again from sunny California. Five of us have just returned from the Fall Sectional at Santa Monica. For us it was a fun filled weekend and a last chance for us to see how it's done. Journeying to the southland were: FRAN GRANT and NORM, DALE GRAVES, KATHY MARQUARDT, RUTH RUECKERT, and JOYCE WELLS. JOYCE was one of many who got to test her skill at VOR approaches. I took the opportunity to visit my grandmother who lives in Westwood. We took the opportunity to announce, with Redwood Empire Chapter, the Spring Sectional to be held in Santa Rosa on May 7, 8, 9th. Plan now to attend.

Word from LILLIAN ANDERSON that she was feted by about 75 friends for a belated birthday party in August. Belated because we understand the winters are a little hard in Minn. and people are hibernating during her birthday in Jan. She and her sister are establishing a library on their property in hopes that they will go to the Pine County Historical Society. ENA AYERS has been busy redecorating her apartment. She has hung several of her paintings. We are all awaiting the return of MARGE FAUTH from her Australian trip. She has been touring and visiting for several months. How could I forget to say that we had the pleasure of meeting GERI HILL at the Sat. Banquet at Sectional. GERI makes her home in Redondo Beach and met us for the dinner. She has had word from MARGE and hopes to see her if by chance her ship stops in Los Angeles. We're sorry to report that RALPH FIELDS has had an auto accident. With an instructor's rating he should know that flying is safer.

MARGARET and JOHN GERHARDT spent last weekend at the Lake Tahoe Lodge. They are on a committee to try and get the wires underground on their property at Valley View. A lot of our 99's own property on this strip. A boon for Air Age Education from GERI HILL, many of the students in her Aviation Class passed their FFA Private written. CAROLINE SCHUTT

was our only representative in the Palms to Pines Race. She reported a race that was run very nicely and had a fabulous time in Independence. CAROLINE went solo expecting to meet her sister and tour British Columbia in a camper. They missed connections and CAROLINE came home somewhat disappointed. ETHEL SCHAFFER spent the summer doing over one more room of their lovely home (Bit by bit they have converted their S. F. home into a showplace.) ELEANOR WILSON spent a week in Salem, Oregon flying her 172 full of relatives to meet relatives for a reunion. They also got in some good fishing. I finally got to take my mother flying in late August. Trying to find a time we could both go was the problem. She found our club Cessna 150 a little different than my father's Bonanza. Went on our scenic (slow) flight to the Nut Tree and met JOYCE WELLS who flew up in her Arrow with two of my cousins.

That's all of the news that I have for this month as our meeting is late due to Sectional. As we head into the fall I hope you will all keep flying, get APT, and we'll all look forward to hearing about all of you again in our holiday issue.

#### FRESNO CHAPTER LOIS BEELER, Reporter

Southwest Section Meeting in Santa Monica was attended by Chairman VIOLET HUCKLEBERRY, SARA JANE CLOUSE, MAUREEN MAHONEY, BEVERLY MARTIN and VOLINE DODGSON. They were successful in presenting our bid for 1971 Fall Section Meeting to be held at Ahwahnee Hotel in Yosemite—but really, girls, don't you think Indian headbands and Tom-Toms are a little bit much added to Hawaiian costumes? Our new Chairman, KATHY McNAMARA, and her Officers are busy preparing "Que Que Inishi—bog" (Warm Indian welcome) for the Fall of '71. Plan to be there—we promise a weekend to remember!

We proudly announce that, with the help of 10 new members and several members being students toward varied ratings, we have won the traveling Flying Trophy with a grand total of 2800 hours.

Welcome to 2 newest members—BETTY MARTIN of Selma and VERONICA PAOLINI of Sanger. Congratulations to 2 instrument rated pilots—BEVERLY MARTIN and BETTY McPHERSON.

A gala time was had by all—VOLINE DODGSON and KATHIE MULLER, BEVERLY MARTIN and her 49½'r, DAVE—who attended and participated in the Elko-Reno Race. The hospitality of the Reno gals just can't be beat.

August 14 saw yet another race—this time, the Palms to Pines. Racing from Santa Monica, California to Independence, Oregon were VOLINE DODGSON-KATHY MULLER and KATHY McNAMARA-BEVERLY MARTIN. We can still hear VOLINE saying, "Look for anything, but find something!"

KATHY McNAMARA and her Officers were installed, BARBARA FALLER at the August 21 Banquet held at Hyatt Tradewinds in Fresno. Outgoing Chairman VIOLET HUCKLEBERRY presented the Chairman's gavel to KATHY McNAMARA. WALTER MARTIN, BILL COLE, JERRY MAHONEY and HARLAN WILLIAMS were ceremoniously dubbed 49½'rs by MC DON CLOUSE. Guests included MR. & MRS. CLAYTON HOUGARD of Selma and ELLEN TRINDLE and BUD MILLER of Long Beach.

Plans are now in the final stages for "Operation Raincheck" beginning October 5. This is a 12 hour Course to acquaint pilots with air traffic control procedures programmed by Lemoore Naval Air Station—Air Traffic Control Center. We plan to be the best informed pilots in the west.

#### GOLDEN WEST CHAPTER KIMBER ROTHANS, Reporter

"The Southwest Sexual was great!" . . . er, I mean Sectional. But what would YOU call it if five gals raved about spending the night in a prestigious bachelor's apartment (the supervisor of the Santa Monica tower, yet), then riding down the rainy freeway in an open-air trolley in cocktail dresses only to end up alone with the driver in a cob-webbed barn? Combine those incidents with the 5 of them wandering around Santa Monica airport at 3 AM looking for somebody—ANYBODY—to help them, and finally sandwiching themselves in a gas truck. All that trouble reaped some mighty fine benefits, however. GOLDEN WEST chapter received the attendance trophy for the largest turnout; the "early bird" trophy for getting their reports in with the most haste; and (polish our buttons) TONY KUHNS placed third as Woman Pilot of the Year. To add fern to the bouquet, we took second place for total flying hours. HEATHER McNEIL landed a lovely door prize at the banquet, and JOAN HANSEN, being an early registree, earned a sail boat ride on the pearly Pacific.

PAT APPEL earned a bronx cheer on the return flight when she attempted to get an I. F. R. clearance. TOWER: Are you transponder equipped? PAT: Negative, but we can make a lot of squawks. TOWER: Understand. Your parrot is sick.

While they were frolicking in Southern California, the home front members were planning some good times on their own. The roster for the October Safety Seminar held some mighty impressive men, and hostesses were planning how to keep each guest entertained during the Saturday and Sunday luncheons. BARBARA LA POINTE knows enough about aerobatics to juggle maneuvers with BOB LANE; HONEY COWAN (who planned the entire seminar, even while on the Santa Monica venture) will offer a toast with ROBERT DILLE; NANCY STOCK (who has been itching to get back in a plane since her baby was born) will ground-fly with NORM MERKEL, San Francisco control tower chief;

BECKY MASTERSON will share a table with DALE KUHNS; and HEATHER McNEIL will polish her knowledge of the Navy with test pilot WILLIAM MURPHY.

We warmly welcome our new member, MARILYN WILMS. She will help kick off our Coax-or-Capture-a-Member campaign next month. If you live near the San Carlos airport, you couldn't be led astray by a nicer bunch of gals. Remember there's another sexual, I mean sectional, coming up next fall.

#### LOS ANGELES CHAPTER ANN LODWIG, Reporter

The Southwest Sectional is now an event of the past. Congratulations are in order for our newly elected officers: CLAIRE WALTERS, Governor; MARY VIAL, Vice-Governor; HELEN SHROPSHIRE, Secretary; and ELLEN TRINDLE, Treasurer. I think this meeting produced the shortest business session in the recent history of the Section—something less than 2½ hours. With the election of a new governor, we offer out-going ALBERTA NICHOLSON our fondest regards and thanks for a difficult job well and graciously done.

As hostess chapter for this sectional, we learned again how grand it is to be able to welcome old and new friends. We did our best to provide a fun-filled two days, and you must admit, not many chapters can provide their guests with a wake-up earthquake! Our special thanks go to our own chapter officers, to SALLY LA FORGE as chairman for the event itself, and to the many gals who put in so many hours on the vital committees. There is no way to adequately thank CAROLYN WEST and her husband JACK, who, with their able crew, MR. and MRS. YOUNG, made Monsoon II available all Saturday afternoon for cruises in and out of the Marina Del Rey. JACK and CAROLYN are noted authorities on cruising the coastal waters from Mexico to Alaska, as their books attest. I sometimes shudder at the 12-17 airplanes in the pattern at SMO on weekends, but after seeing the WESTS maneuver their 70-foot, twin-diesel Monsoon II in and out of the harbor channels at the Marina, skillfully avoiding what seemed like hundreds of sailing vessels, I have a new and healthy respect for the lot of the weekend boating enthusiast. CAROLYN was winner of the first Powder Puff Derby as well as Los Angeles Chapter Chairman and Southwest Section Governor in times past, and it was a treat to be able to honor her at our banquet Saturday night.

MARY DORR, Los Angeles 99, past-president of American Women in Radio and Television, currently spearheading women's activities of the American Bible Society as well as lecturing and broadcasting extensively, was Mistress of Ceremonies at our banquet Saturday night. This was not an easy job, but she managed it beautifully and with great style, as always. And SUSAN OLIVER, also a Los Angeles 99, co-pilot to MARGARET MEAD in the



winning airplane of this year's AWTAR, actress, and femme extraordinaire—what fun to have her with us and doing such a great job at the head table.

Despite all the activities associated with the Sectional, I've gleaned a little chapter news which was filtered through the meetings and work sessions prior to the Sectional. SALLY LA FORGE and DOROTHY PEPIN flew two patients back to Calexico from the Orthopedic Hospital in Los Angeles. They learned that the two boys who came back to Los Angeles with them were the 98th and 99th patients to come from the clinic in Calexico to the Orthopedic Hospital this year. In the entire year of 1969, 70 patients were brought to Los Angeles, so this year the number should almost be doubled. The increase has been possible because of the generous donation of 10 additional beds at the hospital.

RACHEL BONZON logged 29 passenger hours in big jets, taking a 747 to Japan for a delightful 3-week vacation. She then spent 2 days in Honolulu and a week in Seattle, visiting her son and daughter-in-law. While in Seattle, she logged her first SES dual in a Taylorcraft on floats. Her instructor, flying for Kurtzer Flying Service on Lake Union in Seattle, mentioned that he soloed 99 BARBARA LONDON "way back when."

GRACE McGETTIGAN spent a very fascinating and instructive day at George Air Force Base participating in their high altitude indoctrination program. She also took her first non-flying passenger on a trip to Palm Springs and back in a Cherokee Arrow.

DORIS ROBERTSON has been checked out in a 172. She also won the trophy for high points in the women's division of the Culver City Police Range Master's Pistol Club competition.

CAROL LEWIS and 49½ER BERNIE enjoyed a flying vacation to Winchester Bay, Oregon where they fished for salmon, caught crabs, dug clams, picked blackberries and enjoyed the lovely country and beautiful sand dunes along the Oregon coast.

BEULAH KEE flew Air-West DC 9 to Twin Falls, Idaho for her 35th class reunion.

(ED NOTE: No message other than I'll miss you.)

## MONTEREY BAY CHAPTER

Reporters:

MARY ANNE CLARK  
JO DIESER

Several of the girls in the Monterey Bay Chapter of the 99s have become rats—that is "river rats." Last May, JOANNE AIELLO took a raft trip down the Colorado River. Since that time, several girls have made the trip and report having a wonderful time.

The most recent trip was made by DELL

HINN and GENEVA CRANFORD. DELL, GENEVA, and DOUG (GENEVA'S 49½er) flew the Cranford's Bonanza to Page, Ariz. for DELL and GENEVA to make the raft trip down the Colorado River through the Grand Canyon. DOUGLAS met them 230 miles down stream and 9 days later so they could fly home.

JUNE and WARREN KNAPP attended the American Bonanza Society Convention in Denver, Colorado in August.

IVAN PAINTER flew his little homebuilt to the Ogden Air Fair in Ogden, Utah. Ivan came home with four trophies in the following categories: 1st place trophy for the best experimental aircraft, most popular homebuilt, flew the longest distance, and oldest pilot with an experimental aircraft. That's the way to do it IVAN!

Flying their Cherokee 235, GERI and NORM HALFPENNY placed third in the Reno Fun Race this summer. Congratulations!

JO DIESER received her instrument rating in August. MARY PAINTER got her commercial rating this summer.

AUDREY MORANDA'S 40½ER, JIM, got his commercial helicopter rating early this summer.

GERI HALFPENNY'S 16 year old daughter, DEBBIE, soloed recently in Salinas. Congratulations to all!

HELEN AND FRANK SHROPSHIRE and ANNA MAE and EARL PARK attended the Fall Sectional. Congratulations to the Chapter for such an enjoyable weekend.

HELEN SHROPSHIRE is the secretary of the S.W. Section and received No. 2 Pilot of the Year Award.

At the installation dinner, CONNIE HOOD was presented with a trophy for winning the chapter Pilot of the Year

Award. Congratulations HELEN and CONNIE—we're proud of you!

"Happy Flying" until next month!

## MONTEREY BAY EARLY BIRDS

Reporters:

MARY ANNE CLARK  
JO DIESER

During Powder Puff Week, HELEN HARRISON held a party for the Early Birds of the 99s. Here's some information on the Early Birds who attended the party.

MARIE RICHARDS, who is Governor of the Australian Section, holds license No. 1953 issued in Australia in 1935. She was the first woman to qualify for a license in that country.

MADLINE ROYLE, a charter member, attended the party.

RITA HART and RUTH REUCKERT, both of the Bay Cities Chapter, received their licenses in 1929. Also from Bay Cities, FRAN GRANT, MARGARET GERHARDT, and HELEN KELTON got their licenses in 1940.

MARDE CRANE and MARION BARNICK attended from Santa Clara. MARION got her license in 1940.

ALICE HAMMOND, Garden State, received her license in 1931 and ANNA BRANNER received hers in 1932.

ADRIENNE CLARK was licensed in 1935 and DORIS LANGHER, Colorado, in 1937.

VIRGINIA COOK, Tucson, and JANE LAMAR, San Gabriel, were licensed in 1938.

Receiving their licenses in 1939 were ELEANOR VERKUYL and HELEN HARRISON, who hosted the party.

IRIS CRITCHELL and ESTHER FLEMING were licensed in 1940.



Front row, l to r: IRIS CRITCHELL, RITA HART, RUTH REUCKERT, LYNN COULT-HARD, VIRGINIA COOK, HELEN HARRISON.

Back row, l to r: HELEN KELTON, FRAN GRANT, JANE LAMAR, ELEANOR VERKUYL, ANNA BREEN, MADLINE ROYCE, ALICE HAMMOND, MARION BARNICK, MARGARET GERHARDT, DORIS LANGHER, ADRIENNE CLARK, MARDO CRANE, MARIE RICHARDSON.

**MT. DIABLO CHAPTER**  
**MARJORIE ROGERS, Reporter**

Under the leadership of our new chairman, GRACE ELLIS, Mt. Diablo Chapter will have many more evening meetings planned for those who cannot join us for lunch fly-ins. The first of these evening meetings was held in July at Navajo Aviation. 49½'er JACK ROGERS (CFI, CFII) was our guest speaker, and his interesting subject was "Easily Forgotten Facts" about flying, airplane safety, Special VFR, control zones, traffic areas, and changed radio frequencies. Ten members paid close attention to his humorous as well as helpful presentation of these elusive details.

Our lunch rendezvous in July was the famous and favorite Nut Tree Restaurant. Your intrepid reporter was not able to attend, but we know from past experience that an excellent lunch and happy comradeship was enjoyed by all who did attend.

Sunday, August 16th, was the date this year of the Concord Air Fair at Buchanan Field. Re-organized this year, the fair boasted many new attractions: aerobatics, sport parachuting, static displays of experimental and antique aircraft, U-controlled planes, radio-controlled planes, and sight-seeing rides. Since it was a beautiful, warm, clear day a large crowd attended, and our Mt. Diablo Chapter booth had just the thing — soft drinks and snow cones. Many chapter members helped out in the booth under the direction of JOAN GORE and GRACE ELLIS. All helpers have finally thawed their frozen pink and purple fingers, and look forward to another successful occasion next year.

JONESY'S Restaurant at the Napa Rirport was the destination for our August lunch date. Late-clearing morning coastal fog may have deterred some, but not: JEAN BRADLEY, MARIE PORTER, BUCKIE JOHNSTONE, BETTY SHIELDS, SHIRLEY NUNN, LOUISE GIERSCHE, MARTY GRAHAM and MARGE ROGERS. We heard about the amazing metamorphosis of Mooney 21X during the Reno-Elko Air Race — how it started out a pink tiger but ended up a pink pussy-cat. Don't be discouraged, gals; when you're in training for a future PPD, any race experience has to be helpful.

JOAN GORE, with 49½'er BILL as copilot, also flew the Reno-Elko Air Race, and managed to finish 7th out of 22; very nice for her first air race experience.

Merced Airport was the lunch bunch's meeting-place for Sept. The cafe on the field is famous for its Clam Chowder, on Fridays, and we agree that the reputation is well-deserved. "We" included JOAN GORE, MARIE PORTER, JEAN BRADLEY, BARBARA GRABER, LIL RILEY, GRACE ELLIS, ARLENE ROSSMAN, NANCY WALLIS, guests BARBARA HARPER and SONYA DEITZ, and MARGE ROGERS.

**NORTHERN ARIZONA CHAPTER**  
**EUNICE DICKEY, Reporter**

The Northern Arizona 99's held their August meeting in the home of DOT and WAYNE WARD, enjoying a potluck dinner. JEAN and BOB KNOTT, BILL and RUTH SMITH and HELEN LAWRENCE were the 99's and 49½'s present. Student pilots and husbands attending were the SHOUGHS and the JAMESSENS.

The September luncheon meeting for our chapter was held on the 12th at the Holiday Inn in Flagstaff. The 99's attending were JEAN KNOTT, DOT WARD and MARY LOYD from Flagstaff; PENNY CARRUTHERS from Sedona and EUNICE DICKEY from Cottonwood. We had a nice group of women student pilots attending, and a nice enthusiastic group they are. The girls from Flagstaff are TERRY JAMESON, who has just started flying, ANNA MACKEY, who has logged 43 hours and JANINE WITT, who now has 12 hours of flying time. ELSIE GOLDSMITH has really logged her 40 hours the hard way, since she lives at the Grand Canyon and drives to Flagstaff for her flying lessons.

DOT WARD presided over the first part of the September business meeting. The ballots for new officers for the coming year were counted by JEAN KNOTT and the slate nominated by the nominating committee was elected unanimously. The new slate of officers includes PENNY CARRUTHERS as Chairman, EUNICE DICKEY — Vice-Chairman and ELOISE SELVIDGE is the Secretary-Treasurer. After the election, DOT turned the meeting over to Chairman PENNY CARRUTHERS.

The biggest event in the near future for our chapter is the Air-Lift to be held at the Flagstaff Airport on Sunday, September 26th. PENNY CARRUTHERS is chairman and has been doing a lot of hard work on the coming event. ELOISE SELVIDGE is publicity chairman, MARY LOYD is in charge of the soft drink concession and DOT WARD and JEAN KNOTT are in charge of the food for the pilots. EUNICE DICKEY made 20 posters and RUTH SMITH will distribute 13 of them to the public schools in the area and the rest in strategically placed locations around town. Of course all our members and their families and numerous friends will be on hand for the big day and hoping for great success.

We are so proud to announce the names of our members who have completed the APT project. They are RUTH SMITH, ELOISE SELVIDGE, DOT WARD, HELEN LAWRENCE, PENNY CARRUTHERS, MARY LOYD, HELEN VAN CORT and EUNICE DICKEY. This is an especially great number when you consider there are only a dozen or so members in our chapter to begin with. We are a very fortunate group to have been able to take advantage of the Beth Wright Scholarship, which was offered to all licensed women pilots in Northern Arizona.

ELOISE SELVIDGE missed the last

chapter meeting because her son was leaving from Phoenix that day to be stationed in Viet Nam. We wish him all the good luck, ELOISE.

RUTH and BILL SMITH were seen at the Flagstaff Airport the other day, having just returned from taking some friends on a nice flight.

JEAN KNOTT has flown two hours recently and will be busy taking an art course at NAU this fall.

MARY LOYD is now living in Flagstaff and is managing the Chateau Royals — a trailer-apartment complex for NAU students.

PENNY and JOHN CARRUTHERS enjoyed marvelous flying weather on their recent trip to Ames, Iowa to attend the annual Flying Farmers Convention. We are proud to note that "our" PENNY was the only 99 from Arizona attending the convention that has completed the APT program. The CARRUTHERS flew from Iowa to Kalamazoo, Michigan to visit friends. From there they flew to the Chicago area, experiencing flying under the new regulations system. Wichita, Kansas was their last stop before returning home, and there they enjoyed a tour of the Beechcraft factory. PENNY logged 19 hours on this trip, flying their Debonaire.

DOT WARD is keeping busy flying commercially for Wright Flyte.

That's all the news for now. Good flying to you all!

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**ORANGE COUNTY CHAPTER**  
**MITZI RINEHART, Reporter**

Movieland of the Air Museum, on the Orange County Airport is making a display on Women in flying. They have given us the room on both sides of this exhibit to work up our own unit on the history of the Ninety-Nines and the Powder Puff Derby. MAGGIE BURCH is in charge of this project. If you have any old posters, drawings or photographs in connection with the theme, please let MAGGIE know. All such donations will be appreciated. This is our way of helping the public to learn more about women in aviation, and the Ninety-Nine's history and accomplishments.

Our chapter is growing again as we gain three new members: JEAN FUDGE, MARY COLE, and KAY BAKER who transferred from San Antonio, Texas. Welcome you all.

Imagine having the most members in attendance at the Fall Sectional in Santa Monica. That's what we did with nineteen of our gals showing up for the business meeting. They were: ZONA APPLEBY, DARLENE BRUNDAGE, MAGGIE BURCH, KAY BAKER, HELEN CRANZ, JEAN FUDGE, VIRGINIA FLANARY, ESTHER GRUPENHAGEN, THON GRIF-FITH, CHRIS HOFFMAN, MADGE JOHNSON, WYN JAKL, JOYCE CRANZ, DELIA NEFF, LYNN NEWTON, SANDY RULLER, KAY RUSSELL, MARGO SMITH and SHIRLEY TANNER.



line for the Jim Long Proficiency Race at Brackett Field.

The race terminated — because of weather — at Parker, Arizona with the banquet scheduled at Scottsdale. The DARCHS and GRUPENHAGENS headed for home and the BRUNDAGES and many others for Scottsdale — or as close as possible.

The rest of the story as DARLENE tells it, is an exciting, wet and muddy adventure of hard work by the thirteen crews who landed "in" Buckeye, only to find themselves marooned there as the rain had washed out all the roads in the area. The Army came to their rescue with helicopters and air-lifted everyone to Litchfield where they happily dined on hamburgers from the local drive-in.

MARA CULP has returned from her jaunt of Europe, as navigator in a Lear Jet for her husband RICHARD. At our September meeting she showed us slides of all the exciting and beautiful places she had seen.

Labor Day turned out to be just that for many of our busy members — a day of Labor. YVONNE KOEPKE, CHRIS HOFFMAN, LYNN DAVIS and ZONA AP-LEBY spent the day at the Orange County Raceway watching the show and selling our most prized product, *Ninety-Nine Cooking Maneuvers*. Have you gotten your copy yet? There are so many, easy, quick and delicious recipes in it to try!

Labor Day was very busy for ESTHER and MAX GRUPENHAGEN, TERRY and JIM DARCH, and DARLENE and DICK BRUNDAGE as they all plotted, planned and pushed their planes up to the starting

#### PALOMAR CHAPTER PAM VAN DER LINDEN, Reporter

Palomar Chapter had a joyous installation party on September 1 at San Luis Rey Downs. Forty ninety-nines, 49½ers and guests were present. Very special guests were ERNIE and JOY GENTLE, owners of AERO Publishers, Fallbrook, who have for the past two years so generously supplied us with the P.P.D. Route post cards. BETTY WHARTON, with usual wit and rhyme, installed WANDA MILLER as President, NEL CONNOLLY as Vice-President, EVELYN ASHTON as Secretary, and AGNES LANGEVIN as Treasurer. MARY PEARSON was presented the Chapter's Trophy for Woman Pilot of the Year.

MARY PEARSON, EVELYN ASHTON, AGNES LANGEVIN, and PAM VANDER LINDEN with 49½er, VICTOR attended the Fall Sectional at Santa Monica. We had a great time and were thrilled to get second place for air marking. E.C.V. look out — we are moving up!

Sunday morning, after the Sectional, PAM and VICTOR flew on to Coos Bay, Oregon, on a combined business and pleasure trip, the pleasure part being an overnight stay and early morning salmon fishing trip with CAROLYN and TED TERRY, formerly of Palomar Chapter now with Southern Oregon. Its great to be a 99 and have friends in every port!

BETTY and BOB KITCHEN just returned from a 2½ week tour of Alaska. We are looking forward to a showing of their pictures.

BARBARA WHIPPS, who has been a member just one year, is now a full time

instructor at Fallbrook Community Air Park with six students. BARBARA is a real active flyer who knows how to fill each hour in the air with sixty minutes of practice. She soloed 12/1/68, got her private licence 8/19/69, her commercial 3/7/70 and Flight Instructor's 6/19/70. Congratulations BARBARA. What next? When not flying, BARBARA is active with the Fallbrook Four Wheel Drive Club making trips to Baja and the Desert with 49½er GENE and their two teenage daughters.

Our October meeting will be at Solvang on Saturday, October 17, landing at Santa Inez 10 A. M. We invite members from surrounding chapters to join us for a fun get-together.

Congratulations to MARY PEARSON and WANDA MILLER for placing 6th in the Palms to Pines Race and to JANICE FREE co-pilot with JEAN ROSE for placing 11th. Talking of racing, the second A.M.P.A.R. (All men's Palomar Air Race) will be a Mystery Round Robin from Palomar Airport November 21st (raindate 11/22). By the time you read this, kits will be available from MARY PEARSON, Flight Trails, Palomar Airport, Carlsbad 92008. Get the men on the ball girls and send those entries in pronto!

Till next moneth, have fun flying!

#### REDWOOD EMPIRE CHAPTER NINA ROOKAIRD, Reporter

Our June meeting found the Chapter celebrating PAT STOUFFER'S retirement from teaching. Now she can fly any time she desires — weather permitting. Luncheon was served by NINA ROCKAIRD for PAT STOUFFER, JUNE O'DONNELL, MYRTLE WRIGHT, JANET MEYER, LOUISE RAMSEY and guest, PAULINE WADE. PAULINE had just passed her written exam.

The summer allowed a great deal of flying by our members. PAT STOUFFER and NINA ROOKAIRD enjoyed the Powder Puff. Monterey Chapter certainly did a tremendous job, as did the Eastern Pennsylvania Chapter. After the terminus ceremonies, PAT and NINA drove to Bretton Woods, New Hampshire. The country was lovely. NINA was able to have a 100% average of throwing coins in the Thruway baskets!

The Convention was great — so worthwhile to attend. One has a better perspective of 99 activities around the world; and your own chapter activities become more important.

PAT and NINA learned the true 99 hospitality when bad weather forced a stay at Moline, Illinois. Thanks go to CAROLYN POBANZ and her 49½ NEIL for hospitality and assistance (such as an excellent dinner and newer charts).

The July meeting was held at the Napa Airport; so that elections could be held, spring sectional information worked on, and the results of the Convention discussed. Members attending the meeting were: BETTE SMITH, BETTY WORSTELL,



Which is the way to Santa Ynez? Left to right: MITZI RINEHART, SYLVIA PAOLI, and DARLENE BRUNDAGE are planning their route to Santa Ynez and Solvang where Orange County and Palomar Chapters are getting together for lunch and Danish pastries.

PHYLLIS CANTRELL, PAT STOUFFER, OLIVE AGRON, LOUISE RAMSEY, ANNA BRENNER, ANITA WOREL, MYRTLE WRIGHT, HAZEL BERT-AGNA and NINA ROOKAIRD.

New officers are: NINA ROOKAIRD, Chairman; BETTY WORSTELL Vice-Chairman, OLIVE AGRON, Secretary; LOUISE RAMSEY, Treasurer, ANNA BRENNER, News Reporter; MYRTLE WRIGHT, Publicity; PAT STOUFFER, Membership; ANITA WOREL, Scrapbook. PHYLLIS CANTRELL was selected to be the Redwood Empire Chairman of the Spring Sectional at Santa Rosa (May 7-9). ROSE SHARP of Bay Cities Chapter will be their Chairman. Hope to see you there.

BETTY WORSTELL and her 49½ DICK were hosts at a swim-barbecue party for the August meeting. A good time was had by those attending who were: ANITA WOREL and JACK; LOUISE MONTEREO and MEL; and LOUISE RAMSEY.

ANITA WOREL and JACK, PHYLLIS CANTRELL and NINA ROOKAIRD flew to the L.A. Sectional. Colorful Mu Mus — with Indian headbands (Yosemite '71 — Fall Sectional), Hawaiian dancers, business meeting, boat trips, shopping, excellent speaker combined with the fun of seeing so many from the S. W. section, made this a memorable event. Congratulations and good wishes to the new officers.

Your reporter also managed a trip with 49½ DICK to Seattle and to Denver in a week and a half, in their 172 Cessna. That storm over the Labor Day weekend was not for comfortable flying.

JANE PATTERSON and husband just returned from Europe. We will be happy to see them at meetings and hear about the trip.

PHYLLIS CANTRELL was able to begin the air show at China Lake, no less, by flying her own homebuilt Pitt Special.

MARGARETHA HINMAN and 49½ JOHN have been flying a great deal. Seattle was the last trip we heard about.

OLIVE AGRON and NINA ROOKAIRD are congratulating one another in passing the commercial written.

It will seem strange not to have to worry about the "20th" to get the news reports in. I hereby hand the (20th) worry to ANNA BRENNER.

Keep Flying.

#### RENO AREA CHAPTER JO CROMWELL, Reporter

This is the week the Reno Area Chapter has been looking forward to with mixed emotions all year. Houses get a lick and a promise, husbands and children are fed out of cans or at the local drive in, all other activities are put off until next week, (unless we are unfortunate enough to have to work for a living) while we work in the office of the National Championship Air Races. For some of us I guess it's work, I really enjoy it. We get to meet all these big names, and listen to the engines roar, and

besides I don't really like to cook and keep house anyway (don't tell anybody).

STAN and ELAINE BROWN went to the Southwest Sectional. ELAINE reports that a good time was had by all. Her suitcase got on the wrong airplane and ran away from home. Now isn't that a fine thing. How do you manage to get along when all your favorite clothes are on a world tour.

This will be my last contribution to the newsletter, we elected officers at the last meeting and it gives me great pleasure to introduce our new reporter, BARBARA MOUCHOU —

#### SACRAMENTO VALLEY CHAPTER AUDREW E. SNOVEL, Reporter

Returning from the Sectional in September at Santa Monica, we have two new Section Chairmen from our Chapter — THELMA CULL, our current Chairman, is Aero Space Education for the Southwest Section and SHIRLEY LEHR, our outgoing secretary, is Flying Activities. She takes over from DARLENE GILMORE (our Chapter) who held the post for the past two years. We know these girls will do a job that the Section will be proud of. And certainly our Chapter is proud of their selection by CLAIRE WALTERS.

Attending the Sectional from Sacramento were THELMA CULL, SHIRLEY LEHR, LORRAINE HERY, DEE OLSEN, and MAXINE NORTHAART — all traveling via PSA. Going it alone and fighting the fog-smog and what-have-you that the "Basin" has to offer, was BARBARA GOETZ (One of our newest members and a fairly new pilot) in a Citabria.

Our Chapter placed 2nd for the Professional Trophy Award. And we would like to send our congratulations to LAVERNE GUDGEL (San Joaquin Chapter) for coping the Section Woman Pilot of the Year Award. She's kinda close to home being from a neighbor chapter and maybe some fo that will rub off on us!!

New Chapter officers were nominated and elected at a lakeside party given by DARLENE GILMORE in August. Nominating Chairman DONNA E. MARTIN announced THELMA CULL as Chairman (her second year for the job and the first time our chapter has ever held over a Chairman); MARCELL BINK for Vice-Chairman; EDITH RIECKS, Secretary; and DEE OLSEN, Treasurer. Other committee appointees by THELMA are: BARBARA FOSTER, membership; this reporter on again for another year as Newsletter-Oof!; SHIRLEY LEHR, Flying Activities; RUTH LUMMIS, Aero Space Education; MIRIAM BURCHAM, Air Marking; MAXINE NORTHAART, Publicity; DOROTHY HUNTLEY, Scrapbook; and LORRAINE HERY, Woman Pilot of the Year Contest.

#### SAN DIEGO CHAPTER BONNIE ADAMS, Reporter

As the new year gets under way the San Diego Chapter members are busy making final arrangements for our Pacific Air Race. We are working hard with our co-sponsors, the El Cajon Valley Chapter, to be sure that things go smoothly and that everyone has a grand time. Race chairman ELEANOR RICHARDSON reports that



Left to right: CLEO HUTSON hands super-salesman MARGARET MOODY tickets for the Carnival door prize, a PSA trip for two, prior to MARGARET'S departure for the sectional meeting. BONNIE ADAMS and PAT OSMON hold signs advertising the event.



results will be included in the next newsletter.

Six members attended the fall sectional meeting at Santa Monica and thoroughly enjoyed the weekend. MARGARET MOODY flew her Bonanza with BONNIE ADAMS and PAT OSMON as passengers. This trio elected to divert to Van Nuys when that stubborn low overcast kept hanging over the coast. THELMA BISHOP, LYNN BRIGGS, and STELLA HARDIN used four wheels and freeways as their transportation from San Diego after eyeing all those clouds and receiving a rather discouraging report from the weatherman. All of them agreed that sectionals are great fun and even the business meetings are not painful when they zip along as this one did.

On October 31, our chapter and El Cajon Valley will co-host a Halloween Carnival, complete with costumes, game booths, dancing, etc. Our big door prize has been donated by Pacific Southwest Airlines and is a free round trip for two from San Diego to San Francisco. A donation of 50¢ will put a ticket in the tub and the drawing will be part of the evening's festivities. We are hoping to have many guests as well as chapter members attend and join in the fun.

CLEO HUTSON and husband BOB flew to Oakland recently on a business trip. While in the area they hopped over to Napa Valley to see the wine country and enjoyed a tour of the Tibouron Winery.

BETTY LAMBERT and ART took a quick trip to the east coast in their 310 and as soon as they returned, they boarded a jet for Europe. They spent several weeks pedaling around Europe on a bicycle. Now that is really the "low and slow" method, but what a marvelous way to go sight-seeing.

LOIS and HARRY BARTLING flew up to San Jose for the Labor Day weekend. LOIS also played taxi driver recently and made two round trips to Van Nuys to provide transportation for SUSAN OLIVER. SUSAN was due in San Diego to do some television publicity for the International Aerospace Hall of Fame.

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#### **SAN FERNANDO VALLEY CHAPTER ROCHELLE JENSEN, Reporter**

What fun! That is the word for the Palms to Pines Race from Santa Monica, California to Independence, Oregon. The San Fernando Valley 99's were well represented by MARGARET WARD flying solo in a Cherokee 140, HARRIET BAIR and PAT HALLETT in a Cessna 150, ELLEN TRINKLE and THON GRIFFITH in a Debonair, and BERNI STEVENSON in her Mooney. The gals ROned Friday at Red Bluff where the local people greeted them, made transportation available to and from motels and provided a marvelous chicken barbecue. Later the gals were interviewed by a radio announcer where BERNI STEVENSON stopped the show by remarking "The hospitality was great. Everyone was lovely, and some businessmen

met us and took us to motels." Ending the race at Independence the gals enjoyed a riverside barbecue and a dance at the Elks Club. Can you just picture a dance for 68 unescorted women? Most danced, sez PAT HALLETT, with willing and/or elbow-nudged husbands. Three cheers for HARRIET BAIR and PAT HALLETT for finishing the race without a radio. That takes grit. Poor HARRIET, that's about the fifth time that has happened to her—can she be jinxed?

Our monthly Fly-in was August 20th for a picnic on the beach at Santa Barbara. Unfortunately BERNI STEVENSON and JAN DREYFUS had to picnic alone due to weather. BERNI wants to know why the rest of us don't get IFR rated—and FLORA HUTCHINSON, PAT HALLETT and POLLY FLEMING want to know why everyone didn't join them for a picnic under the trees beside Santa Ynez Airport—sorry gals, I was wine tasting somewhere around Sacramento that day. You know how these vacations by car are.

Speaking of vacations, AUDREY SCHUTTE didn't get one. She spent three weeks in the hospital, had surgery and just got out on the 14th of September. 49½er RAY says she is fine and getting her strength back now.

JEANNE DAY passed on the gavel to new Chapter Chairman FLORA HUTCHINSON September 14th at the Schlitz Brown Bottle Room. Nearly everyone brought their 49½ers to share in the good food, great beer and merry making. Other officers installed were Vice-Chairman POLLY FLEMING, Recording Secretary RODG RODGERS and Corresponding Secretary BRENDA CREESE. KMPC Helicopter Airwatch Pilot, HERB GREEN was our guest speaker. With a kick off like that, we will expect great things from our new officers. Congratulations gals, you are real winners.

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#### **SAN GABRIEL VALLEY CHAPTER PORTIA CORNELL, Reporter**

The Arbor Restaurant in Upland was the setting for our annual banquet on September 17. The officers for 1970-71 were introduced: MARGARET LAWSON, President; MARGARET GAMBLE, Vice President; JEAN GILLINGWATERS, Secretary and MARIE CAWYER, Treasurer. Members that joined our chapter during the last year were honored and given a long stem red rose. Those present were NANCY GORDON, JUNE GUTHERIE, DORIS CORWIN and NAOMI WILDEN.

We all enjoyed our speaker of the evening, DR. ALBERT PUSKAS, a flight surgeon, formally with North American Rockwell. He spoke on the role of the flight surgeon, particularly in the aerospace program. Later we caught up on each other's summer activities.

VIRGINIA WAGNER has been busy placing in air races; 5th in the Powder Puff, 2nd in the Palms to Pines and 2nd in the Jim Long. MARGARET LAWSON and family are back from Europe and busy

working on the Brackett Air Fair. MARGARET GAMBLE is still communing to Nogales where her husband has business. MARION MARIETT has been to Atlanta and NAOMI WILDEN has been to Oregon. MARIE HIGHT with her husband STERLING attended the Experimental Aircraft Association meeting in Wisconsin where they camped out under the wing of a Cherokee 180.

MARIE CAWYER and husband EARL had an exciting Labor Day weekend in the Pacific Northwest dodging clouds and ice. MARIE reports she wished she had her instrument then. She'll soon have it though as she was the lucky winner of our \$100 scholarship drawing. JANE LaMAR and MARY SEBELIUS, back from the Powder Puff are busy soloing new students at JANE'S Flying Service. Our new mothers PORTIA CORNELL and JEAN GILLINGWATERS are being kept busy by little PORTIA and ANDREW. PORTIA does find time to work on her commercial rating and JEAN is back at work teaching school.

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#### **SAN JOAQUIN VALLEY CHAPTER DOROTHY McALLISTER, Reporter**

Our September meeting at the Chuck Wagon in Modesto brought a record turnout—three more than our usual lucky thirteen. Our great new slate of officers (LAVERNE GUDGEL, Chairman; SHIRLEY MILLER, Vice-Chairman; DIANE KAUFMANN, Secretary; and THELMA HANSEN, Treasurer) were elected unanimously, to no one's surprise, though LAVERNE kept insisting she expected to be defeated by a dark-horse write-in.

Bouquets to HELEN McGEE as she steps down after two years as Chairman. None of us will let her forget she's promised she'll consider a nomination for a Section office "sometime in the future."

"SMITTY" SMITH, manager of the Modesto Airport, gave us a fascinating glimpse behind the scenes at what an airport manager's job involves. From now on we'll appreciate the fact that smooth runways, efficient lighting and adequate parking don't just happen, but have to be planned and budgeted and maintained. We were relieved to learn that the disabled Twin Beach at the end of Runway 29 hadn't really crashed, but was part of a recent full-dress emergency drill, complete with ninety "casualties" labelled with their various injuries who were transported by ambulance to hospitals, and with fire-fighting and other emergency equipment out in full force.

We also learned that Modesto's Runway 29R is to be resurfaced in mid-September and renamed 28R—no, it won't be realigned, but hopefully the new designation will discourage the all too common and dangerous practice of pilots (including airline types!) who come flying up the Valley, see an airport on the nose, and land, thinking they're at Stockton, instead of Modesto. For the same reason, plans are also under-

way for our group to airmark a structure out on final approach, which hopefully will bring the errant pilots up short before they enter the wrong traffic area.

Thanks to CHARLOTTE RYAN for arranging for SMITTY'S presentation. CHARLOTTE reports she's easing up on her flight-instructor schedule this month because of her delicate condition. (She's about to become a grandmother.)

None of us flew in the Palms to Pines Race, but we made up for it by having an efficient and hard-working crew stationed at Chowchilla for the fly-by: SHIRLEY MILLER as Chief Timer with CHARLOTTE RYAN and JEAN MURRAY assisting; ROSIE HIJOS, whose delicious food was devoured to the last sandwich; CHARLENE KIRK who helped with the food and with welcoming the contestants; and BOB and LAVERNE GUDGEL, who furnished transportation, donated a generous leg prize, masterminded the planning and worked like beavers. Everything went without a hitch, thanks to all these gals and their helpful 49½'s. LAVERNE and ROSIE were so caught up in the spirit of the race that at the last minute they hopped in LAVERNE'S Debonair and followed the contestants up to Independence for the festivities there.

At this writing MARGARET ANDREWS is in the hospital and has undergone surgery. We miss you, MARGARET, and hope you'll be back with us soon. It's been great to have EV HENDLEY at the last two meetings. It has been unanimously voted that we go to EV'S next August to pick peaches!

August was a great month for flying for fun—MARIE McDOWELL took two friends to Montana, then went on to visit her mother in Idaho. ROSIE HIJOS flew with her family to Lake Tahoe; CHARLENE and BOB KIRK to Oceano and to Clear Lake; CHARLOTTE and CHUCK MORRILL to Spokane; THELMA and ELWOOD HANSEN to Napa for supper; RENE and VAN NEALON to their Tahoe cabin; HELEN and HARVEY McGEE for a fabulous fishing and boating trip to British Columbia; LAURA MAY and GENE to their beach place at Aptos.

Piloting in for the Medesto meeting were ROSIE HIJOS bringing LAVERNE GUDGEL; CHARLENE KIRK with guest TRIXIE CLAYTON (also a licensed pilot); HELEN McGEE in her Comanche with DIANE KAUFMANN; THELMA HANSEN in her Skymaster with DOTTIE McALLISTER and CHARLOTTE MORRILL. THELMA earned an extra stripe for her cool head on the return trip, continuing a smooth approach across the Bay and the landing at San Carlos as suspicious odors started wafting from the direction of the instrument panel. THELMA tentatively diagnosed the problem as the wiring to the gas gauge—do hope they were able to get it repaired so they could go off on schedule to Las Vegas the following day.

Providing transportation from the Modesto Airport to the restaurant were BILLIE WYATT, MARIE McDOWELL, and

LAURA MAY CRAWFORD. And BILLIE'S lovely centerpiece for the luncheon table was a mound of homegrown grapes which she shared with all of us afterward.

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#### SAN LUIS OBISPO COUNTY CHAPTER WANDA STRASSBURG, Reporter

MARCI BARNET has become the PEARL MESTA of San Luis Obispo and ...our County News Media knows about the Ninety-Nines!

This chapter hosted a champagne-luncheon for the Press at the BARNET'S home to launch our new officers, congratulate the out-going, and to inform all of the activities of 99 Int'l and local.

Immediate and Only Past-Pres. WANDA EWING prepared a printed "Purpose, Projects, History, & Activities" closing with JOHN MAGEE JR'S "High Flight." The Press felt as if they were honored guests and left "warmed" by our hospitality.

WANDA was presented a (Monterey BAY) 99 Tray by her peers, and thanked for her devotion and dedication in leading us our first year. MARCI was inducted as our new leader.

EMILY CLETSOWAY was the honored pilot of our group in Sept. when she chauffeured EVELLE YOUNGER, Los Angeles District Attorney, and aspiring State Att'y General, from Santa Barbara to San Luis to speak.

Our ranks thin this month...JIM and PRISCILLA BERGER, The BARNETS, CRISS and ROGER MOULIN...all off to the races in Reno.

MOULIN'S are going so they can try to forget the disastrous fire which ravaged their business the 2nd of September. Can you imagine how many irreplaceables are lost when an FBO burns to the ground? logbooks, shirtails, records...to say nothing of the office equipment, auto and a/c keys etc...Our sympathies to Coastal and hopes for a better year in '71.

CALLIE NICKELL, one of our newest pilots, began flying in '66 in a Cessna 140, encouraged by her pilot-husband DELL. She is such an avid horsewoman that she managed to get thrown and injured, requiring long recuperation. In a few years, she was ready for flying again and '69 found her a charter member of our group, flying everything she can get her hands on. She and DELL are in a 172 club and are indeed a great part of the flying community here.

THE SPIRIT OF SAN LUIS NINETY-NINES is found in KATHY SHERMAN. She flits about the skies with that beautiful DR. ED and daughter ERIN in their red Bonanza.

KATHY also began flying in '66 in San Luis, and was licensed in '68. Their flying highlight each year is a trip to Gallatin Gateway in Montana and they are planning a Mexico trip this winter. She says her ambition is to check out in "that Bonanza".

Our brand new member is PAT DUVAL who resides in Atascadero with banker-pilot-husband BRYAN, and their

two daughters. Licensed in July, she learned to fly in Paso Robles in the DUVAL-KREIDER C-150.

BRYAN got his license in the same a/c last year. PAT'S claim to fame (but she's too humble to talk about it) is the return from a student solo x/c to find her home base boasting a 90° x-w gusting to 30 k. To see her plant that 150 was hartwarming!

Welcome, PAT DUVAL! We're fortunate to have you and CALLIE and KATHY!

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#### SANTA BARBARA CHAPTER ANN LOUISE SWANSON, Reporter

The fall is the time for getting back together again, looking back over the summer and planning ahead.

Summer kept most of our chapter members on the go. THELMA DREW, MARGARET MEAD, and JOAN STEINBERGER went on the Powder Puff Derby. And are we proud of them. THELMA DREW just managed to get her commercial licence before take off and then received the highest score for a low-time pilot. JOAN STEINBERGER received the leg prize from Monterey to Fresno. Both JOAN and THELMA flew solo. MARGARET took first place in the Powder Puff Derby and the Palms to Pines Race. ANN LOUISE SWANSON received third place in the 17th Annual JIM LONG RACE and for the second year in a row the Best Piper trophy.

This was also the time to elect our officers of the year. ERMA CHRISTIAN did a wonderful job in getting our chapter rolling and having regular meetings with programs of aviation education last year. This year we felt we just had to have her there in the left seat again. ANNLOUISE SWANSON was elected Vice-Chairman and took on the duty of being the news reporter. (I try to help). SHIRLEY SENDRAK is our new secretary and the notes we get of the meeting are a beautiful informative newsletter. HELEN BECK is our Treasurer and we feel we will have the best set of books about our account. JOAN STEINBERGER was again elected as our membership chairman. She has helped some wonderful girls become 99's. JOAN is very modest, she doesn't tell us about the times this summer she spoke to various groups about the 99's and the Powder Puff Derby.

We may be a small chapter, but we try. (Please read instructions on how to send in your report. See Sept. issue.)

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#### SANTA CLARA VALLEY CHAPTER JEANNE McELHATTON, Reporter

"But you couldn't possibly be a lady pilot" said the astonished blonde guide from Intourist, "you don't have a uniform". We were at the Simferopol Airport, U.S.S.R. waiting for the Aeroflot flight to Kiev, when the conversation caused our guide's eyebrows to shoot skyward in disbelief. A "private" pilot...flying her



own airplane! Impossible! Yes, the Soviet skies had seen women at the controls of an airplane in a Kremlinized version of the W.A.S.P. and VALENTINA TERESHKOVA was the "first lady of outer space", but an ordinary female civilian pilot? The guide's mind boggled. It was just one of the aviation-oriented differences that pointed up the Capitalist/Communist communication gap.

Few things are done just for fun in the land of "the bear who walks like a man". In a country where an ordinary plastic raincoat, overpriced at \$6 in Berlin, has a Moscow price tag of \$54 dollars it's easy to see why there are few frills.

I was traveling through the Soviet Union with my Newsman husband DAVE, who was "on assignment" for KCBS Newsradio in San Francisco. As he gathered notes and tape recordings of our adventures, we tried to learn about Russian aviation. But in Russia getting the answer to one's questions isn't easy. The people aren't as guarded as they are uninformed. If you ever wondered about the value of a free press, try spending some time in a country where the only news you get is that which the State wishes you to get. We found a beautiful example during our first day in the Soviet Union. We were in Leningrad, so was Astronaut NEIL ARMSTRONG. DAVE wanted to interview

him. Our guide didn't know ARMSTRONG was in town. Were we sure? Yes, there was an International Space Conference being held not far from our hotel, but NEIL ARMSTRONG? We knew more about what was going on in her town than she did. We brought the information with us from the outside world. She wasn't evasive, as we first thought, just uninformed. The Government had decided to play down the presence of the first man on the moon. So for most of the Russian people NEIL ARMSTRONG wasn't in Leningrad at the Space Conference. That's a lot of uninformed people. The Soviet Union covers one sixth of the land surface of the earth!

There were other notable differences in the Russian way of life, from a pilot's perspective. The Russian airports are loaded with airplanes just sitting idle. Not many flights, but lots of airplanes, ranging from DC-3's in the warpaint of WW II to modern passenger jets that look like a borschitized version of Boeing and Lockheed. There interiors are utilitarian in the extreme, with the cockpit secured by a hatch that looks like it had been taken from a water-tight compartment of a submarine. Passenger travel, plane, train or bus, is not to be enjoyed... it is to be endured, at least when experienced by a Westerner who grew up with the "Friendly Skies of United" and the

associated passenger pleasing propaganda. The Russian pilots might just as well be flying a fighter. They really rack their birds around. And while in the plane, no picture taking. No pictures at the airport either. The Soviet stance seems to be, a camera is less a tourist toy than a device of propaganda and intrigue. The only "little" planes we saw looked like vintage Cabin Wacos outfitted for ag dusting.

While all the this might have the sound of a disgruntled "knock" it really isn't. For the most part the people are warm and friendly, especially so toward Americans. The country is fascinating, the performing arts breathtaking. But for one who has grown up in a land where people count as individuals, rather than just cogs in the machinery of the State the often senseless flexing of the government's muscles is a frustrating exercise in endless futility. There is a Russian word that sound like "pot-chee-moo". It means "why". But nobody ever seems to use that word. The State is supposed to have all the answers. And while the Russian man on the street is living better than he ever has, his government is more human than it would wish to admit, it is fallable. And as our teen age son, who traveled with us, said one day as we walked along Red Square, "I never thought we had a bad country, but I didn't know how good we had it."



#### ANNELI KOKKOLA, Reporter

The Finnish Ninety-Nines met for the very first time as an authorized section on July 18, 1970 on the aviation field of RAYSKALA at 10:00 o'clock in the morning. Aircraft after aircraft landed

graciously and taxirolled to the aviation field tower at RAYSKALA, which is the largest sailing flight center of Finland. A total of 15 Finnish woman pilots had their morning coffee together, then they admired the fool-hardy ARJASISKO AIRILA doing some hair-raising trick flying by the CESSNA 150 AEROBAT aircraft. In order to vivify the present ladies sense of humour a sack race was arranged, and that brightened indeed everybody's disposition in spite of the rather gray day.

Then we inspected the gliders, and all ladies did sailing flights by turns, utilizing

the glider ASK-13, made in Germany, which is two-seated, and directed by the talented sailing flight teachers REIJO PIRTOLA and PAULI RISSANEN. The flight started by winch towing up to an altitude of 1500 ft, speeding about 50 ft/sec. Motorless flying was indeed a special experience to everybody. During the meeting we were surprised to receive a greeting from the International Convention through MRS. PIKKO PESONEN. Then the evening was spent in the Finnish sauna and swimming. Hostesses of the occasion were MIRJA SIPILA and the Reporter.



Starred are four of the orginial six pilots I met in Finland to start the Section. Other 2 are HELENA HEIDE, IRMA VAHAKALLIO



A photo of our trick flying pilot ARJA SISCO AIRILA.



#### MARIE RICHARDSON, Reporter

Have a letter from ROBIN MILLER re her Aerodental Clinic flying tour of North-west Western Australia earlier this year so will give it to you in her own words... "The Aerodental Clinic has been a great success, teethwise, but has been fought with numerous hazards flyingwise. Somehow I've always been a great 'rain bringer' and it seems to follow me wherever I go. Even the most drought stricken areas have attracted big water laden skies as soon as I come near. We had far too much (dental) gear to use the Cessna 180 as originally planned so we have been doing it in style in the Baron! However wet strips have been a constant headache. Often Station (Ranch) people just don't understand. Typical was one Station manager I'd spoken to over the 'pedal' early the other morning asking how his strip was for the Baron. (Reporters note; 'pedal' short for pedal-radio the original type of radio set used in remote areas, and 'powered' by the feet on pedals) He told me one strip was under water, but there was 'heaps of length' on the other which was well drained and hard. We went up there and I did about four low passes over the short area available and worked out I could just get in if I did a real short field landing. We came to a skidding halt on this strip, stopping about a foot from a large 'lake' of water, putting the fear of God into my Dentist passenger. Over came the Station manager saying 'J . . . C . . . I didn't know you were coming in a bloody 707!!' My comments to that are better *not* recorded. More

rain, that came up during the day forced me to pack the Dentist and his gear up in frantic haste and head further North to the sun. We only just got out too, by pulling the poor old Baron into the air well before she wanted to fly!

I went into Onslow last week for fuel, leaving the dentist at 'Yarraloola' Station, 60 miles away and saying that I'd be back for lunch. Onslow had also had inches of rain—you just about need a tidal chart to get in there at the best of times—but as the ground is all hard coral, the strip is usually O.K. Was taxiing out for take-off back to 'Yarrooloola' about 11:45 am, just in nice time for lunch, when I heard a terrible banging noise. To my amazement, when I looked behind, I saw a poor mud-spattered, red faced man running behind the Baron banging frantically on the elevator. I stopped, but the fellow was so puffed out and excited, the only word I could catch was 'hospital'. Thinking something must be seriously wrong, I taxied back, shut down and looked for this man, but there was no sign of him or anyone else, so I walked out to the main road and hitched a ride 5 miles into town. The nearest Doctor to Onslow is 200 miles by road or ½ hour over the sea by air, at Exmouth. The Sisters at the Onslow Hospital talk to the Dr. in Exmouth over the Royal Flying Dr. Radio if anything urgent crops up and when I walked in they were just trying to get through to him. A child had been brought in with a strangulated hernia—a surgical emergency—and pretty serious, not to mention *painful* for the poor kid. Well within half an hour I was winging my way West over Exmouth Gulf with the sick child and the Matron, and within an hour we were all scrubbed up in the Theatre of Exmouth Hospital, Operating. The fact that it was Sunday and there were no communications and that the people at 'Yarraloola' might be worried about my

failure to return went out of my head until I eventually 'buzzed' the Homestead just on dusk and arrived to find the whole place in sheer panic and about to set out on a search.

Sandstone, where we are now is one of the old ghost towns of the West. Once there were 5,000 people here, now there are about 30. But it is starting to hum again and everyone is pegging the area hoping to make a million on nickel. Rain is still following me and the poor old Baron is shivering out on the wet and windy strip."

After reading that do you wonder we are so proud of ROBIN! This area ROBIN flies so often is part of approximately one half of the Australian Continent which is designated by D.C.A. as "Remote Area." Aircraft operating in the Remote Area must carry H.F. R/T and a "Survival Beacon", but a pilot's greatest asset is his or her ability to Map read and Navigate by Dead Reckoning.

CHRISTINE HENDERSON has just completed 4 months flying for a Mission in New Guinea to gain experience in that area before commencing flying duties for a Mission in West Irian. Her last trip from N.G. was to ferry a Cessna C172 back to Sydney (Aust) for sale, her cargo this time was a spare engine, secured on back seat, for repairs. She did the flight in 29½ hours over 5 days. After a short visit to her family in Adelaide she left for Djajapura in West Irian, where she will be located for the next two years. Her firends know she isn't a prolific letter writer and will understnad if they don't get replies to all letters. But any of you who have ever felt lonely or isolated will know just how much the receipt of newsy letters can mean to a young girl like CHRIS whose only communication now with the outside world will be a regular fortnightly air service from Wewak, N.G. So do write to her through her only reliable address up there:

C/O Rev. Father John van de Pavert  
O.F.M.  
Catholic Mission  
WEWAK, T.N.G.

Good Luck, CHRIS and Safe Flying.

MARGARET KENTLEY has joined the ranks of "Flying Grannies" in Australia, in August when her son PETER and daughter in law presented her with a future Ninety-Nine, for a first Grandchild. MARGARET has made two trips in her Mooney from Sydney to Melbourne since to see the new arrival. MARGARET has also entered the "Warana" Air Races with MARIE RICHARDSON as Navigator. Commencing on Friday night, October 2nd with 188 nm Night Cross Country, followed by a two-day out and back speed against Par Race.

The Victorian girls are very busy organizing the All Womens' Fly-in to Berwick for Saturday, 17th October. This is part of the official programme for Australian wide celebrations of "Aviat '70". Be seeing you then.

That is all for this month. Come on girls, Give with the News. Bye.





### FIRST CANADIAN CHAPTER

I'm sorry to say that when the last report was due I was involved in another ferry trip which again extended itself longer than expected, and so I missed the deadline. (This was rather unusual trip taking a de Havilland Heron from Portuguese Guinea in West Africa to Alice Springs, Australia—the route being initially in a Northerly direction to the Cape Verde Islands, the Canary Islands, then through the Mediterranean, Turkey, Iran, Afghanistan, West Pakistan, then the usual route

through India, Thailand, Singapore and Indonesia.)

The British Section's main activity since our last report was the Ninety-Nines Trophy Air Race. There were 6 entrants: GILLEAN CAZALET, ELIZABETH OVERBURY, DAPHNE POYNTER, MRS. HILL DICK, MARY KNAPP and yours truly. MARY KNAPP is a keen pylon-racer from Connecticut and came over to this country especially to sample our handicap races. She entered both the Goodyear Trophy (an open event with 40 competitors in a wide variety of aircraft) and the Ninety Nines race. MARY raced a Turbulent aircraft belonging to the Tiger Club and had the doubtful privilege of being first away in both races (so she *had* to find her own way round the course!) The Turbulent is a tiny single-seat ultra-light plane, with 45 HP converted Volkswagon engine, open cockpit, a speed of about 90-95 mph and very light controls—quite a change from MARY'S usual mounts of the Bonanza, Comanche, Siai Marchetti 260 variety, but MARY enjoyed flying the tiny blue plane. In the big race, the Turbulent was handicapped out of the running, but all the air-

craft were re-handicapped for the Ninety Nines race, and MARY stayed out in front to win—a result we were all very pleased with.

CHRISTINE COOMBE missed the Ninety Nines Air Race as she was collecting a Tri-Pacer from Lisbon, Portugal after overhaul. But she has been very much part of the racing scene as she organized an air race round the Isle of Wight at the end of July. I missed this due to the ferry trips but, knowing CHRISTINE, I'm quite sure it was a great success, and a woman pilot won it (though not a Ninety Nine unfortunately!)

Eleventh hour news re. SHEILA SCOTT is that she has broken yet another record—this time from New York to London (Gatwick) in a little over 20 hours. Marvelous news, especially after the gloomy report previously of "Myth Too" being damaged by a gas truck at Kennedy.



**JANET FERGUSON, Reporter**  
**LOIS APPERLEY, Reporter**

Recently our Chairman BARBARA BROTHERTON and husband TOM flew with SYBIL and CHARLES DUNN to northern Ontario and Quebec for a week. A guide from the Timmins area took them by "lobo" to a camp on Lake Remi where the fishing was terrific.

Their itinerary also included Val D'Or, a tour of a gold mine and a flight in a Beaver to another secluded lake for more fishing. But according to SYBIL the highlight of the trip was the flight from Kapuskasing to Moosonee and Moose Factory where two wide rivers flow into James Bay.

We all wish to congratulate MISS CHIYOKE MURAKAMI who recently secured her instrument rating in only four months. No wonder we haven't seen you lately, CHICO.

SHIRLEY and NEIL MACDOUGALL have just returned from a trip to Finland. While in Helsinki SHIRLEY was entertained at a luncheon arranged by MARJA AARNIO-WIHURI, the Governor of the Finnish Section, with four other members, EIRA KUORINKA, MAY AMINOFF, PIRKKO HELMINEN and ANNELI KOKKOLA. Gliding is popular in Finland and ANNELI has her license. MARJA and PIRKKO are working on their float endorsements and EIRA flies a Swedish MFI. According to SHIRLEY the luncheon and a trip to visit MARJA'S lovely home was a memorable experience and we all look forward to meeting any Finnish members or friends who come to Canada.

Also SHIRLEY and NEIL were able to rent planes at both Helsinki and Jyväskylä with only a short check ride and a Canadian license.



When SHEILA SCOTT landed at London's Gatwick Airport on Thursday, September 3, in her single-engine Piper Comanche, she had established her 93rd point-to-point speed record. This latest record, subject to official homologation by the Federation Aéronautique Internationale, covers her flight from New York (JFK) to London with a stop at Gander, Newfoundland. Her total elapsed time was 20 hours and 12 minutes. The landing at Gatwick also was the final leg of the SECOND round-the-world flight MISS SCOTT has made in her Comanche which is named "Myth II." Her first global trip was made in 1967 which set a new official speed record for aircraft in the Comanche class. For this she was awarded the Harmon International Trophy, highest award given annually to astronauts, male and female pilots for outstanding flying feats. In all, MISS SCOTT and her 260 horsepower Comanche have crossed the Atlantic six different times. Last spring she entered the London Daily Mail Race flying from London to New York's LaGuardia Airport in 25 hours and 48 minutes elapsed time. On her return flight she established a new speed record between New York and Copenhagen via Goose Bay and Iceland. Among other long distance flights in her Comanche, she also has flown the round trip twice from London to Cape Town, South Africa.

The Central Ontario Aviation Council is a newly formed association concerned with improving general aviation facilities in this area.

Our Chapter was requested by the Council to undertake a survey of general aviation at nine airports between September 14th and 20th.

We are at present just commencing this survey but are anticipating a fantastic report on general aviation traffic in this immediate area.

# MAPLE LEAF CHAPTER JACQUELINE FRAMPTON, Reporter

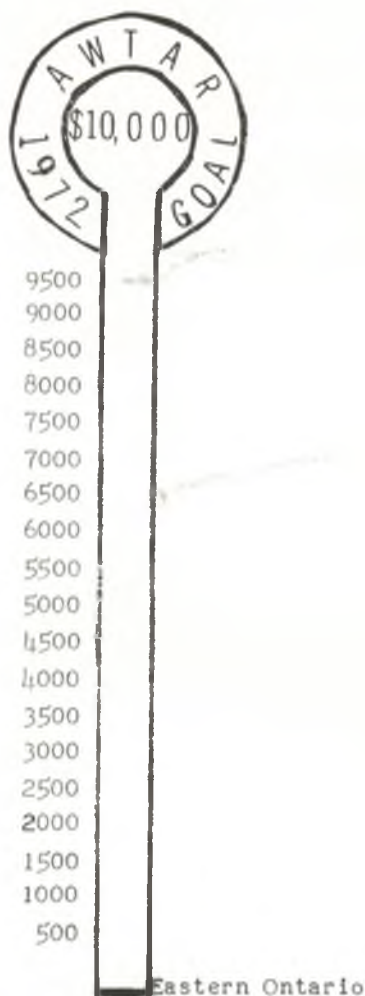
Since I last wrote our members have been busy enjoying a lovely summer with many away on holidays and others getting away to the many flying events this summer. I also have been busy this last little while, moving our household to a new home in Waterford, Ontario and as a consequence nobody seems to have caught up with me with any news.

This summer has been filled with many fun flying events in Ontario, even if this reporter has missed many of them. There are still more scheduled for Sept. and Oct. Among these is The Maple Leaf Chapter's Annual Poker Run on Oct. 14th which I'll have more to tell you about later.

Again I have sent pictures of our Airmarking in June, because all of us who were there will never forget the fun and the good feeling of accomplishment which followed that day of effort. Again a genuine thank



A long, hard day and a job well done! Cleaning up after the Airmarking are from left to right JOAN CORBETT, JACKIE FRAMPTON, MARY CASSAR and JEANNE McEACHERN, who as Airmarking chairman furnished the car for loading and taking out to the runway.



*Keep the Temperature Rising*

*The  
Keep Powder Puff  
Derby Flying*

**AWTAR WAYS and MEANS**

Helen Shropshire

P. O. BOX 534

PACIFIC GROVE, CALIF. 93950



Busy painting one of the many "A"s of the day are from left to right, FAYE CARDINER, JOAN CORBETT and MARY CASSAR.



All ready to start painting SARNIA-CANADA at Sarnia Airport are from left to right, JACKIE FRAMPTON, MARY CASSAR, JEANNE McEACHERN, JOAN CORBETT and HELEN WILSON.

you to the friends and husbands that assisted us in putting "SARNIA-CANADA" in 20' letters on Sarnia Airport.

Our Annual Chapter meeting is latter this month because of several week-end flying events the first two week-ends in Sept., but again, the many plans and decisions to come forward at this meeting will be reported later.

Some miscellaneous news items gathered lately.

BERNICE ESKRITT and her family have gone on a camp trip to the West coast for the month of Aug.

IVANKA ZUZAK and her 49½ER HANK have an addition to the family—a new baby girl.

Other 99's who have moved this summer are BARBARA SHULMAN, LORNA DE BLICQUY and MARIE WALKER.

Busy working to further their Airman ratings this summer are HILDA DEVEREUX, working on her Instructors rating and BERTHA SNELGROVE busy getting her night flying endorsement.

HILDA DEVEREUX and JOAN CORBETT are also planning to fly to the East Canada Section meeting in Ottawa Sept. 26th.

Remember the next time you are planning that flying holiday that Ontario is year round flying country with many airports and facilities throughout the province. A very complete manual of information for anyone interest in flying in Canada anywhere is: "Air Tourist Information Canada" compiled by the Civil Aviation Branch of the Department of Transport, Canada. This book is obtainable on request by writing to the Aeronautical Information Services Publication office, Civil Aviation Branch, Department of Transport, no. 3 Temporary Building, Ottawa, Ontario.





### CONNECTICUT CHAPTER ROSE ANN CRIM, Reporter

This reporter seems to have been knee deep in everything but writing to the Newsletter these last few months, please forgive, attention was directed to the Convention before July. Now that our week in the White Mts. is over we have many wonderful memories.

DON & PEG DAVIDSON let us have a "swim and relax" meeting at their summer cottage on the shore in August. Everyone brought their families and a good time was had by all!

New officers for the coming year have been elected. We're very happy to have MARY NEIL as our CHAIRMAN for a second year. BOBBIE HERBER gave up her secretarial duties to be our VICE-CHAIRMAN. Our busy gal, EVELYN KROPP will be the new SECRETARY. This reporter will struggle with the fiances for another year as TREASURER.



EVELYN KROPP, CONN. CHAPTER, with her new plane.

MANY & DAVID NEIL have certainly had a eventful time since convention. They flew to San Antonio for their son ALAN'S graduation from Officers training in the Air Force and then on to Deerfield, Ill. for his wedding. They will be stationed at Columbus Air Force Base, Columbus, Mississippi for his flight training. MARY also reports that they had a wild IFR to Philadelphia International Airport recently. While they were parked at Atlantic Aviation two very inebriated characters got in their plane and started to start same. Fortunately they did not find the Master switch, but they pushed every other botton and generally had a gay time in a very short time when they caught them. Half an hour later they left the field in the protective custody of six policemen who promised to give them a very hard time.

The CONN. CHAPTER will be getting together next Sept. 26th at Bradley Field, Hartford. There will be hangar flying the the pilots lounge, a tour of the Museum on the Field, participation in Link training for interested members, and an informative lecture by an AOPA Clinic Instructor.

This is all the news from the Nutmeg State for now.



The Northern New England Chapter held its September meeting at Greenville, Maine as guests of RAMONA MORRILL who flies her Cessna 170 commercially from her own dock on Moosehead Lake and is known as Maine's only lady bush pilot. Left to right in the photo are JANE BENNET, JEAN BATCHELDER, PAT MACK, JOY BRICKER, BEA HILTON, RAMONA MORRILL and JACKIE TEMPESTA. JANE, BEA and JACKIE may join the ranks of the Ninety Nines in the future—JANE is one of RAMONA'S seaplane students, BEA and her husband fly a Cessna 310 and keep a glider for fun, and JACKIE is a new private pilot. At the Chapter meeting, new officers were elected: Chairman, PAT MACK; Vice Chairman, KAY HOSMER; Secretary, JOY BRICKER; and Treasurer, KAY HACKLEROOD.

### EASTERN NEW ENGLAND CHAPTER KATHERINE TOMPKINS, Reporter

As summer dribbles to an end in a cold autumn rain, New England Ninety Nines wrapped up the season with a couple of fun fly-ins. At the August meeting in Providence, Rhode Island, convention was remembered, final details completed and filed under finished. LILLIAN EBBERSON was welcomed as a new member and several prospective members were entertained for lunch at Valle's restaurant. The September gathering was held in Sturbridge Village on such a gorgeous day that many flew in even if it took longer than a drive. New members welcomed are MARILYN FENTON and LUCILLE FLYNN, both private pilots and MARILYN a student of RIPLEY MILLERS. Guest speaker NANCY TIER, Charter member, received many a chuckle as she told of taildraggin' delights and frights. She said flying is so relaxing now, she hasn't had an engine failure since 1931 (six before).

RIPLEY MILLER and NANCY had a fine time hangar flying at head table about the virtues of the Cessna 170—it seems they both have one.

New officers installed are GEORGIA PAPPAS, Treasurer and HARRIETT FULLER, Secretary. Remaining in office are CHAIRMAN RIPLEY MILLER and VICE CHAIRMAN VIRGINIA BONE-STEEL. Section representatives will be FRAN PORTER and CHRIS SEAVER. Our members have been airborne quite a bit lately. CHUCK and VIRGINIA BONE-STEEL have been 182-ing to Cape Cod many weekends this summer to visit his

folks in Chatham, and also to an EAA fly in at Norfolk and an aerobatic competition in Waterbury, Conn. VIRGINIA was an assistant judge at the IAC sponsored competition. Also there was MARTY POOL, Pennsylvania Ninety Nine with her 49½er Champ, and RICK and KATHY TOMPKINS, who were on their way to Ramapo Valley to visit parents. JOAN and MORGAN VIGNERON have a new Cherokee 3-300 which they flew out West this summer. MONA BUDDING attended the South Central Sectional in Longview, Texas. BILLIE, 49½er STU and STU SENIOR are off on a 30 day flying vacation in a 172. They plan stops in Seattle, San Francisco, Las Vegas, and the Grand Canyon. New member LILLIAN EBBERSON and 49½er TOM made a delightful trip to St. Jovite, Canada in their Cherokee 180D where they vacationed at the Gray Rock Inn.

HARRIETT FULLER has a new Commercial rating, and also is carrying a key to a clipped wing J-3 which she says will be flying soon. LOIS AUCHTERLONIE is off Salmon fishing in California. I and my 49½er flew to Michigan for a weekend in our Citabria. By the way, Old Rhinebeck New York is a great place to watch the World War I planes dogfight but if it's raining, don't sit in the bushes to keep dry... (and I thought poison ivy was just for kids).

More on the ground side of things, RIPLEY MILLER was guest on a Lowell, Mass. radio talk show with WARREN HUPPER, TEW MAC airport manager.

BFO'ers (Bonesteel-Fuller-Outings) in August went to Lebanon, New Hampshire,



Hiller in Barre, Mass., Keene in New Hampshire, Block Island, Rhode Island, and the last one of the season will be Saturday Sept. 26 in Jaffrey New Hampshire. Next month I'll report on the winners of the BFO's, in the meantime.

WE'RE FLYING HIGH, HOW ABOUT YOU!!! (Hello Den-Daddy MALCOLM wherever you are — EO).



#### GREATER NEW YORK CHAPTER LORRAINE BRUCK, Reporter

An Air Show and Memorial Service in honor of MARJORIE JEAN STRAUB who died recently while instructing over Dutchess County Airport, took place at that airport on Saturday, Sept. 19th from 1:30 to 3:30. An eternal light and a plaque were placed at the airport in MARJORIE'S memory.

Aerobatics anyone? ART MEDORE of Sussex Aero, Sussex, N.J. has offered Ninety-Nines a 10% discount on the cost of a 14-hour Aerobatics Course at Sussex Airport.

BETTY PATTON has a one-man show of her paintings at the Englewood Hospital-ity Shop, Englewood Hospital, N.H. from October 5 to October 10. Go see!

Airport Notes: Red Bank Airport, N.J. is discouraging use of the airport by transient students and is prohibiting all touch and go practice there. Kobelt Airport, Wallkill, N.Y.: the CAVU restaurant is re-opened and recommended. Twin Mountain Airport, Twin Mountain, N.H. where many 99's tied down during the Convention and were accorded that special brand of O'BRIEN (DOT and JOE) hospitality, were still dispensing delicious hot coffee (on the house) last weekend when this reporter and 49½er flew up to visit. They were very pleased with all the letters they received from Ninety-Niners post-Convention.

New Members: BARBARA PIGOTT, 3 Old Church Road, Warren, N.J. flying a Bonanza out of Somerset, N.J., and BETTY BARLIA, 9 Shoshone Road, Oakland, N.J. flying with 49½er LOU out of Caldwell, N.J. JANE JACOBUS has joined BETTY and LOU BARLIA as a member of the Fairfield Aero Flying Club at Caldwell, N.J.

Greater New York Chapter members will not soon forget a glorious day spent around the pool at the home of DORIS and FRED STOLL in Chappaqua, N.Y. August 20. Present at the festivities were MRS. FAIRBANKS, LOIS FAIRBANKS'S mother, who celebrated her 90th birthday the following week, and MARGOT STOLL who celebrated her 17th birthday by passing her Private Written Exam at Wooster, Mass. the weekend of August 7. Congratulations to both.

Ninety-Nines members turned out for the annual WIAA tea on Sunday, Sept. 13 at Floyd Bennett Field, N.Y. According to Greater New York member DORIS RENNINGER who is WIAA President this will be the last tea they will hold at that field because of the impending closing down of facilities there.

#### LONG ISLAND CHAPTER IRENE HENRY, Reporter

HELEN MOXIM and her 49½ are headed for Japan on September 18 to visit brand new grandson. They expect to return before our Penny-A-Pound, at which time HELEN will fly and AL will help with ground operations.

FRAN BERA was our guest at our September 2nd meeting. It sure as a pleasure to have such a distinguished pilot in our company.

ELLIE McCULLOUGH and IRENE HENRY (me) flew to Martha's Vineyard Sunday the 6th, for a pleasant lunch and chat with PAT ARNOLD, who operates the airport on weekends.

DAISY and BOB POSS will be vacationing in Majorka, an Island off the Coast of Spain, by the time you read this.

Congratulations are in order for our Chairman's husband, CHARLES DOBRESCU, who recently made Captain for TWA.

On Friday 9/11, our Governor ELLIE McCULLOUGH took part in the Garden State Chapter's presentation to the AWTAR Board for terminus of the Powder Puff Derby 1972 at Ocean County, New Jersey. ELLIE also attend the 2nd Anniversary ceremonies of the Airport the following day.

MARJORIE GRAY and ELLIE attended the WIAA Jesse R. Chamberlain Memorial Tea on the 13th of September at Floyd Bennett Field, at which JERRIE COBB was presented the Lady Hay Drummond Hay — JESSE R. CHAMBERLAIN Memorial Trophy. In JERRIE'S absence JEAN ROSS HOWARD (last year's recipient) accepted the trophy for her.

DONNA FLAUM is busily engaged in instructing at Zahn's Airport, Amityville. DONNA, who was one of last year's recipients of the A. E. Scholarship awards, just obtained her Seaplane rating, passed the ATR written and by the time this goes to print will have her Glider rating. They leave her with only the Helicopter to go in order to have them all.

After many tears and regrets, DOTTIE BOCK sold her cherished Luscombe 8c "Sassy", however, it was of some consolation to have passed her instrument written.

Two of our members, IRENE BRUNKS and GUS ANDERSON, were timers for the Powder Puff Derby.

ANNA DIETRICH and ELLIE took ANNA'S houseguest from The Black Forest, Germany, MRS. MARIE HULSMANN for her first ride in a small airplane. She enjoyed seeing all of Long Island from the air and wanted to fly over to Nantucket for lunch the next day.

Would anyone believe a lady pilot could fly her husband's treasured airplane, in this case a Cessna 195B, while he sat in the back seat? It actually happened...to me.

#### WESTERN NEW YORK CHAPTER PEG PIEPER, Reporter

One of our most strenuous activities this summer was airmarking at the Dunkirk, N.Y. Airport (DKK on V-14 between Erie, Pa. and Buffalo, N.Y.). Nine 99's and a goodly number of 49½ers plastered on the twenty foot yellow letters "DUNKIRK". The fast drying (5 minutes) highway marking paint supplied by the City of Dunkirk was more than appropriate for the heavy down-pour of rain that began just as the last dab was applied. Our thanks to TERRI PIRRUNG'S 49½er for the engineering and layout. The airmarking was preceded by refreshments at JEAN VALVO'S home. The toughest job went to her 49½er BERT, who volunteered to baby-sit for more than a dozen 24½thers (boy, that's a mouthful), while the airmarking was in progress. Those present were: DORIS CULP, AGNES DENLER, ETHEL FEDDERS, DONNA JOSS, PEG PIEPER, TERRI PIRRUNG, KATHY POTOCZAK, JEAN VALVO, and JANE VAN BUREN. A good feeling of accomplishment was shared by all.



JIM LOCURTO, center, Chief of BUF FSS with an assist from J. CARR, try to blow out candles on cakes presented by (from l. to r.) KATHY POTOCZAK, PEG PIEPER, ARLENE BRAY and TERRY PIRRUNG in celebration of the 50th Anniversary of FSS.

ARLENE BRAY took over the reins as chairman at the last meeting and we wish her much success in her term of office. Newly elected assistants will be KATHY POTOCZAK, Vice-chairman, JEAN VALVO, Secretary-Treasurer, ETHEL FEDDERS, Membership Chairman and PEG PIEPER, News Reporter. Our chairman, ARLENE BRAY is an active instructor/instrument rated pilot. She and hubby, MILFORD, just returned from a trip to Bar Harbor, Me. in their Skyhawk. She reported a great trip except for a RON at Albany, N.Y. due to severe thunderstorms.

Despite all the haze this year, JANE VAN BUREN is piling up lots of hours in



her newly acquired Skyhawk. JANE rightly predicted we would have a lot of haze this year. Who needs FSS! Despite JANE'S mystical weather predicting, we do need FSS and that's why ARLENE BRAY and her little bakers (KATHY POTOCZAK, TERRI PIRRUNG and PEG PIEPER) whipped up a batch of birthday cakes and presented them with lighted candles to the FSS at Greater Buffalo International Airport to celebrate the 50th Anniversary of FSS. The boby at FSS sure were surprised. J. LO CURTO, chief of Buffalo FSS, responded by giving the girls a personally conducted tour of the FSS facilities. A grand bunch at FSS and we were glad to help them celebrate.

TERRIE PIRRUNG can also celebrate! Would you believe a sea plane rating? She is our Amelia Earhart Memorial Scholarship Recipient who now holds every rating but ATR (maybe by next report). TERRI checked out in the new Teal Amphibian, said she hasn't had so much fun since making her helicopter rating.

KATHY POTOCZAK, our nominee for Treasurer of the N.Y.-N.J. Section flew her 182 to Penn's Cave, Pa.—a lovely place with picnic facilities and a boat ride through the underground caves. KATHY and her 49½er HENRY, will take their 182 to the Section meeting in Morristown, N.J. afterwih they continue to Florida for their vacation.

A beautiful trip to Italy with her 49½er BILL occupied most of DONNA JOSS'S vacation this summer (along with airmarking). She was not successful in contacting our 99 sister in Rome.

ETHEL FEDDERS and her friend MARY OSHEI flew to Albany and Bennington, Vt.

JEAN VALVO is still under the hood (or is it the weather?). JEAN claims that her 49½er BURT likes flying alone and that is why he is taking his time about getting his license. Could it be that BURT enjoys the peace and quiet up there?

AGGIE DENLER expressed her thanks to the chapter members for the support and cooperation given to her during her chairmanship. Our thanks to you, AGGIE for a job well done.

Until next time — FLY HIGH and DRY! (I'll drink to that).



ANSWER: Hi! My name is BRIANA, and my Mommy is GENE NORA JESSEN, immediate past chairman of Idaho Chapter 99's.

### III ANNUAL PHOENIX PROFICIENCY

## AIR RACES!

**SATURDAY, NOVEMBER 7, 1970**

entries close Oct. 15

**GALS! KACHINA DOLL RACES — Morning**      **TROPHIES!**  
**GUYS! ROADRUNNER RACES — Afternoon**      **PRIZES!**  
 \$25 entry fee each race      \* includes GALA BANQUET

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# SEYMOUR, INDIANA 1970 F.A.I.R. SCORE SHEET

SEPTEMBER 19, 1970

| FINISH POSITION | NAME  | RACE NO. | AIRCRAFT             | PAR SPEED | ACTUAL SPEED | SPEED % | PAR FUEL | ACTUAL FUEL                    | FUEL %           | TOTAL % |
|-----------------|---|----------|----------------------|-----------|--------------|---------|----------|--------------------------------|------------------|---------|
| 1               | Jean Lennertson<br>Rich Lennertson              | 38       | Cessna 172           | 102       | 101.89193    | .49947  | 19.43330 | 19.5<br>1 Hr. 50 Min. 07 Sec.  | .49828<br>.49370 | 99.775  |
| 2               | Pamela Stowell<br>Judith Suit                   | 26       | Cessna 175           | 108       | 108.77363    | .49642  | 21.47035 | 21.2<br>1 Hr. 45 Min. 09 Sec.  | .49370<br>.49268 | 99.012  |
| 3               | Betty Cull<br>Dr. F. D. Ellis                   | 36       | Piper Cherokee       | 103       | 102.20131    | .49612  | 17.24754 | 17.5<br>1 Hr. 49 Min. 47 Sec.  | .49268<br>.48896 | 98.880  |
| 4               | Sue Mathias<br>Bernard Bathuer                  | 25       | Cess Cardinal        | 111       | 110.52372    | .49785  | 23.41705 | 22.9<br>1 Hr. 41 Min. 31 Sec.  | .48896<br>.48916 | 98.681  |
| 5               | Jane Wight<br>Robert Wight                      | 22       | Piper Cherokee       | 114       | 113.29519    | .49691  | 17.71578 | 18.1<br>1 Hr. 39 Min. 02 Sec.  | .48916<br>.48157 | 98.607  |
| 6               | Virginia McKee<br>Joyce McKee Toman             | 46       | Cessna 150           | 89        | 89.05940     | .49967  | 11.76627 | 12.2<br>2 Hr. 05 Min. 59 Sec.  | .48157<br>.49029 | 98.124  |
| 7               | Priscilla Barr<br>Byrd Barr                     | 43       | Cessna 172           | 101       | 99.05827     | .49039  | 19.07035 | 18.7<br>1 Hr. 53 Min. 16 Sec.  | .49029<br>.48254 | 98.068  |
| 8               | Geraldine Krause<br>Ralph Krause                | 2        | Twin Comanche        | 154       | 153.20887    | .49743  | 23.31418 | 22.5<br>1 Hr. 13 Min. 14 Sec.  | .48254<br>.48304 | 97.997  |
| 9               | Sophia M. Payton<br>Ethel Knuth                 | 8        | MooneyM 20E          | 133       | 132.07772    | .49653  | 16.87224 | 16.3<br>1 Hr. 24 Min. 57 Sec.  | .48304<br>.47802 | 97.957  |
| 10              | Winifred DuPerow<br>Gloria Schaefer             | 40       | Cessna 170           | 101       | 101.41609    | .49794  | 16.10788 | 15.4<br>1 Hr. 50 Min. 38 Sec.  | .47802<br>.48970 | 97.597  |
| 11              | Ruby Mensching<br>Ruth Sittler                  | 11       | Apache PA 23         | 127       | 130.51550    | .48616  | 27.97636 | 27.4<br>1 Hr. 25 Min. 58 Sec.  | .48970<br>.49361 | 97.586  |
| 12              | Hazel Jacobs<br>Jean Dunmore                    | 9        | Piper Arrow PA-28R   | 132       | 126.23279    | .47815  | 16.29171 | 16.5<br>1 Hr. 28 Min. 53 Sec.  | .49361<br>.48591 | 97.176  |
| 13              | Charlene Falkenberg<br>Joseph Goodyear          | 12       | Mooney M20C          | 126       | 129.71068    | .48528  | 15.43495 | 15.0<br>1 Hr. 26 Min. 30 Sec.  | .48591<br>.48203 | 97.119  |
| 14              | Marcia Reynolds<br>Dorothy Neikamp              | 42       | Beechcraft Musketeer | 101       | 97.90576     | .48468  | 22.58818 | 23.4<br>1 Hr. 54 Min. 36 Sec.  | .48203<br>.49649 | 96.671  |
| 15              | Lois Kennard<br>Dick Kennard                    | 6        | Cessna 210           | 139       | 129.76109    | .46677  | 17.62369 | 17.5<br>1 Hr. 26 Min. 28 Sec.  | .49649<br>.46265 | 96.326  |
| 16              | Betty Nicholas<br>Paul Schlundt                 | 47       | Cessna 150           | 89        | 89.27198     | .49847  | 13.02694 | 14.0<br>2 Hr. 05 Min. 41 Sec.  | .46265<br>.46768 | 96.112  |
| 17              | Virginia Haney<br>James Swisher                 | 44       | Cessna 172           | 101       | 99.21887     | .49118  | 19.25539 | 20.5<br>1 Hr. 53 Min. 05 Sec.  | .46768<br>.46041 | 95.886  |
| 18              | Loretta Jones<br>Toni Carlelli                  | 19       | Cessna 182           | 121       | 120.45089    | .49773  | 20.09085 | 18.5<br>1 Hr. 33 Min. 09 Sec.  | .46041<br>.46888 | 95.814  |
| 19              | Jan Kuechenmeister<br>Clara Tharpe              | 41       | Cessna 172           | 101       | 97.72100     | .48377  | 16.84856 | 15.8<br>1 Hr. 54 Min. 49 Sec.  | .46888<br>.45646 | 95.265  |
| 20              | Pauline Genung<br>Robert Genung                 | 17       | Cessna 182           | 122       | 124.09217    | .49143  | 22.83857 | 20.85<br>1 Hr. 30 Min. 25 Sec. | .45646<br>.45190 | 94.789  |
| 21              | Billie Anderson<br>Carl Anderson                | 10       | Bonanza G-35         | 131       | 129.58619    | .49460  | 15.41678 | 16.9<br>1 Hr. 26 Min. 35 Sec.  | .45190<br>.47898 | 94.650  |
| 22              | Maretha Simpson<br>Carl Simpson                 | 16       | Cessna 182           | 122       | 125.38648    | .48612  | 24.21808 | 23.2<br>1 Hr. 42 Min. 49 Sec.  | .47898<br>.45116 | 94.510  |
| 23              | Patricia Paulsen<br>Roland Paulsen              | 28       | Cessna 175           | 107       | 109.12635    | .49006  | 17.12707 | 18.8<br>1 Hr. 42 Min. 49 Sec.  | .45116<br>.46071 | 94.122  |
| 24              | Virginia Chamberlain<br>Edgar Morgan            | 48       | Cessna 120           | 85        | 80.52639     | .47368  | 12.98000 | 14.0<br>2 Hr. 19 Min. 20 Sec.  | .46071<br>.45399 | 93.439  |
| 25              | Rae Cawdell<br>Dale McKinnis                    | 34       | Piper Cherokee       | 103       | 102.76294    | .49885  | 20.87860 | 22.8<br>1 Hr. 49 Min. 11 Sec.  | .45399<br>.47180 | 93.284  |
| 26              | Mid Cassidy<br>Esther Berner                    | 1        | Bonanza V-35         | 154       | 140.83659    | .45726  | 17.60706 | 18.6<br>1 Hr. 19 Min. 40 Sec.  | .47180<br>.46499 | 92.906  |
| 27              | Barbara Simmons<br>Lois Hawley                  | 27       | Cessna 175           | 108       | 98.69521     | .45692  | 22.33609 | 23.9<br>1 Hr. 53 Min. 41 Sec.  | .46499<br>.46871 | 92.191  |
| 28              | Kathleen Wood<br>Jean Wood                      | 3        | Mooney M20F          | 148       | 136.91309    | .46255  | 13.64591 | 14.5<br>1 Hr. 21 Min. 57 Sec.  | .46871<br>.42872 | 92.126  |
| 29              | Tannie Schlundt<br>Joe Norman                   | 4        | Cessna 210           | 146       | 148.21625    | .49241  | 21.00545 | 24.0<br>1 Hr. 15 Min. 42 Sec.  | .42872<br>.43914 | 92.113  |
| 30              | Helen F. Grahn<br>Vernie Grahn                  | 7        | Beechcraft Debonair  | 138       | 137.02445    | .49647  | 16.93838 | 19.0<br>1 Hr. 21 Min. 33 Sec.  | .43914<br>.45207 | 91.561  |
| 31              | Mary Miller<br>Paul Brosher                     | 35       | Piper Cherokee       | 103       | 94.77685     | .46008  | 17.42909 | 19.1<br>1 Hr. 58 Min. 23 Sec.  | .45207<br>.43263 | 91.215  |
| 32              | Jeanine Telleson<br>Walter Neuman               | 14       | Cessna 182           | 124       | 118.1055     | .47623  | 24.73218 | 21.4<br>1 Hr. 35 Min. 00 Sec.  | .43263<br>.40513 | 90.886  |
| 33              | Beverly Suverkrup (Rookie)<br>"Bud" Suverkrup   | 37       | Piper Cherokee       | 103       | 102.92004    | .49961  | 18.15530 | 21.6<br>1 Hr. 49 Min. 01 Sec.  | .40513<br>.49621 | 90.474  |
| 34              | Cynthia Vogel<br>Don Powell                     | 49       | Funk B85C            | 85        | 68.86957     | .40512  | 13.20000 | 13.1<br>2 Hr. 42 Min. 55 Sec.  | .49621<br>.44118 | 90.133  |
| 35              | Dottie Anderson<br>Virginia Stephan             | 23       | Piper Cherokee       | 114       | 102.82572    | .45099  | 17.71578 | 19.8<br>1 Hr. 49 Min. 07 Sec.  | .44118<br>.40588 | 89.217  |
| 36              | Barbara G. Hause (Rookie)<br>Fred C. Hale       | 45       | Cessna 172F          | 101       | 97.25513     | .48146  | 18.51480 | 22.0<br>1 Hr. 55 Min. 22 Sec.  | .40588<br>.37037 | 88.734  |
| 37              | Barbara H. Jennings (Rookie)<br>Tina Sturdevant | 39       | Cessna 172           | 102       | 102.48135    | .49764  | 14.84997 | 18.7<br>1 Hr. 50 Min. 29 Sec.  | .37037<br>.38100 | 86.801  |
| 38              | Norma Nevitt (Rookie)<br>James Broadhurst       | 31       | Cessna Cardinal      | 105       | 102.03092    | .48586  | 14.78189 | 18.3<br>1 Hr. 49 Min. 58 Sec.  | .38100<br>.40273 | 86.686  |
| 39              | Margaret Ringenberg<br>Julie Werling            | 13       | Mooney Ranger        | 125       | 130.76923    | .47693  | 16.15680 | 19.3<br>1 Hr. 25 Min. 38 Sec.  | .40273<br>.39646 | 86.966  |
| 40              | Betty Moseley (Rookie)<br>Kent Moseley          | 33       | Piper Cherokee       | 103       | 92.26974     | .44791  | 17.06598 | 20.6<br>2 Hr. 01 Min. 36 Sec.  | .39646<br>.34813 | 84.437  |
| 41              | Ada Lee McNulty (Rookie)<br>Robert Voeltz       | 29       | Cessna 175           | 106       | 97.15699     | .45829  | 15.87735 | 20.7<br>1 Hr. 55 Min. 29 Sec.  | .34813<br>.35896 | 80.642  |
| 42              | Patricia Davison (Rookie)<br>Dorothy Arnett     | 32       | Piper Cherokee       | 104       | 91.29373     | .43891  | 17.80167 | 21.9<br>2 Hr. 02 Min. 34 Sec.  | .35896<br>.35383 | 79.787  |
| 43              | Marsha Ringenberg<br>M. M. Hanes                | 15       | Cessna 182           | 123       | 103.31492    | .41998  | 21.58869 | 27.9<br>1 Hr. 48 Min. 36 Sec.  | .35383<br>.32422 | 77.381  |
| 44              | Cari Downs<br>Ruth Christen                     | 24       | Cherokee 180         | 113       | 97.25502     | .43033  | 21.67879 | 29.3<br>1 Hr. 45 Min. 22 Sec.  | .32422<br>.34764 | 75.455  |
| 45              | Madeline Wagoner (Rookie)<br>B. D. Wagoner      | 18       | Cessna 182           | 121       | 87.39461     | .36114  | 18.85449 | 24.6<br>2 Hr. 08 Min. 23 Sec.  | .34764<br>.27764 | 70.878  |
| 46              | Kathleen Sage<br>Jill McCormick                 | 20       | Piper Cherokee       | 117       | 94.64377     | .40446  | 17.58119 | 25.4<br>1 Hr. 58 Min. 33 Sec.  | .27764<br>.30057 | 68.210  |
| 47              | Donna Fuls<br>James Fuls                        | 5        | Comanche PA-24       | 145       | 103.28296    | .35615  | 19.08697 | 26.7<br>1 Hr. 48 Min. 28 Sec.  | .30057<br>30.0   | 65.672  |
| 48              | Mary Scheafer<br>Marion Stacks                  | 30       | Piper Cherokee 160   | 105       |              |         | 16.02855 |                                |                  |         |
| 49              | Ruth Lake<br>Frances Henke                      | 21       | Piper Cherokee 160   |           |              |         | 17.26153 |                                |                  |         |



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