

JUNE, 1971

Ninety-Nine News





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

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THE NINETY-NINES NEWS

JUNE, 1971

Vol. 14

No. 29

Published monthly, except bi-monthly July-August and January-February. Annual subscription rate is \$4.50 and is included as a part of the annual membership of The Ninety-Nines, Inc.

Office of Publication, 2820 Taylor Street, Dallas, Texas 75226

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Will Rogers World Airport
Oklahoma City, Oklahoma 73159
Return Form 3579 to above address
2nd Class Postage pd. at Dallas, Texas

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President's Column

Ninety Nines are exciting people! VIRGINIA PROCTOR, Memphis, on the Arkansas Aeronautics Commission. BERTHA MEANA on her second Peace Corps stint in South America. MARIE RICHARDSON writing about the "Around Australian Relay" with many 99s and 46 airplanes—JEAN GLICK of Long Island controlling traffic in the New York Oceanic Area—LT. COL. MARJORIE GRAY first woman prez of Manhattan Reserve Officers Association—NANCY TEEL Honorary Blue Angel—this is just the barest sampling. Wish we had more time and space!

NIFA meeting had good TV coverage, see it? PAGE SHAMBURGER and GENE NORA JESSEN deserve much praise for their work with tomorrow's aviation community, these wonderful youngsters, and 99s helped in many ways.

Supper with two more exciting ones—MARY LOU BROWN and RUBY SHELDON, flying for a government water conservation agency, flying anything from H-19 helicopters to T-33e!

NY-NJ Guv JULIE VOM SAAL presented the French section their charter, enjoyed wonderful hospitality. (Your Prez is surely going to have to update her French! I can't always be QUITE sure what they are telling me!)

First chance to talk aviation to medical records people at North Carolina MRL annual meeting—I enjoyed it! Think they did too! Got a convert or two.

WE MAY HAVE SOME FAST CHANGES IN RENEWAL DATES because of resolution coming up on the floor of a late convention—so watch news and mail *carefully*. DON'T BE LATE FOR ROSTER LISTING! DO WHAT THE INSTRUCTIONS SAY—like filling in your data processing sheet, date of last medical etc. (You glider pilots may simply put in "Not applicable" in the space for date of medical.)

AND: three big deals. (1) VOTE. This is YOUR organization. If you don't make the decisions, they may not be made to suit you. (2) STUDY THE RESOLUTIONS. Instruct your delegates. SEND a delegate to convention. COME YOURSELF. (3) SEE YOU IN WICHITA—YOUR annual meeting—of YOUR organization—designed solely to carry out the business of YOUR NINETY NINES! SEE YOU THERE!



HEADLINES from Hazel

WHOOPEE!!! I've now got a Masters degree from North Texas State University and so no more school. We do not have a deadline for June 20th and we all have a month off. I'm gonna be hard pressed to have something to do with my time. In the interest of keeping this short, here are several important items. Please read carefully.

1. There is a "Know Your Candidate" article in this issue. It will have a picture and a brief note under each. They are in alphabetical order as they will appear on the ballot. Put a picture with a name. Vote wisely. Vote! It is necessary that you vote when we have a National Election so that you will have a voice in your government. It is just as important that *you* vote, so that you will have a *voice* in your organization.

2. Read the safety article in this issue. It is particularly good and well worth reading and rereading.

3. The AWTAR thermometer is not rising as fast as outside temp. Let's stoke up the boiler—help shoot the mercury out the top.

4. There is an outstanding epilog to an article in last month's News. Read the El Cajon Valley chapter report. It contains information about a fellow ninety-nine, HELEN McGEE, who needs all of our love and prayers at this time. It also contains a story about two brave gals, DOTTIE WATTS and VIRGINIA RENN who really went that extra mile to help a fellow human being in trouble.

5. PEG WISSLER ROBERTS has an article coming out in the July issue of Private Pilot magazine of interest to all ex-WASPS. Like they say, it's true, but only the names and dates have been changed.

And now ladies, I'm off to catch up on all the things I have let slide all year and to once and for all clear my desk (dining room table). Have a nice vacation. I'll see some of you in Boise at the safety meeting and more of you in Calgary. Fly safely. *Do NOT become a statistic. We have only 4024 members and we need everyone of you.*

Ye ole Editor finally got a sponsor
— KULF — HOUSTON —
Bless them!

BACKWARD GLANCE COLUMN

Virginia Thompson

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AMELIA EARHART'S FINAL FLIGHT by Francis X. Holbrook

PART II

Miss Earhart began her second attempt from Miami on 1 June and she successfully hopped through the Caribbean to Brazil and then across the Atlantic to Dakar. She continued in short stages across Africa and then leaped across the bottom of Asia. Late in June she arrived in the Dutch East Indies. Here she encountered mechanical trouble so that it was not until 28 June that she flew into Port Darwin, Australia. Here, it is claimed, she met Miller and spent two days getting ready for the real mission of her flight. A suspicious finger is pointed to the explanation of her stay-over that she was held up by an incorrect health certificate. Also, it is pointed out that her radio equipment was checked and found to be in perfect condition. Therefore Port Darwin is a key element in the spy mission.

Miller, as already stated, was not at Port Darwin on 28 June, but back in the United States. Miss Earhart did not stay two days at Port Darwin but left for Lae, New Guinea, the next day, 29 June. Miss Earhart and Fred Noonan were held at Port Darwin in a technical state of quarantine for ten hours because the smallpox certificate they presented was signed by a private American physician instead of by a public health official as required by Australian regulations. The technical quarantine did not interfere with Miss Earhart's plans for they were able to obtain special clearance that night and were able to leave on time on 29 June for Lae. When Miss Earhart arrived at Port Darwin airport, she was asked why she had not used the station's radio direction finder facilities and she told the officials that her direction finder was not working. Army Sergeant Stan Rose checked her direction finder and discovered that a fuse had blown. After replacing the fuse, the set worked satisfactorily and Miss Earhart was advised that, in the event of future trouble, she might check the fuse first. But Miss Earhart's radio equipment was not checked out, only her direction finder. Thus, the mystery of Port Darwin is not a mystery at all.

From Lae, on 2 July at 1000 local time, 0000 Greenwich Central Time, Miss Earhart took off for Howland. In order to hold that she did go on a mission to Truk, it is essential to reject the one position report that she supposedly gave during her flight, and to claim that she maintained radio silence during the approach to, and the flight from, Truk. One claim would have it that she did not use her radio until she believed that she was close enough to Howland and, because she was coming toward Howland from the northwest, from Truk, she could not give a position report. The controversial position report supposedly was

made at 1720 Lae time or 0720 GCT, seven hours and twenty minutes after she had taken off from Lae. The report placed her some 800 miles out from Lae, averaging about 111 knots. It is because of the low speed that she was making that the message is regarded as fraudulent. Instead, it has been pointed to by one author as a cover to hide the fact that Miss Earhart maintained radio silence because of her mission to Truk.

Yet, the position report is contained in the Coast Guard cutter *Itasca's* radio log, and it was listed in the Estimate of the Situation report drawn up by the USS *Lexington* in preparing for its search. The strongest proof of its validity, however, is the report of J. A. Collopy, the District Superintendent at Lae who was at Lae during the whole time of Earhart's stay.

... it is very apparent that the weak link in the combination was the crew's lack of expert knowledge of radio. Their Morse was very slow and they preferred to use telephony as much as possible. Balfour (Lae's radio operator) stated that they advised him they would change the wave length at nightfall. Balfour advised them just before nightfall not to change as their signals were coming through quite strong. They apparently changed however as Balfour never heard them again. At about three p.m. a message came through to the effect that they were at 10,000 feet but were going to reduce altitude because of thick banks of cumulus clouds. The next and last message was to the effect that they were at 7,000 feet and making 150 knots, this message was received at approx. 5 p.m.

Miss Earhart, therefore, had been in contact with Lae up to 1720 Lae time (0720 GCT) and she was not maintaining radio silence. Her last report also indicated that she was doing 150 knots which was approximately her plane's cruising speed.

At 1630 Sydney time (which was the same at Lae's), which would be 0630 GCT, Miss Earhart's voice was picked up by the radio station on Nauru Island and for the next five hours, up until 2130 Sydney time (1130 GCT), Nauru Island continued to hear her signals. At 2030 Sydney time (1030 GCT), Nauru Island heard Earhart report "a ship in sight ahead" at which time they (Nauru) felt that Earhart must have been at least 60 miles south of Nauru. The ship sighted was the British steamer *Myrtlebank* which arrived at Nauru Island at daybreak. Therefore, from 0000 GCT to 1130 GCT, Earhart had been in contact with Lae or had been heard by Nauru radio.

Miss Earhart was first heard by the Coast Guard cutter *Itasca* (WPG-321) on plane

guard duty at Howland at 0248 Howland Island time (1418 GCT) — two-and-three-quarter hours after Nauru lost contact with her. Between the time of her takeoff from Lae at 0000 GCT and her last contact with the *Itasca* at approximately 0845 Howland time (2015 GCT), a total of some 20 hours and 15 minutes elapsed and Miss Earhart was heard for all but two and three-quarter hours. She was not maintaining radio silence as has been maintained and she was flying directly to Howland.

If there is any mystery at all to the Earhart flight, it would seem to be the scientific mission she was conducting. For someone who was testing modern long-distance aviation equipment, she seemed to have little knowledge of its uses. The direction finder at Port Darwin is a prime example. She herself mentions the casual way that she and Noonan collected air specimens during the flight. At one point on her trip, when flying the Atlantic to Dakar, she commented that she broadcast at her stated intervals—but did not really expect anyone to hear her. As Collopy and the commander of the *Itasca* were both to note, Miss Earhart was not well versed in radio communications on which the flight ultimately depended.

And there is the mystery of the USS *Ontario*. The *Ontario* was on plane guard at the midpoint of the Lae-Howland route at approximately 3° South Latitude, 165° East Longitude. Yet, there is no report of Earhart contacting the *Ontario* or of the *Ontario* hearing her. The *Itasca* contacted Tutuila Naval Radio at Samoa at 0036 Howland time, which would be 1206 GCT, asking if the *Ontario* had heard from Earhart and the *Itasca* was given a negative answer. Yet, this was an hour and a half after Nauru radio had heard Earhart report she had sighted a ship. The *Myrtlebank's* approximate position at the time she was sighted was reported at 1°40' South Latitude and 166°45' East Longitude. Miss Earhart was already beyond the *Ontario* at 1030 GCT. If she was supposed to fly over the *Ontario*, this would mean that she was north of her intended flight line and, if this was not corrected, she would end up well north of Howland.

At all events, it is impossible to hold that Miss Earhart had carried out a spy mission over Truk. What was her mission? She was after publicity. She claimed that she was flying the world because "I want to" and to show that women could do things as well as, if not better than, men. She herself stated in her flight log that she "more-or-less mortgaged the future" for the second attempt. Clearly, she expected to gain something from the flight. Putnam twice sent radio messages to Howland, shortly before Miss Earhart was expected to arrive there, asking that Miss Earhart be informed of radio commitments that Putnam had lined up for her at Honolulu and California if she could reach there by a certain time.

While preparing for her second attempt, on 16 April, Miss Earhart had signed a

KNOW YOUR CANDIDATES



PRESIDENT

HAZEL McKENDRICK-JONES — South Central Section, Redbird Chapter. Currently Evaluation & Proficiency Development Spec. FAA at Dallas. Editor 99 News 3 years. Section AE scholarship chairman 2 years. Dallas Chapter reporter 2 years. Aviation Safety Counselor-FAA GADO-2, AE scholarship winner 1968. AOPA winner for outstanding contribution to general aviation, 1970. FAA Special Achievement Award 1968-1969-1970. Secretary National Association Air Traffic Spec. Executive Board member NAATS. Master Degree in Education N.T.S.U. —1970. If elected, I shall work for an international safety program in 99's and increased membership so we will truly represent the women in aviation.



VICE-PRESIDENT

SUSIE SEWELL learned to fly before learning to drive, has grown up in aviation and with it. "Now, from an administrative level I can look back at the business I helped to build and see how it has evolved. Most interesting are the people who fly! They are special, no matter what occupation or financial status they enjoy. 99's—the record speaks—I have enjoyed my long association and I appreciate the privilege of serving now at the International level."



SECRETARY

RUTH S. FLEISHER — Florida Goldcoast Chapter — Southeast Section. Member of the 99's since 1942. Have held all Chapter offices, presently Secretary. Been on Nominating Committee of Chapter and Section—was A.P.T. Chairman. Former WASP. Active in Air Force Reserve. Hold Air Traffic Controller's Certificate, Commercial ASMEI, Flight Instructor, Airplane and Instrument, and Ground Instructor. Flown in AWTAR and other Races. Am member of Order of Fifinella.



TREASURER

VIRGINIA BRITT started flying in 1957 to please husband when he bought his first airplane. Entered AWIAR in 1958 at suggestion of Instructor and has been enchanted with flying and the Ninety-Nines ever since. Believes flexibility will provide the most satisfying climate for organization interest and fellowship.



PRESIDENT

BETTY McNABB — Georgia Chapter, Southeast Section. We are proud to have Betty represent us as International President. Betty has done an excellent job the past year and has agreed to accept the position for 1971 if elected. She is well qualified having held all Chapter offices, Intern. Secretary, V. Pres., incumbent President and has served on most chapter and section committees. Member of WACOA and Lt. Col. Cap. won award last year.



VICE PRESIDENT

CLAIRE WALTERS — Long Beach Chapter, Southwest Section. Claire's life has been "aviation" and promoting aviation. As owner and operator of her own flight academy, she has flown 22,000 hours and is responsible for many of our 99s learning to fly in that area. She is a promoter—not only of races, safety seminars, aviation activities, but a promoter of aviation in the community. Claire is involved in all aspects of aviation and will be an asset to The Ninety Nines as International Vice President.



SECRETARY

ISABELLE McCRAE — Southwest Section. It would indeed be a great honor to be elected as Secretary of our International Organization of Licensed Women Pilots. I am now in a position to accept an office on the international level now the task of raising a son and seeing him through college is completed. I am now part owner in a Comanche 260 and eager to take an active part in 99 activities on a national level. Have held most Chapter and Section offices and served on many committees. Have flown 14 AWTAR's and other races.



TREASURER

ELLEN TRINDLE — San Fernando Valley Chapter, Southwest Section. Ellen has been a Ninety-Nine since 1962 and has been diligently working for the 99's ever since. She believes in getting involved. She is well qualified for the office of Treasurer, having served as Treasurer for the 99 for 6 terms. In addition, she is an office manager, bookkeeper and cost accountant and wields a sharp pencil when it comes to balancing the bank statement. We need a Treasurer with her experience.

These are the Candidates for International Office. — Remember to VOTE. VOTE the day you receive your ballot — Tomorrow may be too late. VOTE!!!



NOMINATING COMMITTEE
LOIS AUCHTERLONIE — New England Section. Member 17 years. Served as Governor (N.E.), Chapter Chairman, and on numerous committees at chapter, section and international levels. Convention Coordinator in 1970; attended 8 conventions. AWNEAR chairman '67, and currently Co-Chairman '71. WASP. Commercial license, SMEL, Instrument, 2050 hours; own Cherokee 180. Free-lance technical editor and proposal coordinator in electronics industry.



NOMINATING COMMITTEE
MARILYN COPELAND — Kansas, South Central Section. Chairman 1971 International 99 Convention. Vice Governor, South Central Section. Has served as Kansas Chapter Chairman, Vice Chairman, Sec.-Treas., and Section Treasurer. Delegate to International Conventions; have served on two International committees. Flown five AWTAR's as co-pilot, will pilot this year. Past President, State Dental Auxiliary. Former teacher.



NOMINATING COMMITTEE
PAT JETTON — Executive Board member; member WACOA; past governor, South Central Section; held all sectional and chapter offices; flown many races.



NOMINATING COMMITTEE
PAM VAN DER LINDEN — Palomar Chapter, Southwest Section. Some facts about our busiest, favorite 99 you should know when you vote: 1. Commercial, Instrument Rated, 1000 hours flying time. 2. AWTAR contestant last 3 years. 10th place finisher in 1969. 3. For Palomar Chapter, Pam has been V. Chairman, member of Nominating Committee, Membership Chairman, Activities Chairman. 4. Member, Sectional Nominating Committee.



NOMINATING COMMITTEE
LEAH HIGGINS — Michigan Chapter, North Central Section. A 99 since 1942, with a Commercial License, ASEL and 800 Hrs. Offices held — Chapter Secretary and Treasurer, and Section Vice Governor, Secretary and Treasurer. Have flown 5 AWTAR's, Michigan SMALL Race several times and worked on Inspections many times. Timer at the Terminus AWTAR 1970 and helped on race stops and terminus other years. In so doing, have become acquainted with 99's from all areas.



NOMINATING COMMITTEE
GENE NORA JESSEN — Northwest Section. 99 Service: 15 year member, International secretary, two terms Executive Board, Chairman 4 international committees, Section Vice Governor, Chairman Kansas & Idaho Chapters. Aviation Background: University flight instructor, participant female astronaut research program, wing scout leader, sales rep. Beech Aircraft 5 years, FAA's Women's Advisory Committee, Flight School Director, Newspaper Aviation Columnist. Ratings: Commercial ASME, ASES, CFI A&I, All Ground 3,500 hours.



NOMINATING COMMITTEE
JEAN MacDONALD — First Canadian Chapter — East Canada Section. Jean has been a 99 since 1964 and participates actively in her local Chapter. She has been much interested in increasing Canadian membership, and in the development of International liaison. Jean is completing her second term as Governor of the East Canada Section, having previously served as Secretary and Vice-Governor. She works in the field of preventive medicine as a Public Health Nurse. Personal flying includes touring Ontario northland and trips around Mexico in the family Cessna 185.



NOMINATING COMMITTEE
JULIE VOM SAAL — I became a member of the Greater New York Chapter, NY-NJ Section in 1960. I am current Section Governor and have been Vice-Governor, Chapter Chairman, Treasurer, International Credentials Chairman, 1969 40th Anniversary International Convention Co-Chairman, AWTAR Start and Terminus Operations and Hospitality Chairman. Have flown one AWTAR and eight AWNEAR's. Been flying since 1958 and hold ASEL-commercial and instrument ratings. Own and fly my Cessna 206U.



SHIELA SCOTT — British Section for Nominating Committee.



IRENE WIRTSCHAFTER — Washington, D.C. Chapter, Middle East Section for Nominating Committee.

contract with Harcourt, Brace, and Company to write the story of her flight. It was because of this that Miss Earhart kept a log or diary of the flight. Periodically, her notes were mailed back to the United States. Miss Earhart was also acting as a special correspondent for the New York Herald Tribune, reporting on the progress of her flight. The plane carried a cargo of stamp covers which had brought in about \$25,000 to the Putnams. Finally, Miss Earhart, herself, while preparing for the second attempt, had referred to her flight as a "stunt flight." Taken all in all, there can be no doubt that the Earhart mission was designed to increase the prestige of the Putnams and to use the resultant publicity to enhance the new commercial venture they planned to participate in at the end of the flight.

This paper does not attempt to offer an explanation of what happened to Miss Earhart and Fred Noonan after they failed to arrive at Howland. It would seem logical to point out that, if Miss Earhart had been flying at her cruising speed along the route, she would have exhausted her fuel supply shortly after her last contact with the Itasca and would have crashed into the sea. It has been claimed that she had enough fuel to turn back after failing to find Howland and that she then attempted to reach the Gilberts. And because she was off course, instead of reaching the Gilberts, she landed in the Japanese Mandates. Here she was captured by the Japanese and eventually died while being held by the Japanese on Saipan Island. This possibility, no matter how unlikely, cannot be discounted.

It must be pointed out, however, that some of the proof offered to sustain this claim is suspect. For instance, the claim is given some substance by quoting a Navy message that Nauru Island picked up Miss Earhart at 1030 the day of her disappearance saying "Land in sight ahead." Obviously, this is a garbled report of the actual Nauru contact of "A ship in sight ahead" which was picked up at 1030 GCT the night before. Consul Doyle at Sydney, in reporting the Nauru contacts, made no mention of such a message from Nauru.

The claim is made that the Marine Corps was involved in the Earhart mystery. One witness claims that he overheard Marine officers on Saipan talking about the discovery of Miss Earhart's plane at Aslito airfield and that the next night he was present when the plane was deliberately destroyed by the Marines. There is no mention of a date with this testimony, although the witness is identified as being a member of an Army Postal Unit stationed on Saipan in 1945. Aslito airfield was captured on 18 June 1944 by units of the Army's 165th Infantry, 27th Division, and the 165th Infantry used the field as a command post until 22 June, when the field became operational for Army Air Force units. The combat photographic history of this regiment shows Aslito airfield in the period 18-22 June and the most notable feature in the

photographs is the skeletonized condition of the hangars. Nothing as big as a plane could have been hidden in them. It would have been in clear view of everyone. On 22 June, units of the 318 Fighter Group of the Army Air Force arrived at the airfield and were based there during the fight for the islands. If the Earhart plane had been there, it would have had to have been identified and destroyed during the four nights from 18-21 June, for after that time the Air Force would have been in charge of the hangars. Yet, during those nights, the Army's 165th Regiment—and not the Marines—was there. During this period, the Second Marine Division, which was the group named by the witness, was in heavy action driving up the Saipan coast and away from Aslito airfield. On top of all this, the witness is definitely identified as being on Saipan in 1945, not in 1944 at the time of the capture of Saipan.

To back up the claim that Miss Earhart was on Saipan, we are told of the capture of a Japanese soldier, a member of the 118th Regiment, on Saipan who had a snapshot of Miss Earhart. Under interrogation he supposedly admitted that Miss Earhart had been held on Saipan until her death. Yet, the Marine Corps history of the battle lists the 118th Regiment as one which had been sent as reinforcement for Saipan and had landed in early June, just prior to the invasion.

One of the photographs in the 165th Infantry's Combat Record shows six Catholic nuns and two Catholic clerics who were rescued during the invasion. The two clerics were a Jesuit priest, Father Tardio, and a Jesuit brother, Brother Gregorio Oroquieta. A request was made to Father Tardio's Province House that his records be checked for any mention of Americans on Saipan prior to the war. The records available were checked but no mention was found of any Americans being on Saipan. The answer did provide the address of the mother house of the nuns who had been on Saipan. In reply to a letter to the mother house, information was obtained that three of the six nuns are still alive in Spain and a fourth is still at her post in Saipan. The records of the mission that had been returned to Spain were examined and no mention was found of any Americans on Saipan prior to the war. One of the Sisters now in Spain was asked about the presence of two Americans, one of whom was a woman, and she stated that she "did not hear anything about the two Americans and she added that if two Americans would have been held in Saipan this fact would have been known to the Sisters. Saipan is very small and Sister said that the Chamorro people and the Sisters had very good relations."

Finally, there seems to have been a tendency for the Navy to play tricks on those seeking to prove a spy mission. For instance, it was suggested to one writer that the radio logs of the Gold Star (AG-12), Black Hawk (AD-9), Chaumont (AP-5),

and Henderson (AP-1) might be checked for interesting information. In July 1937, the Blackhawk was at Chinwangtao in northern China, the Chaumont was at Shanghai on 11 July, the Gold Star was on her way from Guam to Manila on 7 July, and the Henderson arrived at Norfolk Naval Shipyard for overhaul on 8 June and did not leave until 7 August. The radio logs of these ships could be searched for interesting information but it did not necessarily follow that it would be found. At another point, the same writer was told that a retired Marine general was ready to tell all about Earhart but, after the writer travelled across the United States, the general refused to talk. Then, Admiral Chester W. Nimitz is reported to have passed along to the same author his own assurances that the author was onto something which "will stagger your imagination." Since Miss Earhart was not on a spy mission or any mission for the American government and her disappearance had nothing to do with starting World War II, what could stagger one's imagination? Even if she had been on a spy mission in 1937, that would hardly stagger one's imagination in 1966 or 1969.

Miss Earhart was no flying spy. She did not have a mission, government or otherwise, but she did have a motivation. It was the same motivation that impelled both the suffragettes before her and today's members of the Women's Liberation Movement. She, as well as they, needed to be in the public eye. For, in America 1937 as in America 1970, all things are possible with publicity, but without it, very little is.

Francis X. Holbrook—A graduate of Fordham College in 1949, Doctor Holbrook received both his master's in (1952) and doctor's degrees in (1969) from Fordham University. He has been a history instructor at Fordham Preparatory School since 1950, except for the years 1952 to 1953 when he was a 1st lieutenant in the U. S. Air Force. Since 1960, he has been chairman of Fordham Preparatory School's history department.

Creative Partnership

1971 Planning Review Conference, Department of Transportation, Federal Aviation Administration.

April 26 thru 29, 1971.

A most informative and interesting Conference was held this year in Washington, D.C. This is the third such Planning Review Conference and each one has surpassed the previous year in every way.

The subject matter was primarily where is the User Tax to be spent. How much will be allocated and WHEN it will be spent.

As you know the User Bill was enabling legislation and FAA must submit their budget to Congress and Congress must appropriate the money, with the President having the power to put a freeze on it at any time. I am afraid this is the status of

our User Money at this time. The President has put a stop to the spending according to the Congressional Quarterly of April 9. There has been much said of late about the money being spent for things other than Airways and Airport Development and according to SEN. HOWARD W. CANNON, Chairman of the Aviation Committee of the U.S. Senate, this has been tried. His Committee will be introducing a Bill to prohibit this maneuvering in the future.

The Airport Grant Program calls for \$2.5 Billion expenditures over a ten year period. The Airways Portion consists of two parts Facilities & Equip. and Research & Development. F&E is dedicated to \$2.5 Billion over a 10 year period and R&D will have between 50 & 60 Million Annually. Estimated revenues in Fiscal Year '72 from User Charges is about \$700 Million, which leaves about \$60 Million to be taken from General Funds to make up the balance of the FAA budget. Roughly the User Charge is carrying about 55% of its own load according to MR. OLSSON, Deputy Under Secretary, Department of Transportation. I came away a bit bewildered about some things like, we were told pre-fab towers were being built and the first ones would be ready by Dec. 1972, and a check was made with the mentioned supplier and it was all news to him. He hadn't heard from FAA since their letter asking if the Company would be interested in making a bid. The traffic problems seem to be taking care of themselves in this slow economy. Hopefully good Area Nav facilities will be available soon and intermittent Positive Control looms on the horizon.

A great flurry of activity should soon start and at that time I would advise each of you to watch carefully how your money is being spent. Remember 95% of all Air Carrier passengers are emplaned from only 85 airports in the U.S.

Let's support more airports and simple accurate Area Nav. for those of us using 100% of the Airports 7 days a week.

B. STEADMAN
YOUR REP AT THE CONFERENCE

Astronaut Equipment Experiments on Sheila Scott in Forthcoming World and a Half Flight

Sheila Scott will take off in May in her new Piper Aztec in a series of record attempts incorporated in a flight which will take her round the world one and a half times.

For the first time, the American Space Agency, N.A.S.A. through British Government channels, and with the help of C.S.E. Oxford Airport, is fitting special NIMBUS I.R.L.S. equipment to the aircraft of a light aircraft pilot.

Data will be fed from the aircraft via satellite to the ground station at Fairbanks, Alaska and thence to the computer centre in Greenbelt, Maryland. Within hours, processed information will be available.

A NASA spokesman said "This will provide us with additional data confirming the

equipment's capacity and a mobile platform location test."

The Navy and the RAF, and particularly the Institute of Aviation Medicine, are helping Sheila Scott during these experiments.

Sheila will take off from London and her tour includes Benghazi, Khartoum, Nairobi, London, Tromsø, Anchorage, Alaska, San Francisco, Honolulu, Canton, Fiji, Brisbane, Darwin, Singapore, Madras, Karachi, Bahrain and Athens, a total of 34,000 miles.

The Flight Assist Program—Its Use and Abuse

The FAA Flight Assist Program is a service provided to aircraft in distress by the Flight Service Stations, Towers and Centers in the United States. It is intended as an emergency aid to pilots who become lost, caught in weather, low on fuel or experience equipment failure. The program has had remarkable success in guiding pilots to safety. This service is available to you for the asking, if you have a useable radio. Consult Part I of the Airman's Information Manual for detailed information on how you may use this service. Bear in mind the following items concerning the Flight Assist Program.

1. Don't put the controllers in an impossible position before asking for help. For example, they can't vector you to an airport fifteen minutes away if when you call you only have ten minutes fuel remaining. In other words, don't wait until the situation is hopeless before contacting them.

2. Remember the four "C's"; *confess, communicate, climb, and comply.*

a. *Confess* your predicament to any ground radio station. Don't wait too long.

b. *Communicate* with the station and give them as much information as possible on the first transmission. Consult your charts or Part I of the Airman's Information Manual for proper frequencies. If unable to contact any facility on standard frequencies switch to 121.5, emergency frequency.

c. *Climb* as high as possible without entering the clouds. Remember VHF radios operate on line of sight. The higher you are the further you will be able to transmit. Oxygen requirements should be considered above 10,000 feet.

d. *Comply* with the instructions given. Ground stations cannot help you if you won't help yourself. It is the pilot's responsibility to remain clear of clouds when being vectored by a ground station. If you cannot remain VFR advise the controller.

Now that you are aware of what the Flight Assist Program is, and what it can do for you, let's talk about what it *isn't*, and is *not* intended to do. First, it is not a substitute for reasonable pre-flight planning. In most cases, if a flight assist is needed, your flight planning has been inadequate.

The flight assist is an emergency service to be used by pilots confronted with an unexpected inflight difficulty that could not be foreseen in advance. It is not a "crutch" to be leaned upon by the careless, the indifferent or the ignorant pilot who assumes that no matter what happens, "Radar will get me down." Strangely enough, this attitude is common among a few pilots.

A flight that is intelligently planned and proficiently flown by a pilot with a good safety attitude will seldom require in-flight assistance. Plan your flight with full knowledge of the Flight Assist Program and what it can do for you, but don't program it into your flight!

Coming Events

June 26

Flying Workshop
Rodeway Inn, Boise, Idaho
Pete Campbell
Dr. Harry Gibbons
Jim Yarnell
Rois Jones
Hazen McKendrick-Jones
Come one — Come all!

July 5-8

AWTAR

August 11-15

International Convention
Wichita, Kansas

September 4

Nebraska Air Race
Box 3491
Omaha, Neb. 68103

September 10-12

Northwest Sectional
Portland, Oregon

September 17-18-19

Southwestern Sectional
Yosemite Valley

September 18

F.A.I.R. Race
Kokomo, Ind.
Barbara Jennings
R.R. 1
Valparaiso, Indiana

September 24-26

North Central Sectional
Moline, Illinois

October 1-3

Michigan Small Race
Saginaw, Mich.
Beverly Price
2336 Linda Ave.
Saginaw, Mich. 48603

July 12-15, 1972

International Convention
Park Plaza
Toronto, Canada

Come Fly
The Friendly Skies
of the F.A.I.R.

Powder Puff Derby

MARION ANDREWS, Reporter

The drawing of the first day entries for place position was held in Ocean County, New Jersey at a Kick-off Brunch in preparation for the Terminus of the 1972 Powder Puff Derby. No one was more surprised than NAVY. CAPT. J. S. ROTH, Commanding Officer of the Lakehurst Naval Air Station, when he put his hand into the 1850 Ocean County jury wheel provided, containing the 143 first day entries, and drew out JERRY ROBERTS, Garden State Chapter Chairman, for first place. If the windows had been open, the shouts of the 100 attending could have been heard in Calgary as JERRY stood spellbound on the dais beside the Captain. The antique jury wheel is a wooden drum with a handle that turns it much like an old coffee grinder. Many people were snapping pictures and we hope one of this wheel finds its way to headquarters. No. 2 went to PAMELA VAN DER LINDEN and JEAN CLYDE, #3—RAMONIA SLOAT and CHARLENE POE, #4—IDENE FLEWELLEN and RACHEL PRUETT, #5—LOUISE WHITE and MELBA BRANTLEY. Lingerin guests were allowed to draw entries from the wheel and HERB FISHER, of the New York Port Authority, got quite a kick out of drawing none other than our Newsletter Editor, HAZEL MCKENDRICK for No. 31.

We presently have 13 entries on standby, the 150 mark having been reached a few days after entries opened. Of the entries, 113 women will be flying the race for the first time. There will be 36 states represented including Alaska and Hawaii. Crews have entered from Canada, South Africa and Mexico.

Contributors to the General Race Fund as of this writing are: VIRGINIA SLIMS, ALBERTA CHAPTER OF THE NINETY-NINES, CALGARY TOURIST AND CONVENTION ASSN., SOUTH LOUISIANA CHAPTER OF THE NINETY-NINES, PIPER AIRCRAFT CORP., CHAMPION SPARK PLUG CO., TELEDYNE CONTINENTAL MOTORS, BEECH AIRCRAFT CORPORATION, AC SPARK PLUG DIVISION-GENERAL MOTORS, FLYING MAGAZINE, GULF OIL CORPORATION, AVCO LYCOMING, HUMBLE OIL & REFINING CO., VOLNEY G. BENNETT LUMBER CO., PURITAN-ZEP, RUDOLPH CHALOW, INC., SOUTHERN MARINE & AVIATION UNDERWRITERS, INC., PHOENIX ARIZONA CHAMBER OF COMMERCE, MORRO BAY MOTEL ASSOC. Those companies providing special services are: SIMPLEX TIME RECORDER CO., PEPPESEN & COMPANY, AERO PUBLISHERS, INC., OPTIMUM SYSTEMS, INC.-SOUTHEASTERN DIVISION.

We are most grateful to the above contributors for their help in making the 25th Jubilee the largest All-Woman Transcontinental Air Race ever.

Please send clippings of any publicity of your race activities to AWTAR Headquarters, Teterboro Airport, Teterboro, New Jersey 07608.

P.P.D. Terminus Tales

PAT WARD, Chairman, Reporter

After 19 months of living with the Powder Puff Derby Terminus as something that was going to happen, it is finally beginning to happen and those of us on the Terminus Committee must be almost as excited as the racers. Finally "the racers", and "a possible 150 aircraft" are names of live, warm souls—274 of them, in a positive 150 aircraft, and if we had butterflies before, our butterflies now have goosebumps! And it has been with loving care that we have tried to think of every possible item for the comfort and convenience, pleasure and entertainment for our guests when they arrive in BTR over the Finish Line, and we believe that we have—from beauty shops to stand-by dentists, transportation, luggage handling, and on and on it goes. We are delighted almost weekly at receiving racers previewing the route and getting inquiries from so many who are not racing but are planning to come to BTR to join the fun and festivities.

We have a really exquisite program of events and entertainment scheduled beginning TUESDAY, July 6 when we hope the first team will arrive. She will be met by a special reception committee, including the Manager of Avis Rent Cars with the keys to a car for her use all week. The Press Club will host a cocktail party that night for all first arrivals. WEDNESDAY, seaplane instruction will begin for guests and continue throughout the week. Historical walking tours of the downtown area from the White House Inn will be conducted during the day. A Royal American Life cocktail party that night will precede an evening of dining of roast pheasant and dancing atop the LNB Building at the exclusive Camelot Club. THURSDAY the fellows can join the "fun" golf tournament of Derby Duffers or tour the gigantic Humble Oil Refinery. For the ladies, a Feliciana Plantation tour starting with Coffee and Honeybiscuits at Marston House in Clinton and ending with a gourmet luncheon on the veranda of Asphodel Plantation. That night the Gonzales Jambalaya Festival King will prepare a Jambalaya at poolside of the Capitol House Hotel, entertainment provided by various groups including a 75-member Negro Singing group, aquatic teams and others. FRIDAY, following the De-Briefing Breakfast, the racers will be received by GOV. AND MRS. J. J. McKEITHEN in their stately mansion for coffee and the racers will be sworn in as Louisiana Colonels on the Staff of the Governor.

FRIDAY NIGHT IN THE NEARBY PENTAGON COURTS, OUT OF DOORS, THE BAYOU JAYCEES AND THE DEPARTMENT OF COMMERCE WILL



9500
9000
8500
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3500
3000

Eastern Ontario	Monterey Bay
Pauline Glasson	Los Angeles
Houston	Santa Barbara
Arkansas	Shreveport
Abilene	Florida Goldcoast
Spanish Peaks	Kentucky Bluegrass
Tri-Cities	Iowa
San Joaquin Valley	Cape Girardeau Area
Santa Fe Area	Greater Seattle
Palomar	Mount Tahama
Redwood Empire	Reno Area
New York	Connecticut
Capital District	Chicago Area
Long Island	Nebraska
Oklahoma	Eastern
Georgia	New England
Minnesota	Memphis
Santa Clara Valley	El Cajon Valley
Norma Kudiesy	Tulsa
Garden State	Bea Jobe
Wyoming	Frances Warner
Greater New York	Central Illinois
Hudson Valley	Tennessee
Southern Oregon	Quad City Area
Wichita Falls	Maple Leaf
Indiana	Alaska
North Georgia	Orange County
Southeast Section	Dorothy Bonar

Keep the Temperature Rising

Keep *The Powder Puff Derby* Flying

AWTAR WAYS and MEANS

Helen Shropshire
P. O. BOX 534
PACIFIC GROVE, CALIF. 93950

PREPARE A DELECTABLE ARRAY OF AUTHENTIC ACADIAN DISHES, INCLUDING GUMBO, SAUCE PIQUANT, ETOUFFE, BISQUE OF CRAB, SHRIMP AND CRAWFISH AND FRIED CATFISH. There is a long list of entertainment for this affair, including CAJUN STORY TELLERS, BARBERSHOP QUARTETS, A JAZZ BAND, FOLK AND SOUL SINGERS, BRASS DUETS, and many others, EMCEE SAM MONTEL of Montel Recording Studio moderating. SATURDAY they will have a choice of two River Road tours at different times of some of the historical homes on the river not normally open to visitors, many of which have been featured in some of FRANCES P. KEYES novels, or a tour of some of the older homes of historical value in BTR.

That evening a cocktail reception will precede the Awards Banquet, and THIS WILL BE FORMAL SINCE IT WILL BE A BALL — A MARDI GRAS BALL, that is, "SOUTH LOUISIANA'S SALUTE TO THE KREWE OF PUFF," and we guarantee that nobody has ever seen anything like it. The set decorations are being specially designed for this one affair by RONNIE MERRILL who handles many of the Mardi Gras Carnival Balls in the area. Costumes of Krewes from BTR and New Orleans will be displayed in manequins and if that doesn't sound impressive, weigh the fact that one King's costume cost over \$30,000. Then for those who have not had enough after the ball is over, there will be dancing on the roof until the last soldier falls. For those who know that it is easier to stay up than to get up, there will be on SUNDAY MORNING ONE EARLY FLY-AWAY BREAKFAST AND WEATHER BRIEFING, FOLLOWED BY ANOTHER ONE AT A MORE DECENT HOUR LATER IN THE MORNING.

All in all, it promises to be a Terminus unlike anything that has been held before, and we feel that it *should* be with the first time international north-south route and the significance of the quarter-century race. We have literally hundreds of people directly or indirectly involved throughout the community and interest is running high. We could take pages telling you about the special identifier slide being made by one TV station that will be aired throughout the week, and the Angel Flight member who is coming back from her home in the Panama Canal Zone to work in Registration with her sister Angels, and the many marvelous things that go into putting together a really first rate affair.

Of interest to many who won't be here, our Ham Operators have agreed to stay on the air through Saturday, July 10 to radio race results to anyone who inquires. They will be using frequencies 7.242 and a standby of 14.272, and the call letters of 49½er JIM KIMBALL who will be in charge are K5AUP . . . not that there will be "many" who are not here as indicated by the correspondence we are receiving from 99s all over the country! We are

fully prepared to seat 2000 at the banquet, and we hope we do!

(Ed. Note: Yur rite cuzin — I just kain't do it.)

Amelia Earhart Scholarship Awards Honorary Judges

I feel the Ninety-Nines are most fortunate to have three outstanding men to act as our outside judges this year. All of them are most interested in aviation and have done a fine job in naming their choices, which I am sure were not easy, to receive the A E SCHOLARSHIP AWARD FOR 1971.

The Judges are listed here in alphabetical order:

*LEIGHTON COLLINS; Editor of AIR FACTS, The Magazine for Pilots. MR. COLLINS agreed to serve as judge, but he was not inclined to receive any publicity. So I am sorry we do not have a picture of MR. COLLINS. However I'm sure the Ninety Nines are aware of his interest in our organization and most certainly his interest in General Aviation.

THE HONORABLE BARRY GOLDWATER; Senator from Arizona, Retired Major General in the U. S. Air Force Reserves and author of numerous books. BARRY (as he is affectionally known) is well acquainted with the Ninety Nines through one of our own members, RUTH REINHOLD, who flies for the Senator.

DR. JOHN J. McKETTA; DR. McKETTA, who has his PH.D. in Chemical Engi-

neering is E. P. Schoch Professor of Chemical Engineering at the University of Texas at Austin. He was most enthusiastic about being an Honorary Judge for the A.E. Awards. He is also enthusiastic about flying. He is a licensed pilot and has an Instrument rating.

A big thanks goes to our Judges. Theirs was not an easy job but they did it promptly and completely and we appreciate that.

Alice Roberts

Vice Chairman, A.E. Scholarship Trustees

* No picture.



APT PROGRAM

The International APT Committee is happy to report all Sections have an active Section APT Chairman, and most active Chapters have designated APT Chairmen.

Results of the entire membership participating in APT Clinics, renewing licenses with check rides and obtaining new ratings, has prompted us to order the new 1971-72 pins so they will be available at the convention for next years program. The

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!!!!!!



Executive Board has voted to allow Ninety-Nine members who have been APT three consecutive years to purchase a gold APT pin that can be inscribed with dates on the back.

This is the time of the year that your Governor will be starting to ask for committee reports. Since there will not be an issue of this news letter in July we would like to take this opportunity to ask for our reports which will be necessary for the APT report due at the International Convention in August.

If all Chapter APT Chairmen will have their detailed report of all current APT members of their Chapter complete with date and type of rating sent to their Chapter Chairman and their Section APT Chairman it will expedite all reports. The APT Section Chairman in turn compiles the report of the whole section and forwards this to her Section Governor and the International APT Chairman. Please have these reports sent to:

Charlotte Graham, APT Chairman
511 West Ocotillo Road
Phoenix, Arizona 85013
(no later than July 20th)

GET APT BE APT STAY APT

National Intercollegiate Flying Association

GENE NARMA JESSEN, Reporter

Forty colleges and universities gathered at the San Jose State College the last weekend in April for some intense intercollegiate competition. Rather than athletics or debate, however, their vehicle was airplanes.

Oklahoma State's team carried forward a well established tradition winning the top team Bendix trophy. Proving themselves ungenerous hosts, San Jose walked off with the coveted Loening trophy presented personally by GROVER LOENING, one time assistant to Orville Wright. Well established heavies such as Michigan, Iowa State, Purdue, Ohio State and Parks College fought to take the hardware home.

The annual air meet and conference was made up of both flying competition and testing ground-bound skills. Power off and power on precision landings tested a pilot's skill and judgment in landing precisely on a predetermined spot on the runway. A navigation cross-country event was delayed due to low clouds lapping the mountains in the bay area Saturday morning but was eventually flown. An air drop contest, dropping flour bombs from a window, is a little outdated in today's modern flying but still included to encourage participation in team events by non-pilot team members.

The college students also pit their knowledge against the computer, instrument flying proficiency "flown" in a Frasca simulator, and a pre-flight contest done on a "bugged" airplane.

The students were inspired at the conference by having conversations with such aviation personalities as General JIMMIE

DOOLITTLE, moon astronaut STUART ROOSA, famous Lockheed test pilot TONY LEVIER, inspiring aerobatic showman BOB HOOVER, our own 99 jack-of-all-aviation-trades FRAN BERA, aircraft company directors and many others who are "doing things" today in aviation.

Ninety-Nines were much in evidence at the national meet. The local Santa Clara Valley Chapter, directed by PAT ROBERTS and EVELYN LUNDSTROM, served as check pilot coordinators riding with the students in their cross country event. In addition to visiting with students in her "Conversations with . . ." capacity, FRAN BERA assisted in selecting the 99 Achievement Award winner. FRAN GRANT and THELMA CULL also helped with this job. Even visiting faculty members were 99's with FRAN SARGENT mother-henning the Miami Dade team and DR. MIMI HAWORTH shepherding Nebraska.

PAGE SHAMBUEGER did a little of everything—judged, interviewed for Air Progress Magazine and shot pictures. To NIFA'ers PAGE IS the 99's and they think highly of us because of her. Through PAGE'S efforts we were able to surpass our donation goal as follows: Tennessee Chapter \$25, Northwest Section \$100, Florida Suncoast \$25, San Joaquin \$25, Santa Clara Valley \$100, Greater New York \$80, Long Island \$50, Alabama \$20, Gold Coast \$50, Carolinas \$50, and National \$500 plus \$125 for trophies. San Fernando Valley and Greater St. Louis each contributed \$25 but it arrived at meet time and will be the first donations for next year.

Each year the competition for All-Ohio's Arlene Davis Top Female Pilot and the 99 Achievement Award is stiffer. This year we could have selected a half dozen top notch gals. Those taking the silver home though were Top Female Pilot BETSY CARROLL of Parks College and Achievement Award winner MAURI BANYCKY of Southern Illinois University—both outstanding girls.

The dominant impression generated by these young people was of discipline, direction and purpose. Many pay for their own flying and are not the collegiates who tantrum their way into the news. A glimpse of the young people at San Jose demonstrated that aviation's future is in capable and dedicated hands.

I Learned About Membership From That (or, subjects most often inquired about)

DORIS RENNINGER

International Membership Chairman

THE MEMBERSHIP DIRECTORY
AND RENEWALS:

The Ninety-Nine fiscal year begins September 1st and renewal forms, WITH ALL THREE PARTS COMPLETED, should be returned to Headquarters by this date. Between September 1 and October 1 there is a grace period. For your name to be listed in the 1971-1972 Membership Directory,

your renewals MUST BE RECEIVED at Headquarters by this deadline date of October 1st. There is a reinstatement fee for late arrivals—and you miss being listed. All members outside the continental limits of the United States and Canada receive the renewal forms via air mail. *Please Plan Ahead* and complete renewal forms as soon as possible to insure your name will appear in the 1971-1972 Membership Directory and to insure accurate listing.

CHARTER AND LIFE MEMBERS:

All Charter and Life members are also requested to complete all three parts of the renewal forms. This is necessary to keep the files updated at Headquarters and to insure listing in the Membership Directory. QUESTIONNAIRES:

All membership applications must be accompanied by a completed member questionnaire for computer processing. Membership packets of applications and questionnaires were mailed to all Chapter or Membership Chairmen. If you did not receive your packet or you need additional supplies, please contact Headquarters.

GLIDER PILOTS AND DATE OF LAST PHYSICAL:

Glider pilots are eligible for membership in the Ninety-Nines. FAA regulations, Part 61, states no medical certificate is required for any glider certificate or rating. Glider pilots applicants/members, under DATE OF LAST PHYSICAL on the membership application/renewal forms should state—"Glider pilot—not applicable."

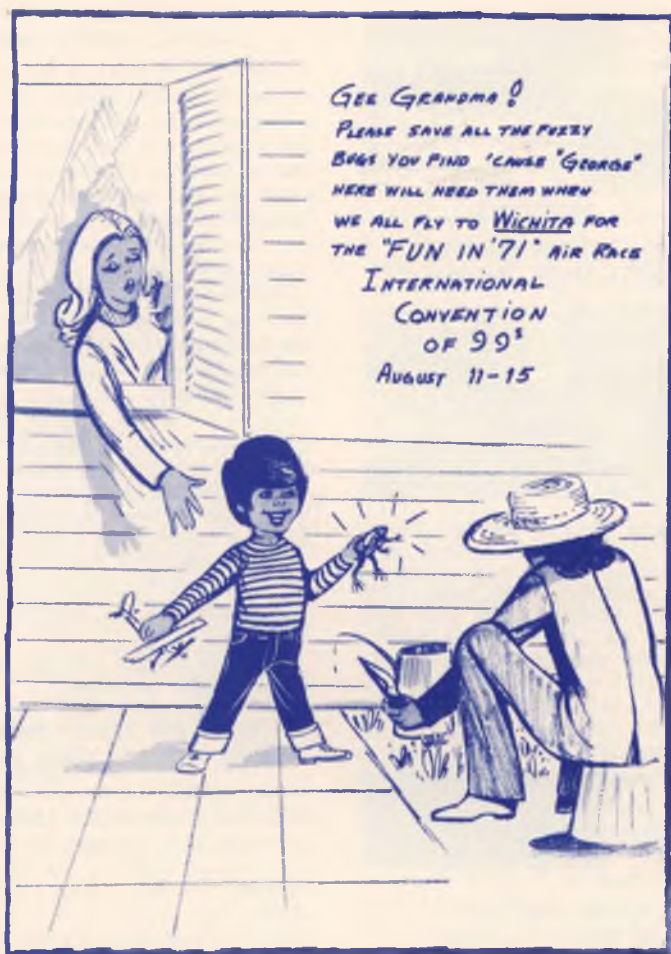
And to all of our Ninety-Nine members, may I appoint you as a committee of one to introduce the women pilots in your aviation community to the Ninety-Nines. With 29,000 licensed women pilots listed in the latest FAA's figures, the Ninety-Nine membership count in the April Newsletter only 3,892 has to tell us something—so, LET'S TALK UP THE NINETY-NINES!!!

Southwest Sectional Report

KATHY MARQUARDT, Reporter

The Southwest Section Spring Sectional is now history. We have recovered from the months of planning and are remembering the good time we had. The weather wasn't exactly as the Chamber of Commerce had promised but those who got to Santa Rosa had a good time. The early birds took tours of the famed Luther Burbank Gardens, and Ripley House. Some spent the afternoon playing golf. Friday night we were entertained by a little theater group with their production of HASH.

The theme of our weekend was "A jug of wine, a loaf of bread, and you." After breakfast Saturday morning we boarded busses for a tour of the wine country in the Sonoma Valley. The first stop was the Windsor Vineyards. We took the tour and tasted wine there and then reboarded the busses for the rest of the trip to Asti the home of Italian Swiss Colony. Our tour there was most pleasant and was followed by more wine tasting. (I didn't find out if



anyone took the french bread and cheese from the goodie bags with them.) Down the hill from the winery is a picnic area where we had champagne tasting and lunch — naturally complete with wine. It was cloudy and cold but most of us didn't notice. (Ed. How could you?) Highlight of the luncheon was a skit by Orange County Chapter inviting us to a SAFARI in the Spring of '72.

By the time we took the 30 mile ride back to Santa Rosa a few of the people still had time to shop, play golf, and relax before dinner.

Our goal for dinner was to have good food, brief entertainment, and lots of time to visit with those we see twice a year at Sectionals. We gave away most of our prizes during the cocktail hour, except for a few special ones during the dinner. JOANN ALFORD, a race pilot who has built her own airplane, served as our mistress of ceremonies for the evening. We were fortunate to be entertained during dinner by the Santa Rosa Etude Club. Sunday morning after a continental breakfast we spread out for our trips home. We hope that those who attended the Sectional had as nice a time as we did. We tried to leave a lot of time for visiting. We could name a lot of people who helped with the weekend in both Bay Cities and Redwood Empire Chapters, instead look in your roster, most of our members were there to help. Before I close I must mention that MARY KING planned a trip home from Hawaii to coincide with the Sectional making all states in the section represented.

New York/New Jersey Spring Sectional

DEE MOSTELLER, Reporter

Where in the world will you find 50 pretty pilots in conversation about wing tip vortices and hot pants all in one breath? At a NY/NJ Ninety-Nines sectional, that's where!

Those were two of the main topics at the meeting held May 8 at the Island Inn in Westbury, Long Island. There were two pilots-in-command, GOVERNOR JULIE VOM SAAL and RUTH DOBRESCU, Chairman of the Long Island Chapter and between the two of them the day was fun and informative.

Despite 0-0 visibility, about 50 members attended along with more than 20 guests. Honored guests included the HON. RALPH G. CASO, County Executive of Nassau County, MRS. CASO who is now going to take flying lessons, featured speakers L. J. COX, FAA ACCIDENT PREVENTION CO-ORDINATOR for the Eastern Region and C. "BUD" DASCH, FAA General Aviation Maintenance Specialist. Also present were Charter member, VIOLA GENTRY, Past Governors LOIS FAIRBANK, BARBARA EVINS, SELMA CRONAN, MARJORIE GRAY, MARION ANDREWS, DORIS RENNINGER and KAY HILBRANDT.

Activities started the night before with



You wouldn't DARE
buy a NEW plane
before the "FUN IN '71 RACE" !!!!!!
I don't care how good
a deal it is!!!!

a trip to the local racetrack and jam session in the hospitality room. Following a Continental breakfast Saturday morning the business meeting, luncheon and program were held. The business meeting opened with the excellent FAA film, "Wake Turbulence." Governor JULIE reported her presentation of a 99 Charter to the new Section in Paris, France. All committees reported as well as the Chapter Chairmen. In conclusion, DORIS RENNINGER reported on the Korean Friendship Program.

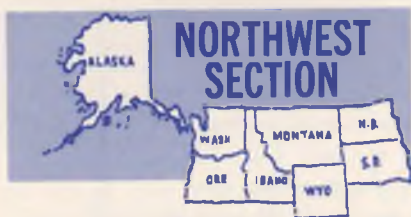
A delicious meal was followed by door prize drawings in which the top winner was 49½ ER JACK O'KEEFE visiting from Chicago. MR. CASO welcomed the group to his County and was made an honorary member of the Confederate Air Force and the Nervous Navigator Corps (Houston 49½'ers). L. J. COX brought us up to date on the expanded activities of the FAA Accident Prevention Program and BUD DASCH gave a professional walk-around plan to help avoid maintenance problems and accidents.



THE F.A.A. TURNS OUT FOR SPRING SECTIONAL — A very distinguished table of guests at the NY-NJ sectional included (l. to r.) ART BAUER, president of the Aviation Council of Long Island; WAYNE HENDERSHOT, Deputy Director of the F.A.A. Eastern Region; DORIS RENNINGER, international membership chairman and past section governor; GEORGE CHRISTENSEN, F.A.A. Chief of General Aviation; BOB HECKMAN, F.A.A. Accident Prevention; MR. and MRS. SONY HARRIS, Long Island Early Flyers; and JOHN J. KARP, F.A.A. Eastern Region.



PILOTS-IN-COMMAND AT NEW YORK/NEW JERSEY SPRING SECTIONAL were (l. to r.) HOSTESS RUTH DOBRESKU, Long Island Chapter Chairman; "BUD" DASCH, FAA Maintenance Specialist and guest speaker; JULIE VOM SAAL, Section Governor; and L. J. COX, FAA Accident Prevention Coordinator for the Eastern Region and guest speaker.



SOUTH DAKOTA CHAPTER
LENETTE MACY, Reporter



South Dakota 99s meeting with Chamber of Commerce President Bob Asheim. Shown in the picture left to right are ADELINE HAMILTON, LENETTE MACY, LOIS SAXTON (our Stop Chairman), Mr. Asheim, ELIZABETH MAGNUSSON, and ROMANA DeWALD.



ALOHA CHAPTER
JANE KELLEY, Reporter

Summer visitors to Hawaii . . . take note! Plan to participate in Hawaii's second annual Air Fair, August 13-15 at Honolulu Int'l. Airport. On Sat. Aug. 4th the Ninety Nines will once again hold "APUEPUE-LELE", a cross-country proficiency contest based upon estimated fuel consumption and navigation timing. All female pilots are invited to compete. Contest co-chairwomen this year are LINDY BOYES and IRENE ROGERS.

Ninety-nines will be staging an Air Rally, treasure-hunt via air on June 13th. Co-chairwomen DOROTHY KELSEY and CAROLYN WILCOX.

MARY KING lived-it-up and represented the Aloha Chapter at the recent Southwest Sectional meeting in Santa Rosa, Calif. MARY was pleased to be presented with a bottle of champagne "for coming the farthest" to the meeting.

Congratulations to CORRINE WATERHOUSE who announced her engagement to KEITH BRITEN; wedding date set for June 12th. Also, CORRINE and KEITH placed 4th in Cessna Pilot Center's recent Air Rally. Only other females participating were JANE KELLY and BETH OLIVER, who, taking off on the first early morning flight, turned out of the pattern to find themselves virtually IFR while trying to hunt for specific water towers and reservoirs over the famous Wahiawa Valley.

BAKERSFIELD CHAPTER **FLORENCE MOODY, Reporter**

LORETTA GRANT is the new chairman of Bakersfield Chapter.

Hospitality for the Hayward-Bakersfield-Las Vegas race is our big project for this time of year. Our chapter provides refreshments as well as "listenship" for the racers. We participate in the dinner Thursday evening with racers whose slower planes require a RON.

GOLDEN WEST CHAPTER flew into Meadows Field early in May. The Hayward-Bakersfield-Las Vegas race committee arrived the same day and were included in the festivities.

JOAN PAYNTER is flying with PATTI PIPER as co-pilot in ARO. Recently they went to the Sectional at Santa Rosa, with weather forcing them to go via instruments. Coming back they experienced an electrical failure. They are flying the Hayward-Bakersfield-Las Vegas Proficiency Air Race. Need to fly another cargo of medical supplies will see them in Santa Barbara soon.

Marianne Laxague with five aboard flew to Baja, Calif. for fishing.

EL CAJON VALLEY CHAPTER **JUNE O'NEILL, Acting Reporter**

AN EPILOGUE TO WARNER SPRINGS I met ECV's HELEN McGEE — mother of nine grown children, secretary, college student — last fall at a 99's meeting. She and I, both low-time pilots sharing the wonder of our newly-earned private licenses, found a great deal to talk about. I saw and admired a kind of quiet stubborn strength and vitality in her life and her conversation.

She made Angel Derby plans, practicing, studying, flying, flying and flying — and loving it. We talked one night about danger and easily decided that for us the beauty of flight far outweighed any implied risk. "All of life is a kind of risk," we agree, "anything worthwhile and worth doing, that is..."

The next day, stunned with shock, I was unwilling at first to believe the grim reality of the plane crash at Warner Springs that injured four people, leaving HELEN critically burned. Breakfasting with the four of them earlier in the perfection of that spring day, pain and fire were unthinkable impossible things. Yet when there remained only charred pitiful pieces of the Cardinal, all too very real, the question.

And the inevitable, "How would we feel in their place?" Would we have had the courage of the ones who, though injured, rescued the others? Could we have stayed calm and gone for help as DOTTIE WATTS did? And in HELEN's place, NOW A DOUBLE-AMPUTEE FACING LONG WEEKS OF SKIN-GRATFING SURGERY, would we just give up altogether?

Then came the reports about HELEN, still in isolation: an ideal patient, full of hope, voluntarily rejecting sedation, look-

ing to the future, leading doctors to begin to predict when she might go home...

It is thus for me a high privilege to know HELEN McGEE, to be witness to the greatest demonstration I have ever seen of patient courage, to hear of the truly indomitable essence of the human spirit which allows her to look ahead with hope in the face of what would be for many of us insurmountable obstacles.

My purpose in writing is to pass along the HOPE that HELEN has given to me from her lonely confinement—and with the thought that we might respond by letting her receive words of encouragement from 99's in other cities as she continues to work back to recovery. Words are fragile things, but love and words and prayers are all any of us can offer HELEN right now—and remember the power of prayer.

I am a new pilot and a new 99, with a great deal to learn—and from the four pilots in that Cardinal I have learned the way to "accept the things we cannot change" and work from there, not bemoaning our fate, nor bitter, not looking backward with needless "if only's", but learning instead to walk this life in a new way—FULL OF HOPE. Write: HELEN McGEE, 9721 Winter Garden, Lakeside, Calif, Area Code 1-714-4480562.

GOLDEN WEST CHAPTER HEATHER McNEIL, Reporter

Our famous dual, TONI KUHNS and PAT APPEL will be flying in the derby again this year and have drawn race number 120.

JANE KEYSTON and her husband GEORGE took a quick, but very enjoyable vacation according to JANE. They flew from San Francisco to Miami and then on to St. Thomas for a day of shopping. That evening they boarded the S.S. Oriana for the return of the Caribbean Carnival Cruise.

VIVIAN HARSHBARGER, NANCY STOCK and BARBARA LA POINT plus husband BOB went to Bakersfield on the fly-in with the Bakersfield 99's. For VIVIAN and NANCY who took a Cessna 150 it was their first long cross-country and needless to say they were a little nervous. BARBARA and BOB took their Cessna 120 and BARB relates they had a most enjoyable time spending the day with JOAN PAYNTER, PATTY PIPER and 3 men of the Hayward-Bakersfield-Las Vegas Air Race Committee. In the evening they were joined for dinner by MAUDE and VERNE OLDERSHAW, MARIANNE LAXAGUE and PRISCILLA SPENCER also of the Bakersfield Chapter.

BARBARA LA POINT and husband BOB as co-pilot have entered the Hayward Bakersfield-Las Vegas proficiency race. The spring sectional in Santa Rosa was attended by: TONI KUHNS and husband DALE, PAT APPEL and husband CHARLES, JOAN HANSEN and husband ERNIE, LESLIE NACANISI and LORETTA GABRIELSON.

LONG BEACH CHAPTER DOROTHY WALTZ, Reporter

The Lgb 99's presented a \$300.00 check this month to CHARLES MORRIS, principal of Redondo Union High School, and to TED MISENHIMER, Aero Science instructor, for the use of this year's Aero Science class in helping defray the expense of their orientation flights, at the conclusion of their year's study of aviation subjects. Trainees will plot and plan short XC flights and use their newly acquired navigation skills in actual flight. The Chapter's support of this worthy project to further aviation education and interest among the young people was solicited this past year by WALLY FUNK, who taught the RUHS class while MR. MISENHIMER was on a sabbatical.

Also to SUE BOLTON for a new Commercial license and on her recent engagement to DAVID CLARK, a fledgling jet jockey for the U.S. Navy. And to EMMA McGUIRE, who now has her multi-engine rating.

Those in our chapter who have received a number in the Powder Puff Derby are: DOROTHY WALTZ and WALLY FUNK, #12; MARGARET CALLAWAY and BETTY WHARTON, #54; EMMA McGUIRE and JEAN SCHIFFMANN, #76; GENE FITZ PATRICK and KAY FITZ PATRICK, #87.

KAY FITZ PATRICK brought home a 2nd place trophy in air navigation, after the April 30-May 2 national finals of the intercollegiate Flying Association meet at San Jose. She was part of the Cypress College team, competing with 230 other pilots from 32 different schools, including the Air Force Academy, Purdue, Ohio State, U. of Florida and others. The air nav contest was a short, 3-leg XC to given coordinates, judged on accuracy of the ETE and gas consumption as well as ability to find the turn points. KAY was impressed with the celebrities at the banquet including Astronaut RUSSO, JAMES DOOLITTLE and GROVER LOERNING.

LOS ANGELES CHAPTER JO ANN STEIERT, Reporter

LYNN and BOB OPER flew their Cessna to Baja, California for a five-day Easter weekend. Due to the overload of flying tourists on the Easter weekend, there was a gas problem. EVAPORATION RATE OUT OF THE TANKS WAS EXTREME!! It became necessary for LYNN and BOB and three other planes to pool gas to send one plane to Hermosillo to bring back drums of gas. When they went to put the returned gas, in the plans, they found the tanks had been drained dry. From then on, they took turns sleeping in the planes with spear guns.

We had two planeloads headed for the Spring Sectional at Santa Rosa; one route over the coast; one route up the San Joaquin Valley. Never the twain did meet: this weekend, at least. The coast flyers, DOROTHY PEPIN and daughter KAREN LINNBACH, RACHEL BONZON and

DORIS ROBERTSON. Then there was the other planeload, your reporter, JO ANN STEIERT, NORMA FUTTERMAN, SALLY LA FORGE and TILLIE KLEMENTS, who discovered the rash excitement of Delano on a weathered-in Friday night. We kept loosing ground, and finally just managed to squeeze thru a hole before Los Angeles closed in. A memorable trip nevertheless!!

Your reporter, JO ANN STEIERT and NORMA FUTTERMAN, decided to try our luck with the Mochella Valley Chapter's poker run that concluded with lunch and drawings at Bermuda Dunes. With true beginners luck, NORMA won a door prize, and yours truly won her first trophy, for mystery spot landing. I couldn't be any happier had I known where the "spot" was.

MONTEREY BAY CHAPTER JO DIESER, Reporter

The Monterey Bay 99s have been busy this month with various activities.

DOUGLAS and GENEVA CRANFORD flew with WARREN and JUNE KNAPP to the spring sectional at Santa Rosa. HELEN HARRISON and HELEN and FRANK SHROPSHIRE also flew to the sectional. DELL HINN drove because she had several stops enroute.

ROSEMARIE SCHIOENING flew to San Luis Obispo and to the Livermore Air Show to see the American display.

SHEILA CLAQUE, a new student, flew to Van Nuys.

JUDY DAKE flew to Madera for the San Joaquin Chapter's 20th Anniversary Dinner. JUDY said they had a great time. She also flew the Cessna Aerobat 150 to Monterey and back for the first time.

CONNIE HOO Dand JOANNE AIELLO flew to Castle Air Force Base for the altitude chamber-physiological training program. CONNIE also flew to Stockton, Carson City, and Reno this month.

DELL HINN flew a prisoner, a 14 year old girl, to Perkins Juvenile Hall in Sacramento. She also flew to Modesto to talk to the Stanislaus County Women's Auxiliary to the Medical Society about flying drug samples to Direct Relief Foundation in Santa Barbara. On April 13th, GENEVA CRANFORD and DELL flew drugs to SBA along with 6 other planes from Sacramento, San Francisco, Santa Rosa, and San Jose. While in Santa Barbara, DELL talked to the Orange County 99s and to the Orange County Medical Auxiliary regarding the Direct Relief Foundation. DELL flew another drug run to SBA with 15 planes from Orange County on April 20th. Since JANUARY, 1971 THE 99S HAVE FLOWN OVER 12,000 LBS. OF DRUG SUPPLIES.

Last, but not least, HELEN SHROPSHIRE and MARDO CRANE drew TAR 61. Until next month, Happy Flyin!

NORTHERN ARIZONA CHAPTER EUNICE DICKEY, Reporter

Airmarking was the May activity for the Northern Arizona 99's at the Sedona Air-

port. Chairman PENNY CARRUTHERS organized the airmarking assisted by 49½ JOHN and son RANDY. Phoenix 99 Airmarking Chairman AGGIE LILJEGREN supervised painting letters while 49½ DALE was in charge of lay-out, assisted by airport employees. Sedona Boy Scout Troop 26 members also helped. From Flagstaff came 66 JANINE WITT, our newest 99 CORINNE PENNELL and ANNA MACKEY with three friends. ELOISE SELVIDGE from Sedona helped, as did EUNICE DICKEY and children from Cottonwood. It took two hours and thirty seven gallons of paint. Phoenix 99's flying in to help were ERNA BLATT and 49½ BILL, with passengers ALYCE MAU and MARY MAE PHERSON. ANNA MAUSER and son MILFORD drove. And a special thanks to BILL BLATT who enabled AGGIE LILJEGREN to take a picture of the newly marked runway.

The April meeting was held at the King's Ransom Motel in Sedona. Those attending were PENNY CARRUTHERS and ELOISE SELVIDGE from Sedona, CORINNE PENNELL and 66 JANINE WITT from Flagstaff and EUNICE DICKEY and daughter from Cottonwood.

JOHN CARRUTHERS is now officially the fixed base operator of Sedona Airport as of May 1st. He has signed a twenty year lease and has lots of plans for several substantial improvements. New hangars are now being built.

99's On The Go! — ELOISE SELVIDGE enjoyed her first cross-country trip without Harner's help when she flew two friends to Santa Fe to attend the Republican Women's Convention. ANNA MACKEY flew to Page to take pictures of the generating plant for the Sierra Club. PENNY and JOHN CARRUTHERS and son RANDY left right after the airmarking to attend the Flying Farmer's (Arizona) fly-in. EUNICE and BRANTLEY DICKEY flew a friend to Lake Powell and two days later they all flew to Nogales; so it was border to border within three days. Another frequent flight is to fly to Carefree to have lunch.

In April the Flagstaff group flew to Prescott to help the Prescott Flight Service Station address cards to notify area pilots of the FSS Flight Clinic held on April 13th in Flagstaff. It was well attended and of benefit to all. DOT WARD, CORINNE PENNELL, ANNA MACKEY and a friend were the 99's who helped.

Welcome to CORINNE PENNELL, our newest NA 99. CORINNE has just finished her APT program.

ORANGE COUNTY CHAPTER V. J. FLANARY, Reporter

Some time past, mad designers, bent upon a secret scheme, entered a lab in Orange County and, except for strange noises, were not observed again for days. A month ago part of the project was exposed as the doors burst open and a strange creature broke out to freedom. It and general confusion were launched into the Southwest Section of the U.S.

Earlier reports that the beast is called an "Eerie-fuss" or an "Aairy-fast" have been debunked by one of the designers. This weird looking person, while struggling into pith helmet and bush-jacket for the chase, shrieked, "It's an IRAFAS!!" The rest of the words were drowned out as he disappeared in hot pursuit, heading north with butterfly net flapping.

Next sighting of the Irafas was at the Asti California Winery (250 99's couldn't have had the same illusion no matter where they were!) The Great White Hunter was stalking the animal. He had now enlisted the help of a native bearer for the trek through any jungles or grapevines that might loom up. Moments later the big red onehorned snouted flopped pop-eyed toggle-glomped creature with a dreamy expression and 13-16 baggy feet (both in length and appendages) ambled into view.

There was some discussion as to positive identification and how to proceed when it was discovered the interesting animal was more fun than dangerous, albeit slightly backwards.

The Irafas took off in a southerly direction. "It'll take us a year to get this thing tied down!" shouted the Great White Hunter charging after it. "FOLLOW THAT IRAFAS . . . THERE'S A REWARD!"

Impressed with the bravery of the Great White Hunter all of Orange County Chapter was sworn to help with the capture. When the dozen members returned home from sectional they kept their eyes open for clues. 14 Airplanes flying supplies for Direct Relief Foundation to Santa Barbara practiced formation flying in case it would be needed. SHIRLEY TANNER and CLAIRE WALTERS scanned the countryside as far south as Nicaragua, (and, incidentally brought home a fourth place Angel Derby trophy!) When 13 members painted the runway at Borrego Springs in 100° heat they were all heard to comment how "beastly" it was.

We have just been notified that someone got a photo of the Irafas, be sure to watch for it in the next issue!

PALOMAR CHAPTER PAM VAN DER LINDEN, Reporter

Palomar Chapter 99's held their May meeting at Flight Trails, Palomar Airport, May 1st. Members present were: CHAIRMAN WANDA MILLER, EVELYN ASHTON, BERNICE DEERING, RUTH DILG, BETTY KITCHIN, RUTH KNIEFEL, MARY MOONS, MARY PEARSON, MARY SANTOSUOSSO, PAM VAN DER LINDEN, and ESTHER WHITT. We were delighted to welcome back NELL CONNOLLY who has returned to her home in Carlsbad. NELL, a Charter member, was immediately asked to take over chairmanship of our annual Poker Party May 23rd from ESTHER WHITT, who has to spend a few days in the hospital at that time. The Poker Party stops will be the following airports: PALOMAR, FALLBROOK, HEMET, BORREGO, OCEANSIDE, RA-

MONA AND GILLESPIE, with a BBQ at Flight Trails, Palomar Airport, to finish off the day.

We were also happy to welcome at our meeting our newest member ROSEMARY LONGMIRE. ROSEMARY, a doctor's wife and member of Women's Auxiliary, has already been actively helping us with assembling drugs for Direct Relief. Your reporter, PAM VAN DER LINDEN is very proud to have had her name placed on the ballot for National Nominating Committee. Chapter members have been busy flying around the country. BETTY KITCHIN and 49½ R BOB on their air trips make a point of visiting National Parks. BERNICE DEERING and 49½ R KEN, together with several other 99's from California, Arizona, Nevada and Utah, attended Western States Sheriff's Aero Squadron Assn. sleeping bag fly-in at Ramona Oaks, May 7, 8 & 9.

MARY PEARSON and WANDA MILLER have drawn #20 for the P.P.D. and PAM VAN DER LINDEN, with daughter JEANNIE CLYDE, are really excited with #2.

RUTH DILG with 49½ R MARVIN, and PAM VAN DER LINDEN, the Southwest Sectional at Santa Rosa.

RENO AREA CHAPTER KATHY GRAY, Reporter

Our May meeting was held at the home of our chairman, LOIS WILLIAMS. We discussed a fly-in to Elko June 5 to meet the Idaho girls for a weekend of swimming and socializing.

MARK WILLIAMS, LOIS WILLIAMS' number 2 son, received his private pilots license on his 17th birthday.

PAT HENNING is very proud of her Aerospace Education Classes at Fallon High School this year. All nineteen high school students and eight students in her evening ground school successfully took the FAA written test for private pilots.

Since their Cessna 175 has been having cylinder problems, STAN and ELAINE BROWN have been trying out their new Traveleze Trailer on camping trips.

We hear that prospective member, GWEN WOOD, has soloed, recently. We will be delighted to welcome her into our chapter when she completes her license requirements.

LOIS WILLIAMS and GLORIA ROBERTS attended the 99's Southwest Sectional held in Santa Rosa May 8th and 9th. They report that they had a great time, seeing old friends and meeting new ones. The wine tasting tour was fabulous; but, for some "strange" reason, they can't relate any details to us!

SAN FERNANDO VALLEY CHAPTER ROCHELLE JENSEN, Reporter

In spite of low clouds, the lure of Santa Rosa (wine country) for the Southwest Sectional May 7, 8 and 9 was great. Those cloud dodgers in attendance were: JEANNE & DENNER DAY, JEAN & PAUL WILEY, LOLA & ED RICCI, MARGARET WARD,

PAULINE FLEMING, DOROTHY PLATNER, ELLEN TRINDLE & 49¼ (that's almost a 49½) BUD MILLER, LIBBY SVENSON, PAT HALLETT, FLORA HUTCHINSON, VESTA & DON MALBY, and BEV & WOODY WOODWARD.

Meanwhile, down in Managua, Nicaragua, BERNI STEVENSON and FLO STANTON-GAST took fourth place in the international Angel Derby. How about that for adventure!

One of the highlights of our regular meeting May 3rd was the pinning of new 99 FLORRIE FERMIN by membership chairman, CORALEE TUCKER. Congratulations FLORRIE, we are glad to have you.

Congratulations also to FLO GAST for passing the commercial written exam and to LORIE BLECH for receiving her commercial licence.

AUDREY SCHUTTE is pretty happy over adding a G-2 helicopter to her line at Viking Aero.

LIBBY SVENSON was beaming! After 25 months, she did it—she went flying. Good show, LIB!

VESTA MALBY went to Utah via Flagstaff, where she says the sleet stripped paint off the leading edges of the wings. LOLA RICCI had lots of hangar flying to share. She stayed where it was warm though, Yucca Valley, Palm Springs, Thermal and Bermuda Dunes. PAT HALLETT flew to Needles twice. CORALEE TUCKER went once. VIRGINIA RAINWATER has been flying the Mooney Ranger she will use for the PPD. RUTH MAYLE flew to San Diego, Parker, Arizona, Albuquerque, Santa Fe, and Winslow. JEANNE DAY went to Havasu City, JAN MUNTZ flew to Columbia, and JEAN WILEY spent Easter in San Luis Obispo.

SAN GABRIEL VALLEY CHAPTER PORTIA CORNELL, Reporter

At our regular meeting on May 13 we were pleased to have DON DOUGLASS as our guest speaker. We met at his place of business, The Backpacker Shop in Claremont. He spoke to us on survival. In addition to listing things that should be done immediately after a crash, he paid particular attention to the causes and prevention of hyperthermia. This is the main cause of death, often referred to as exposure. He showed us equipment and techniques that could possibly save our lives someday. In carrying out the survival theme we even sampled some dehydrated food for our refreshments.

The San Gabriel 99's will join with the Orange County 99's endorsing CLAIRE WALTERS for Section Governor.

ELIZABETH ECKEL is happy to finally have their Thorpe 218 homebuilt out of her home and on the airport. She reports that the two seater Thorpe with the Lycoming 180 engine will soon be taking to the skies, and she invites us all out to watch.

JANE LA MAR had to watch helplessly as one of her students forgot what his feet were for and flew one of her 150's into a fence. Fortunately no one was injured but

the plane looks pretty sad with holes in its wings.

The new officers who will be serving us for next year are: Chairman JEAN GIL-LINGWATERS; Vice Chairman PORTIA CORNELL; Secretary NANCY GORDON; and Treasurer MARIAN MARRIOTT.

SAN LUIS OBISPO COUNTY CHAPTER IMA SLO PILLAT, Reporter

Brief flurries of activity . . . Our Chairman, MARCI BARNET, & BOB have seen Colorado Springs & Reno since last month, and has been flying football players around California between fits of late spring wx . . . AND, they flew to Grass Valley to attend the wedding of JAN STRASSBURG, DON & WANDA'S older daughter. It was more than amusing to see BOB, the Datsun Dealer, driving the Ford that DON rented from the FBO for him. It was slightly less than exhilarating to learn that BOB got lost trying to find the airport again and drove that rented car all over the north end of Nevada and California looking for their airplane.

EMILY CLETSOWAY has been participating in the Medical Airlift that is going such great guns here on the coast. What great use of our planes and time.

JUNE CUNNINGHAM again is a part to encouraging MORRO BAY support for AWTAR prizes. THANK YOU, MORRO BAY MOTEL ASSOCIATION & JUNE. If you like fishing, boating, golf or just scenic relaxation, MORRO BAY, Gibraltar of the Pacific & Year-Round vacationland is for you!

By the time this is in print . . . we will have had our Poker Run, and feverish preparations will be underway for TARs #131 & 139. AND . . . we hope to have more North County news next edition. . . .

SANTA BARBARA CHAPTER ERMA CHRISTIAN, Reporter

Our May meeting was a potluck dinner at ERMA CHRISTIAN'S home. RACHEL COWIN showed slides she had taken at the Southwest Sectional in Santa Rosa. PAT ROWE had gone to Porterville on Wednesday, and then flew to Santa Rosa with THELMA DREW, and RACHEL COWIN and MARIAN FICKET flew up with ERMA on Friday morning. Erma won a key chain for being the first Bonanza to land.

JOAN STEINBERGER and BILLIE DODSON are getting ready for the AWTAR. Last week they went to Hayward to the Mack Truck office to have their publicity pictures taken.

SHIRLEY and TED SENDRAK now have their Mooney after a long wait for it, because it was one of several which had been burglarized of avionics equipment.

ANNOUISE SWANSON has arranged for the Santa Barbara 99's to assist as hostesses at an Airplane Show at La Cumbre Plaza, May 22, to promote "women in flying." Apollo Airways has asked us to taxi 10 planes from the airport to the

Plaza, about 8 miles, at 2:45 A.M. on Saturday!

THE DIRECT RELIEF FOUNDATION, WITH HEADQUARTERS IN SANTA BARBARA, ARE DESPERATELY IN NEED OF EYEGLASSES. PAT ROWE WILL GET THEM TO DRF IF EVERYONE WILL CHECK THEIR DRESSERS AND DESK DRAWERS TO FIND GLASSES THEY NO LONGER USE AND JUST HAVEN'T KNOWN WHAT TO DO WITH THEM. PLEASE SEND THEM TO: PAT ROWE

5102 CATHEDRAL OAKS RD.
SANTA BARBARA, CALIF. 93105

SANTA CLARA VALLEY CHAPTER BETTY HICKS, Reporter

Trans-Atlantic ferry pilots and air racers, IRENE LEVERTON and MARION BARNICK, are Santa Clara Valley Chapter's newsmakers of the month. Irene returned to San Jose in mid-May after an allegedly routine flight from the Isle of Wight to Florida, via Iceland and Newfoundland, in a Britton Norman Islander. The flight was tabbed as routine because she "only" flew through four fronts enroute, lost her ILS capabilities going into Iceland, and developed an ominous oil leak in one engine due to a frozen breather.

Undaunted, MARION was packing for her ferry flight about the time IRENE came home. The Britton Norman Islander is the same airplane they'll fly in the Great Race from London to British Columbia in July.

If chapter sentiment could only melt clear ice, or our good vibrations in this race team's direction could break up rime, those Islandic fronts would be no problem for Irene and Marion!

Would you like to have your acquisition of an instrument rating broadcast on KCBS, Columbia's San Francisco station? If your name is JEANNE McELHATTON, whose 49½er is DAVE, KCBS announcer, it will be done. We had heard a woman's voice working Aztec 990 Papa Victor around in Bay Tracon's airspace last month, sounding very capable and much like a flight test might be imminent. Imminent it was, and successfully passed! . . . From the desk of PHYLLIS PIERCE, it says here, is news of another DRF flight. That's Direct Relief Foundation, which is becoming about as unnecessary to spell out as



LAYNE HACKETT (left), CFI-I, and VERA ARNOLD (right) are smiling over VERA's instrument rating, acquired as Layne's first student. They plan to fly the AWTAR together in Vera's Skylane.

"FUN IN '71"

REGISTRATION FORM

"FUN IN '71"

1971 International 99's Convention

August 11-15, 1971

Wichita, Kansas

Name _____

Address _____
(Street Address) (City and State) (Zip)

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

Attending 1971 Convention:

49½er: _____

Children: No.: _____ Ages: _____

Date of Arrival: _____ Date of Departure: _____

Plan to arrive by: Private Plane _____ Airline _____ Car _____

REGISTRATION FEE: \$45
(REGISTRATION FEE INCLUDES ALL EVENTS.)

PRE-REGISTRATION FEE: \$35
(Postmarked on or before July 1, 1971)

WIN A DOOR PRIZE?? — Send your registration in before June 1, 1971

Check Enclosed for _____ registrations (Make payable to 1971 International 99's Convention Fund.)

CLIP AND MAIL TODAY TO: Garnett Hastings, Registration Chairman
1971 International 99's Convention
P.O. Box 18322, Southeast Station
Wichita, Kansas 67218

HOTEL RESERVATIONS — MAKE EARLY!

Reservations will be made at the Holiday Inn Plaza as long as rooms are available. The nearby Broadview Hotel will be used for overflow.

Name _____

Address _____
(Street Address) (City and State) (Zip)

PLEASE RESERVE THE FOLLOW ACCOMMODATIONS:

_____ One single (1 bed, 1 person) \$14.75

_____ One double (1 bed, 2 persons) \$17.75

_____ One twin (2 double beds, 2 persons) \$19.75

Additional persons \$ 3.00 ea.

_____ Do not hold reservation past 6:00 p.m.

_____ HOLD reservation until arrival. If I do not
arrive and have not cancelled by 6:00 p.m.
BILL me at above address.

PLEASE — **NO** reservations should be requested direct from Holiday Inn Plaza — **All** hotel reservations are being handled by the Registration Committee and should be mailed to:

Garnett Hastings, Registration Chairman
1971 International 99's Convention
P.O. Box 18322, Southeast Station
Wichita, Kansas 67218

DON'T DELAY!

DO IT TODAY!

THE NINETY-NINES, INC.

42nd International Convention

Holiday Inn Plaza, Wichita, Kansas

August 11-15, 1971

"FUN IN '71"

Calendar of Events

Wednesday, August 11 (or Tuesday, August 10 for early arrivals)

AIR CAPITAL AIR RACE (A tight race with loose rules.)

East from Indianapolis, Indiana

West from Albuquerque, New Mexico

Finish Deadline: 3:00 p.m. Wednesday, August 11,
Municipal Airport, Wichita, Kansas

8:00 a.m. - 8:00 p.m. Registration
8:00 p.m. - 10:30 p.m. Informal Party and Race Trophy Presentations

Thursday, August 12

7:00 a.m. - 6:00 p.m. Registration
7:00 a.m. - 9:00 a.m. Chairman's Coffee
Continental Breakfast and Convention Welcome
10:00 a.m. - 12:00 Noon Tour — Cessna Aircraft Company
12:30 p.m. - 2:00 p.m. Luncheon, Cessna Activity Center — Host: Cessna Aircraft
2:30 p.m. - 3:30 p.m. Guests of McConnell Air Force Base
7:30 p.m. - Buffalo Barbecue — Social Hour and Dinner
Country Home of Owen and Pat McEwen

Friday, August 13

7:00 a.m. - 7:45 a.m. Continental Breakfast
8:00 a.m. - 11:30 a.m. Convention Business Meeting
12:30 p.m. - 2:00 p.m. Amelia Earhart Scholarship Luncheon, Wichita Country Club
Beech Aircraft Corporation, Olive Ann Beech, Hostess
2:30 p.m. - 4:30 p.m. Tour of Beech Aircraft Corporation
7:30 p.m. - Safari Night — Social Hour and Dinner
Country Home of Todd and Mary Aikins

Saturday, August 14

7:00 a.m. - 7:45 a.m. Continental Breakfast
8:00 a.m. - 12:00 Noon Convention Business Meeting (Continued)
12:30 p.m. - 2:30 p.m. Governor's Luncheon
2:30 p.m. - 7:00 p.m. Free afternoon to see Wichita and to shop
7:00 p.m. - "Aviation Leaders" Banquet — Century II Civic Center

Sunday, August 15

6:00 a.m. - 8:00 a.m. Continental Breakfast
Transportation to Airport
Weather Briefing — Municipal Airport

SEND IN YOUR REGISTRATION TODAY — DON'T DELAY!
(Registration Form on Page _____ of this issue of *Ninety-Nine News*.)

FAA. Three SCV airplanes made the trip, and accounted for 1,146 pounds of the total poundage of medical supplies carried to Santa Barbara, from which they are destined for the needy overseas. JEANNE McELHATTON, PAT ROBERTS, JACKIE PETTY, EVELYN LUNDSTROM, and PHYLLIS PIERCE made the trip, sneaking into Santa Clara Valley just ahead of R++. JACKIE'S dog, NUTMEG, passed up the action for the first time due to a hairdresser's appointment. It's discouraging to those of us who try to promote women in aviation to know that feminine vanity can keep a girl on the ground.

PHOENIX CHAPTER SUSAN STORM, Reporter

The 3rd annual 2¢ per lb. Airlift held April 18 at the Phoenix-Litchfield Airport was declared a success with 778 persons (or 81,500 lbs.) flown and a gross income of \$1,630.00.

The May meeting was a pot-luck dinner with AGGIE LILJEGREN, MYLES RUGENBERG of the Phoenix FAA spoke on



the cause and prevention of aircraft accidents.

MARY VIAL and SUE HARPER, accompanied by 49 1/2¢ers GEORGE and BILL, attended the Southwest Sectional at Santa Rosa, Calif.

A co-ordinated airmarking of the Sedona Airport was held May 15th. The Northern Arizona 99's made all the arrangements and the Phoenix 99's furnished the supplies and part of the manpower. Those attending from PHX were: AGGIE & DALE LILJEGREN; ERNA & BILL BLATT; ALYCE MAU; MARY McPHERSON; ANN MOUSER and son, MELFORD.

An airlift to Window Rock, Ariz. on May 1 transported more used clothing to the Good Shepherd Mission on the Navajo Indian Reservation. 99's were: MILLIE DAWES and RUTH LUNDBERG; BETTY JO SMITH, MARGE HINKLE and MARY McPHERSON; EVELYN and KEITH SASSER; BETH USSHER; SUE HARPER, RUTH REINHOLD and Sue's son, WILL.

MARY LOU BROWN and RUBY SHEDDON enjoyed having dinner with BETTY McNABB in Albany, Ga. A few days later they dined with JEAN HARRIS of the Virginia Chapter in Richmond.

MELBA BEARD is planning a trip to the Glen Curtiss Aviation Museum in Hammondsport, N.Y. to attend a special antique aircraft meeting.

TUCSON CHAPTER GINNY COOK, Reporter

'The man who came to dinner' was—MAX CONRAD!! He just phoned and said "I love to crash parties". The 'party,' was an anniversary for Norma's Flight School and the regular monthly meeting. Introduced were our scholarship applicants: DEE FLINT, VAL GRUZAUSKAS, and PAT WHITEHEAD. After the FSS team from TUS showed the latest film on wake turbulence, MAX related several hair-raising tales, followed by a question and answer session. We then twisted his arm to get him to show slides from his last polar flight with narration, which is a mild description of the way in which he paints vivid word pictures. MAX explained his latest venture, the GRANDFATHER ORGANIZATION, which is a dedicated group of gentlemen helping today's youth in aviation. One of our guests, GEORGE CARY, signed up on the spot. Just don't expect every meeting to be as enthralling as this one, gals.

GINNY & KEN COOK returned from the



On the flight line at Ryan Field, Tucson, TWILA WEBER (left) is shown with the 150 and the instructor with whom she recently earned her private license. The instructor is NORMA WILCOX (right), TWILA's mother and operator of NORMA'S FLIGHT SCHOOL. TWILA applied for membership in 99's the day she passed her flight test.



TAMMY WELSH, on the wing, BARBARA WELSH, and JAYNE HUNTER affix "label" to the Comanche Sunliner, they will fly in the PPD.



JANET ROBERTSON, BARBARA WELSH and JAYNE HUNTER clown it up a bit after painting RYAN on the roof at RYAN AIRPORT.

spring sectional at Santa Rosa with nothing but praise for, and prizes from, Redwood Empire and Bay Cities. It was quite a bit more than "a loaf of bread, a jug of wine and thou". It was tours, hospitality, sightseeing, friends, wineries, prizes and fun, fun, fun. GINNY won a bottle of champagne for the futherest distance, and KEN won an attenuonics headset. They stayed over a few days in San Francisco and went salmon fishing, catching their limit in one hour, three ten-pounders each.

Tucson is helping send two teams on the derby this year. Our chairman, BARBARA WELSH, and JAYNE HUNTER, are going courtesy of the TUCSON INNKEEPERS and RESORT ASSOCIATION, and associated sponsors, one of which is Norma's Flight School. Watch out for TAR 29 (it is the same number navigator JAYNE had in the PAR)—they have all the ingredients for winning! Our other team is LORRAINE YOCUM and DELORES DAVIS, bearing the colors of CHASTAIN BUILDERS, TOYOTA, ASHTON CONSTRUCTION, and ROSE AIRCRAFT MAINTENANCE. Don't let that number 147 give you any false ideas, they intend to drop the last two and finish first!

FLASH — FLASH — scholarship winner is VAL GRUZAUSKAS. She gets \$350.00 in flying time. See you around the pattern VAL!

UTAH CHAPTER BARBARA WHITAKER, Reporter

We have lots of news this time because we've had two meetings since our last report. Our April meeting was held at the airport in Bountiful. DALE UPPINGHOUSE, who is with the F.A.A. Flight Safety Branch, showed slides and gave a talk on flight safety. The girls in attendance at this meeting were JANE PATTERSON, TERI WOJCIK, DEE RICORD, ALBERTA NICHOLSON, ELOISE WILCOX, JOAN WILLIAMS, DARLA TOWNLEY, MAURINE SHURTLEFF, JO ANN WINTERLING, NANCY REULING, VIRGINIA WILKONSON and BARBARA BARLOW. We had as our guest a new prospective 99, JULIE WATSON, who has her private pilot's license.

JANE PATTERSON reports that their plane, OLD SILLY, is in for it's "monthly annual". Nuff said?

TERI WOJCIK flew to Rainbow Bridge and landed at Navajo Mt. Airstrip. She describes it as being fifty feet higher at one end with a hill in the middle. She and her party hiked fourteen miles down to the Bridge and fourteen miles back. I guess the scenery is spectacular if your legs hold out.

ALBERTA NICHOLSON enjoyed a trip to Anthony Lakes, Oregon for skiing with the family. She enjoyed a visit with HELEN McGEE, who was here visiting with her daughter, and received a call from RUTH DOBRESCU, Chairman of the Long Island Chapter.

MAURINE SHURTLEFF is back flying again after having her plane tied up for repairs the last six months.

JO ANN WINTERLING had a charter flight to Idaho Falls. She met PAT DUKICH there from the Eastern Idaho Chapter and we are now trying to arrange a fly-in with their group to either Burley or Jackpot.

Our condolences to ELEANOR IRVINE on the recent mishap with their sailplane. It seems that on their initial flight, as ELEANOR was on the runway to get moving pictures, a gust of wind caught the plane and ELEANOR wasn't quick enough to get out of the way. The plane hit her and bruised her severely, but fortunately didn't break any bones.

We had a tea at State Aeronautical Board with regular members JO ANN WINTERLING, JOAN WILLIAMS, VIVIAN YARDLEY, DARLA TOWNLEY, BECKY DORIAN, LYLE BECKSTRAND, NANCY REULING, BARBARA WHITAKER, ALBERTA NICHOLSON, BARBARA BARLOW, VIRGINIA WILKONSON, ELEANOR IRVINE, JANE PATTERSON, DARLENE SUELZLE, JOAN BARTON, MARGE PETERSON, GINI STREETER, MARIAN O'LEARY, LILA FIELDEN and BARBARA HANSON.

Five of our girls are registered to fly the Powder Puff Derby this year. They are NANCY REULING, LILA FIELDEN, BARBARA BARLOW, VIVIAN YARDLEY and ALBERTA NICHOLSON.



MAARIT TYRKKO, Reporter

Do believe me. We had a great fun on the 9th of September, when we had our first-year-celebration-party. It was arranged in the cosy restaurant Club Kerhonen. All of us can remember it as if it were yesterday.

We invited to our party people who were interested in flying, all the members of our club and their friends. One of the main ideas was to make the Ninety Nines (Woman Pilot) more known.

Three excellent, lovely women pilots took care of the whole group. They arranged evening's program: Actors visit, Miss Pilot Beauty Contest, Lottery, Dancing and by MR. SULEVI TIENHAARA how a woman pilot flies.

TARMO MANNI was joking, talking and sinking, telling fantastic stories and making everybody laugh. He is one of our most famous actors, working in The Finnish National Theatre. We were very happy to see him in our party.

Evening's culmination was the beauty contest, the high judge made its decision. All members of the Ninety Nines were in the contest. MIRKKA PARTINEN was elected.

MIRKKA is working with flying, she is hostess in the brand new FAN JET FALCON F-model owned by WIHURI CON-



MIRKKA PARTINEN, our Miss Pilot 1971.



Vice Governor K. ANNELI KOKKOLA with her husband.

SERN in Helsinki. It is a business flight aeroplane for 10 persons and first class service! Pan Am received a similar one at the same time that we got our own in Helsinki, the only one in Finland.

The three ladies PIRKKO HELMINEN, EIRA KUORINKA, RITVA TIENHAARA, ladies of the evening, arranged, too, lottery. The money went to the Ninety Nines. In the lottery you could win flying hours, fruits, champagne, cake, etc.

SULEVI TIENHAARA was lovely when acting a woman pilot. He was dressed in MARIMEKKO skirt and had his wife's wig. He closed the eyes and prepared to take off, painted his lips and made his hair better. I ask. Do we really act like that? I hope not, and I believe in it. Anyhow, SULEVI was just great, everybody was clapping hands to his extempore-show, as he said.

In the party PIRKKO PESONEN brought greetings from the Annual Conference of Ninety Nines in Brettonwood.

We send our regards to you by air-thoughts . . .

Now the sun is shining and the sky is clean, waiting.

COLOMBIA ORCHID SECTION

ANGELIKA CHAND, Reporter

Date: March 26 / 1971

Panama Center SAM 999 departure over —SAM 999 Panama Center go ahead over

—SAM 999 departed SAN ANDRES ISLANDS IFR to BOGOTA at 16:48 Z, crossing HENRY Int. at 18:00 9000, estimating TAYLOR Int. at 18:29 over—

SAM 999 Panama Center Roger, maintain 9000, altimeter 30.05, report TAYLOR in this frequency over—Roger SAM 999.

Flying with a heading of 125°, my mind was racing a few hundred miles ahead of me to the American Ambassador MR. LEONHARD SACCIO'S residence in Bogotá, where the presentation of the Woman International Association of Aeronautics Lady Hay Drummond Hay CHESSIE R. CHAMBERLIN Memorial Trophy to JERRIE COBB was supposed to take place.

After all the efforts to make come true this event, it was quite easy to imagine what was happening even being so far away . . .

The guests arrive very punctually at the Ambassador's house. They are very warmly greeted by MR. AND MRS. SACCIO. Considering the importance of the event, there are not as many people invited, as somebody would guess, but all of them were specially chosen, they represent their own entity, and are very important themselves.

You can see high personalities of the Government, Colombian Air Force, Diplomatic Corps, General Aviation, MARIA H. DE BOTERO, Consuelo Uribe de Escovar, Amparo de Bravo representing the 99's, and personal friends of JERRIE and one man whom I want to mention in particular, MR. JUAN PABLO ORTEGA, actual president of the AVIANÇA Airlines, ex-president of IATA, who is the one and only person who understands and is able to transmit the fact, that a woman who wants to fly, has the right be respected. He gave us encouragement and help for the realisation of this event and another recognition, which I have not mentioned yet.

The actual presentation ceremony is very simple. MARIA H. DE BOTERO introduces JERRIE with a little speech. MR. SACCIO puts the award into her hands and gives her the congratulatory kiss. The party is very animated, the atmosphere is warm and friendly, the main topic of conversation is Jerrie and her flying in that hostile jungle. In the midst of all this, MR. SACCIO disappears and comes back with a grin on his face to tell JERRIE that when one is given a wallet, there is always some money put into it to bring good luck. He then produces an egg out of his pocket



The trophy presentation: from left to right: MR. LEONHARD SACCIO, JERRIE COBB, MARIA HELENA DE BOTERO.

and puts it into Jerrie's trophy so "that she need never lack an egg for her breakfast". aF.osgnr,l,yavesainotjhrdlduetaoinshrdlu

The party is coming to an end, the people are leaving, they stop to congratulate Jerrie and to let her know their deep admiration for her and her work.

Panama Center SAM 999 TAYLOR Int 18:30Z 9000, estimating TURBO at 19:08 Z over—SAM 999 Panama Center Roger—report TURBO in 126.9 or 6540 over—Roger SAM 999 good day over . . . My thoughts wander once more.

It was in November, that Marie and I went to the "Casa de Bolivar", the Presidential Mansion, for an interview with the President's Private Secretary, to inform him of the humanitarian work done by Jerrie in our jungles in benefit of the Indians, and at the same time to ask for an official recognition like a decoration to be awarded to her.

After a thorough investigation about the veracity of her merits, the Government decided to decree to her the "ORDEN DE SAN CARLOS", one of the highest decorations which can be bestowed on a person in Colombia.

Unfortunately Jerrie was not available to set a date for an official presentation, so that the decoration has been deposited in the Ministry of External Affairs, where she can claim it whenever she wants.

Radio Turbo del SAM 999—SAM 999 Turbo siga—SAM 999 a last 19:10 pasando TURBO Nivel 9000, estimando BOCOTA a las 20:58Z ascendiendo visual a 11,500—SAM 999 TURBO recibido . . .

WEST CANADIAN SECTION

ALBERTA CHAPTER
ANOLA LAING, Reporter

We were so thrilled to hear that entries for the Powder Puff were filled almost immediately. Words cannot express how happy we are you are all coming to Calgary. Our girls have really worked to make your stay enjoyable.

I'd like to introduce LINDA KOHLRUSS, AWTAR Start Transportation Chairman. LINDA has lived and worked in Calgary the past four years and she knows the city with all its one-way streets. So if you want to know the quickest way to get from point A to B just ask Linda. LINDA'S husband RICHARD is a commercial pilot.

ELAINE WRIGHT, the gal in charge of program sales, lives on a farm near Lacombe. She and her husband RON own a Champ which they keep at the farm and also are co-owners of a Cessna 182.

I missed our May meeting in Lacombe on May 8. Heard that MILDRED BEAMISH and MARY THOMAS of Lloydminster were there. These two will be promoting the 99s at the upcoming Lloydminster Fly-In.

JUANITA HALSTEAD and her co-pilot MIRIAM DAVIS of Montgomery, Ala., and CAROLYN KENNEDY, Perrot, Georgia were in Calgary recently. While there



ELAINE WRIGHT, AWTAR Start Program Sales Chairman.



LINDA KOHLRUSS, AWTAR Start Transportation Chairman.

they were guests on Howard Langdale's "Breakfast from the Juskie Tower" radio program. We are already receiving excellent coverage from press, radio and T.V. Race Start Chairman ELEANOR BAILEY is to be a guest on a half hour T.V. sport program this week.

Big things are happening north of the 49th. See you soon!



MARIE RICHARDSON, Reporter
FLY-YOURSELF SAFARI — AUSTRALIA
APRIL 1972

We have promised to re-schedule this wonderful opportunity to fly-yourself around some 4000 miles of Australia for 1972. Because the weather is so lovely in the North in April, it is planned to start the 3 weeks Safari on 11th April.

Australia is a big country, roughly the same size as the 48 States and on the Safari you will see many contrasts including some of the most beautiful scenery to be found anywhere in the world. In addition you will see diverse industrial and agricultural activity, visit a rich Opal mining field, see and hear the Royal Flying Doctor Service in operation and its famous "School of the Air", where the teacher sits at the microphone and talks to her "class" scattered over some thousands of miles. You will see that harsh dry Centre with its beauty of colour and the lush tropical vegetation in the North of Queensland. You will have the opportunity to inspect the wonders of the Great Barrier Reef through the glass bottom of a boat, or if you wish you may go under the water. The camera enthusiast will find so much to record for future memories and entertainment of friends.

Arrangements have been made with Schutt Aircraft Pty Ltd., for Cessna 182

aircraft to be made available for hire. These will be fitted with VHF, HF and ADF, and are beautifully maintained aircraft.

Although actual flying time is estimated to be approximately 40 hours, the Safari is planned to give you ample time for sight-seeing side tours and inspections. Accommodation will be arranged for you along the route from:

BANKSTOWN, GRIFFITH, BROKEN HILL, ARKAROOA, ANDAMOOKA, AYRES ROCK, ALICE SPRINGS, CAMOWEAL, MT ISA, KARUMBA, CAIRNS, DUNK IS ROCKHAMPTON, CHARLEVILLE and back to BANKSTOWN.

More next month.

EAST CANADA

FIRST CANADIAN CHAPTER
SHIRLEY K. ALLEN, Reporter

Over 600 entries and 220 planes took part in our Fifth and most successful Poker Run. Television and radio coverage was outstanding, thanks to our efficient P.R. gal JOAN CHILCOTT, who I missed out of the credits inadvertently last month—sorry JOAN! She even managed a headliner, with one contestant making an emergency landing in a field. The pilot unharmed, was able to make good use of his "downed aircraft locator marker" which he is marketing this year (just happened to have one along with him). Everyone worked very hard—MATT DOLAN, our D.O.T. Weather Briefer, diverted the rain showers and arranged the perfect day for us. So if you happen to bump into any slightly weary but happy First Canadian 99-ers, they'll no doubt be part of the 1971 Poker Run Committee . . .

Those telephone lines were sure humming that last week, while gathering up prizes your Reporter was also "snooping" for news and it was good to be in touch with some of our out-of-town members. VERA BUDDELL and FAY MACKAY have been taking Instrument Ground School at Kitchener (keeping APT with a capital A). GAIL STANFIELD will be moving up into the Tower at Toronto International this month, continuing her training as an Air Traffic Controller. (Incidentally the Air Traffic Control Association donated a prize for our



Kingston Airport: Reading left to right—ELIZABETH LANE, JULIA TRENT, PAT CONNELLY, LOIS APPERLY, HEATHER SIFTON, ELAINE MAGEE, HELEN BARTER, ANN McLEAN.

Poker Run this year and has actively helped and co-operated from the word GO.) WENDY ROSS is a real busy girl—studying Geology, Biology, Psychology in her 2nd year at Brock University, working in the X-Ray Department at the hospital weekends for pin money, trying to finish her Night endorsement and hoping to fly in the Governor General's Air Rally.

We were all very concerned to hear that MARJORIE FRANCOZ had been ill and in the hospital for almost two months, hope when this reaches you MARJORIE, you'll be fit and airworthy once again.

MONTREAL CHAPTER **ANITA NUNNS, Reporter**

The following is a news report I received from our vice-chairman, KARIN VILEN. She had told me of a project which she had undertaken and I asked her to send me a report on it as I was sure it would be of interest to you.

"A few months ago I was approached by some of the male members of our flying club. They explained that now and then they ran into some marital problems because they were out flying or "Hangar-flying" with the buys and did not come home until rather late. Their wives and/or their girlfriends couldn't understand their interest and felt rather out of the picture. Besides being somewhat afraid of flying they didn't feel that there was anything in it for them. "Why can't you gather the girls together and talk to them?" they asked.

This gave me the idea to start what I call my "co-pilot" course. We now have seven girls who meet at three week intervals at each other's homes. After the lecture, which takes about an hour, we have refreshments and talk. I have tried to make the lectures functional and practical to make the girls understand the basic things about flying. The subjects have been: The Airplane, How and Why It Flies, Airports and Control Zones, Navigation and Map Reading. I have also touched briefly on Radio Communications and Weather and one week we visited the control tower at Dorval International Airport. Last but not least, I have been trying to tell the girls how it feels to fly—when landing and taking off, when overshooting, when in a tight turn, in turbulent weather, etc. Personally I think this is one of the most important aspects of the course.

The results have been very encouraging and the girls are really beginning to enjoy flying. At the last meeting one of the girls was all excited about a cross-country flight she went on with her husband. "It was so much fun" she said "I can't wait till next Sunday!"

We are all very interested in KARIN'S project and feel that she is certainly to be congratulated. Who knows, if we all put forth this kind of effort we may grow to be quite a good sized chapter.

We are all very busy getting ready for our POKER RUN which is to be held on May 29th (we are also very busy praying

for a good day). It is rather hard as this is our first one and we haven't any idea what kind of a turn-out we will have, but we are very optimistic.



EASTERN NEW ENGLAND CHAPTER



MONA BUDDING receives her helicopter rating in Florida. MONA recently placed 5th in IAR. She's ready to repeat in the coming P.P.D.

CONNECTICUT CHAPTER **BOBBIE HERBERT, Reporter**

The only member reporting in was CONNIE MAC LEISH, who, with her husband ROLLINS, flew in their C-172 to Virginia where they spent a delightful few days touring the Williamsburg Restoration Area.

Our air-marking project, originally scheduled for this month, has had to be postponed while City officials make up their minds as to just what they want to call the airport. We have been advised by the State that they no longer supply the paint and assistance to lay out the lettering, but we don't have to worry with Nancy Tier on the roster—she's an old hand at this sort of thing!

To date, there are four entries from Connecticut in the AWNEAR: TEDDY KENYON in her Cherokee 140, NANCY TIER in her Cessna (with MARILYN ASHLAND as Co-pilot), PEG DAVIDSON in her C-205 (with MARY NEIL as Co-pilot) and BOBBIE HERBERT in her Bonanza (with EVELYN KROPP as Co-pilot).

Chairman MARY NEIL attended the meeting, luncheon and program of the New York/New Jersey Section in Long Island on May 8th. GUEST SPEAKER WAS THE REGIONAL ACCIDENT PREVENTION SPECIALIST FOR THE FAA WHO URGED MEMBERS OF THE 99'S TO PROMOTE A CLINIC.

We would like to remind 99's everywhere at this time that elections are coming up and it is important to VOTE! For a one-year term as an elected Trustee of the Museum Trust is MARY NEIL. Since this elected Trustee will replace NANCY TIER, we sure would like to keep it in Connecticut, so we hope you will all cast your ballot for MARY.



GARDEN STATE CHAPTER **JERRY ROBERTS, Reporter**

As I review the accomplishments of the Garden State Chapter this past month it is apparent we have a bunch of dedicated, full-time 99's. STEVE GREDSTED and DOLORES ZILINCAR successfully completed Air Marking Monmouth County Airport. EDYTHE FEIN, VIRGINIA HAMMOND and JERRY ROBERTS flew in one blustery morning to lend a hand. It was so-o-o-o windy that we had to paint downwind to keep from melting in with the letters, and then we ran out of paint! We were guests of the Airport Manager, MR. BROWN, for lunch and really had a very enjoyable day.

Had a bang-up, knock 'em down, drag 'em out business meeting and all the committees for the '72 AWTAR Terminus at Toms River were selected, appointed, volunteered. As a climax to this, we had a "Kick-off" Brunch at the Regency Irvington Hotel in Lakewood, headquarters for the Terminus, and the genial Convention Manager, FARRELL KUPPERSMITH, picked up the tab for approximately 95 of us. JACK LAMPING, our official Mr. Special, organized the weekend and entertained the AWTAR Board for dinner, a delightful Symphony Concert and champagne reception.

KAY BRICK added the frosting to the cake when she announced they would pick the take-off positions from the first day entries for the '71 Race. An old jury selection box dating back to 1850 was crammed with 143 slips. I'll never be able to describe the feelings I experienced when CAPTAIN JERRY ROTH, Commander of Lakehurst Naval Air Station, called my name. JACK called Princeton Computer Research Center later and found out that the chances of the Chairman of the Chapter hosting for the day were 340,000 to 1. How about that???

Garden State held its 2nd Annual Poker Run. It was so successful that men and women were asking why we didn't do this more often. FLO WALSH and JANE MARTIN did all the preparations and that includes setting up a delicious buffet for over 60 guests. CLAIRE KURICA proved she should be a salesman by trade. She sold 32 poker hands. CLAIRE also came up with a good supply of "prizes." DIANE SHAW did herself and the chapter proud too by selling 15 hands. The profits realized make this chapter solvent again.

JUDY MELTSNER, VIRGINIA HAMMOND and ESTHER NIELSEN attended the National Aerospace Education Council meeting in Daytona Beach April 28-May 1.

WE'VE JOINED THE FIGHT TO SAVE OUR PRIVATE AIRPORTS IN NEW JERSEY FROM BEING SWALLOWED

UP BY EXORBITANT TAXES. WON'T YOU HELP US? SEND A POSTCARD TO AVIATION ADVISORY COUNCIL OF N.J., BOX 1074, FAIRFIELD, N.J. 07006 AND TELL THEM WHEN YOU FLY TO N.J. YOU WOULD LIKE A PLACE TO LAND, REFUEL AND PERHAPS ENJOY A GOOD MEAL.

Long Island entertained a beautiful Section Meeting May 8. We were weathered in but a lot of business, aviation education and fun were accomplished.

GREATER NEW YORK CHAPTER LISA HEBB, Reporter

NONIE ANDERSON made Lt. Colonel, Dec. 28th in the USAF Reserves, Information Squadron.

LORRAINE BRUCK and 49½ER MARVIN put 22 hours on Mooney 9171V in April flying 49½er on business appointments all the way to Orlando, Florida. Visited 99 JAUNITA BLUMBERG and 49½ER LEW. Attended the Florida Space Port Chapter Meeting at Jacksonville with JUANITA. Highlights of meeting was EB SNYDER'S aerobatic demonstration rides for all attending the meeting in his AT6.

Prospective member ELLIE SCHAPIRA flies out of Caldwell Airport, Morristown, N.J. She has 200 hours and is working on her instrument.

IRENE KEITH returned from San Juan, rode cockpit on the 747 on Pan Am. Sat in left seat for a time and the crew performed a complete automatic landing at JFK airport on Runway 4R just for her to observe with a check pilot explaining the whole process. It's set up for bad weather, wet runway landing. It worked perfectly, of course.

SELMA CRONAN enjoyed entertaining out-of-town 99s, IRENE WIRTSCHAFTER and PAGE SHAMBURGER.

The following Greater New York Chapter members attended the "Kick-Off Brunch" for the 1972 Powder Puff Derby Terminus at the Regency-Irvington Hotel, Lakewood, N.J. The Garden State Chapter was the hostess Chapter. Attendees were: MINA ELSCHNER, DORIS RENNINGER, JEWEL VOM SAAL, SELMA CRONAN, KAY HILBRANDT, JANE JACOBUS.

PEGGY NAUMMAN recently passed the ATR written. Presently preparing for flight test to be taken in a Cessna 310.

The spot landing contest held 27th March at Orange County Airport. Nine participants entered. The following are the winners: first prize—LOU BARLIA; second, RICH NAUMANN; third, PEGGY NAUMANN; fourth, MINA ELSCHNER.

DEE MOSTELLER earned the multi-engine rating and has passed the instrument written.

HUDSON VALLEY CHAPTER SHIRLEY DINGMAN, Reporter

Hudson Valley Chapter has three new members! JANE SWART, a sales representative, is from Saugerties, N.Y., and JEAN CHASE and ELISE FORTIN are from Oneonta, N.Y. JEAN is a Guidance

Counselor and ELISE is the fixed Base Operator in Oneonta.

The Hudson Valley girls have been on the move. We were in Schenectady in March to see the Atmospheric Sciences Research Center. The Center is affiliated with the State University of New York. In April, we had our meeting at the Orange County Airport and MR. ERWIN MULLER, a Jumpmaster, gave a very interesting presentation on Parachuting.

Our May meeting was our introduction to airmarking. The Benedictine Hospital in Kingston, N.Y. has a new Heliport and we painted the "H" in time for their dedication



This picture was taken at our joint meeting with the N.Y. State Aero Historians. Back row—JACK VANDERVEER, IRVING ROSENBERG, BILL MILLER, MINNIE OSTEYEE. Seated—SHIRLEY BUTTS, DORIS MILLER.

on May 15. Our next project will involve a bit more when we airmark Riverside Airport, Utica in June and Empire Aero, Skaneateles in July. ELAINE ROEHRIG has been absolutely fabulous as the Airmarking Chairman.

We are getting plans finalized for the Clambake on September 11, 1971 at the Hidden Valley Recreation Center in Kingston, N.Y. The profits are for the Amelia Earhart Scholarship Fund and the Powder Puff Derby. It will be an all-day outing and we hope that many Ninety-nines from other sections and chapters can come. GERTRUDE FELSEN, Route 3, Box 249, Kingston, N.Y. or CLARA MORTHLAND, Happy Brooks Farm, Wittenburg Road, Bearsville, N.Y. can be of help with tickets.

Your reporter, SHIRLEY DINGMAN, and VIRGINIA WENTZEL are getting very excited over the upcoming AWTAR race. We have been accepted as race number 74! See you in Calgary!

MINNIE and GEORGE OSTEYEE, DORIS and BILL MILLER, and SHIRLEY BUTTS attended a state wide meeting of pilot associations in Albany in mid-April. The purpose of the meeting was to strengthen general aviation by saving general aviation facilities or building new ones.

JANE SWART and GERTRUDE FELSEN are getting their instrument ratings on the "buddie system". GALE BROWNLEE is their instructor. While one girl is having her lesson, the other one is in the back seat observing.

SHIRLEY BUTTS is trying to get a private ground school class included in the curriculum of Auburn Community College.

This reporter has recently finished up a four and a half month ground school class. It was great fun working with the neophytes, but where do they come up with all those questions?



EASTERN PENNSYLVANIA CHAPTER ANNE SHIELDS, Reporter

April 30th was a very rewarding day for 16 members from our chapter. We took the FAA PHYSIOLOGICAL training course at ANDREWS AFB. Our ground school consisted of PHYSICAL CHARACTERISTICS OF THE ATMOSPHERE, RESPIRATION AND CIRCULATION, HYPOXIA, HYPERVENTILATION, PRESSURE BREATHING, DECOMPRESSION SICKNESS, CABIN PRESSURIZATION AND RAPID DECOMPRESSION, SPATIAL DISORIENTATION, and OXYGEN EQUIPMENT. Then the highlight of the course THE ALTITUDE CHAMBER FLIGHT. Some of us over 40, out of shape physically and otherwise were a little apprehensive of the Chamber Flight, but all survived with no repercussions or any ill effects. Incidentally, after ground school it was not mandatory to take the Chamber Flight, but everyone said they were glad they did. We arrived at ANDREWS at 7:45 am, school started at 8:00 am and we graduated with cards in hand at 5:30 pm, a really exciting and stimulating day. I recommend everyone who flies take this course. Check with the FAA in Oklahoma City and find out where this course is given in your area. The girls that completed this course were ELYSE CHAPMAN, BARBARA FARQUHARSON, KATE MACARIO, MERLE STARER, ANNA SPIVEY, GINNY MERRION, ADELE STAHLEY, BETH STURTEVAN, BETTY WOOD, HELENE BUTLER, MARY D'ANGELO, JOAN BERTLES, BETTY BERRISFORD, ADELE PARSONS, ADAIDE TINKER, and ANNE SHIELDS.

Our spring sectional meeting was hosted by the WASHINGTON CHAPTER at the DULLES MARRIOTT MOTEL at DULLES AIRPORT. After the meeting and lunch we took an interesting tour of the WASHINGTON ATC CENTER, at Leesburg, Va.

MARIANNE BLAIR won a trophy in the GARDEN STATE CHAPTER poker run, with the help of EILEEN WEIGAN who flew the last leg of the run.

DR. HELEN ZUBROW has been going to school on Saturday's and Sunday's all last fall, winter and spring and has just received her DOUBLE DOCTORATE in PODIATRIC MEDICINE. Congratulations, hope we'll see her DOUBLE DOCTORATE in PODIATRIC MEDICINE. Congratula-

tions, hope we'll see her at more meetings now. (Ed Note: Can she fix my toe?)

LOUISE SACCHI just delivered a BEECH BARON to AFRICA, her first trip to that country. That makes 158 TRANS-OCEANIC FLIGHTS, LOUISE is striving for 200.

DON'T FORGET OUR POKER RUN IS SATURDAY, JUNE 26TH. YOU ALL COME!!!

VIRGINIA CHAPTER **MADDIE DOLEMAN, Reporter**

This past month has been busy for Virginia 99s with a covered dish gathering at New Kent Airport, VIRGINIA RILEY, hostess, Aero-Space Education Month, preparation of the Poker Run, and Airmarking at Norfolk Regional Airport.

FRAN VAN STAVERN and MADDIE DOLEMAN lectured at Richmond's George Wythe High School during Aero-Space Education Month. The topic of discussion was Careers in Aviation. FRAN and MADDIE showed a film that was donated by the STATE Corporation Commission, and then answered questions from the more than forty students of the Career Development Classes that attended. This may turn into an annual project for Virginia 99s.

Norfolk's MARTHA PIERCE, who is not only a Navy nurse, but a CFI and valued member there towed a banner all about the skies of Norfolk proclaiming Navy Nurse Week. The manner was made entirely by the local Navy Nurses. MARTHA's activities were covered by the local Norfolk papers and MARY WHITE, our 99 in Virginia Beach will be making headlines soon as well.

May 15th found Virginia 99s atop a hanger (Piedmont) at Norfolk Regional Airport airmarking the roof. JEAN HARRIS and FRAN VAN STAVERN flew down in FRAN's Navion with the initial paint supply. MARY WHITE and MARTHA PIERCE, who organized the paint session were by far the most efficient painter and we were very ably assisted by NANCY VOLKMANN who was attending her second 99 meeting, MARY BALDWIN and JULIE McCOLLUM a student pilot who hopes to join us soon. Arriving last, but not least, were TOBY LEHMAN, VIRGINIA RILEY, and MADDIE DOLEMAN. This threesome of paint carriers arrived in a rather neat machine, a blue electricians van, not quite airworthy, with TOBY at the controls. They still hold the million mile safety award.

June 6th the Virginia Chapter will sponsor a poker run at the following airports in Virginia and the following 99 representatives will be at each purchase point: Petersburg Airport, TOBY LEHMAN, Lunenburg, FRAN VAN STAVERN, Farnville, SARA PARNMENTER, Hanover, JEAN HARRIS, and final turn in point to be NEW KENT with VIRGINIA RILEY. Poker Run will begin at 11:00 a.m. and last until 4:00 p.m. Prizes will be awarded at NEW KENT at 5:00 p.m.

MARY WHITE will hostess the June 19th meeting in Norfolk which is to be held on a Naval Aircraft Carrier.



ALABAMA CHAPTER **BENNIE PETERS, Reporter**

Alabama 99's met at the Holiday Inn on Dauphin Island the first Sunday in April. The airport is a 3000 ft. paved strip, and though not regularly attended, gas is available and a call on Unicom (location undetermined) brings transportation within five minutes. Landings can be a test of crosswind proficiency, as the island is exposed to Gulf winds.

Members flying in were JUANITA HALSTEAD, KATHLEEN VAUGHN, SYLVIA DERRICK, CLAUDIA CONN, SUNNY TURNER, SUE ROBINSON of Alexander City, BRENDA MATTSON of Monroeville, and MARY RELFE of Montgomery were given membership applications. JUANITA brought along house guest FLEUR WALES-BAILLIE, 99 from Johannesburg, South Africa. Other guests present were DONNA GREEN of Dauphin Island who made arrangements for the meeting and her assistants ANITA REVA, DENA CHAFFIN, and JOYCE JOHNSON, KAREN MICHAELS of Alexander City, and MIRIAM PULLINS of Hazel Green.

JUANITA HALSTEAD discussed spending the previous weekend at CAROLYN KENNEDY'S home in Parrott, Georgia, at a "mini international convention." Present were BERTA GARCIA of Mexico City, FLEUR WALES-BAILLIE of South Africa, and USA members BETTY McNABB, SHIRLEY NESMITH, ESTHER WRIGHT, and MARION DAVIS.

Much credit is due SYLVIA DERRICK for arranging the 99 display at The Mall, Huntsville's largest shopping center which held its 5th anniversary celebration in conjunction with Huntsville Aviation. SYLVIA, assisted by ROSALEE BOX, MARILYN HOLEMAN, and CLAUDIA CONN, manned the booth, fielding innumerable questions about 99's and flying in general, and acquiring names of several prospective members.

Ninety-Nines really turned out for May's joint meeting with Alabama Flying Farmers in Selma. Twelve members, seven 49½ers, and three women student pilots flew in for a tour of Craig AFB training facilities and lunch at the Officers Club. In addition, DONNA GREEN and MIRIAM PULLINS were welcomed as new members. Although outnumbered numerically, the Flying Farmers outdid us distance-wise with two members and their wives from Arkansas flying in for the occasion. With such a large turn-out, transportation from the

airport to Craig was crowded at best. BENNIE PETERS was glad police weren't checking weight and balance, as she had 10 people in a 2-seat station wagon—49½ER ALTON TURNER and TOM PETERS proving chivalry isn't dead by riding in the back.

Chapter's summer plans include a meeting at Tuscaloosa with JAYE HUDGINS and airmarking Hazel Green Airport, north of Huntsville.

CAROLINAS CHAPTER **NANCY "MERCY" WRENN, Reporter**

A sunny weekend in April found the Carolinas crew playing just that as we traded the airways for the waterways. Skippers FRAN MILLER and SYLVIA ROTH captained our meeting aboard their very special Tempest class sloop, BETTER TIMES, and we had a great day sailing on Lake Murray near Columbia.

While two Bonanzas, two Cessnas, one Mooney, and one Musketeer sat dejectedly on the ramp among all the Miller-baby Cherokees, their erstwhile pilots were scrambling like crazy to get out of the way of a swinging boom. The nimble ones included ELIZABETH BENNETT, LYNN DILLARD, NANCY DUNCAN, CAROLINE HEMBEL, NITA HUDMAN, BEBE RAGAZ and number two daughter, SUSAN, PAGE SHAMBURGER, BUZZ TAYLOR, and NANCY WRENN, and guest, 106 LENNA MORROW. Our number was replete with a Cocker Spaniel named POOH.

We welcomed two new members into our scrambling midst . . . the International President of the 106's, NELL LAFAYE, an Associate Professor of Art at the University of South Carolina, who has her Private and flies a Cessna 172 when she's not racing aboard one of her three sailboats . . . and BEBE'S number one daughter, KATHY, a freshman at USC, who will be making her debut when she is presented by the Rhododendron Royal Brigade of Guards and the Knights of the Laurel at the 39th Annual Coronation festivities in Asheville in June. Congratulations to two fine new members.

Also, congratulations to the ever loving GUV, PAGE SHAMBURGER, author of numerous books on aviation, who has been honored as the winner of the Non-fiction Aviation Book of the Year for 1970 for her latest volume SUMMON THE STARS, co-authored with JOE CHRISTY. PAGE flew out to Wichita to receive the award during the annual meeting of the Aviation-Space Writers Association.

Ed Note. Don't you guys ever do nuthin' but play over there? Mercy!!)

GEORGIA CHAPTER **ALYCE STRONG, Reporter**

Some flew into Columbus, Ga. Metro and some into Lawson Field at Ft. Benning, under cloudy skies. We had a WHOPPER of a meeting with BETTY McNABB, JUDY JERRY, AND CINDY HALL FROM MACON, ESTHER WRIGHT from Thomasville, ALYCE & BYRON STRONG

from Savannah and SUSIE DANIELS. VIRGINIA McKEE and MURRAY (99's from Columbus, Indiana) were with us and their prospective 99 PILOT Daughter JOYCE TOMAN from Marianna, Fla. (we saw JOYCE in the Pilot's seat and her father MURRAY in co-pilot's seat leaving Columbus in their TWIN Aero-commander! SANDY MYERCHIN and her husband MAJOR TOM were perfect in organizing a tour of FT. BENNING and dinner at the OFFICER'S CLUB. COLONEL RICE was there to greet us along with CAPTAIN BAIRD (Custodian FBFC) and his family. Our Prospective 99 HELGA SAPP (Glider Rated & Secretary Ft. Benning Flying Club) and SALLIE COOPER (also FBFC Student) were there to help coordinate our Day. WALT, JOY AND GAY (99ER) CAGLE were there from MACON. Last, but not least our newest Helicopter Rated PILOT MARGERITE MYRICK from Columbus! WALB TV in Columbus had their NEWS People over to make films of us by the Army's Chanute Helicopter. MOULTRIE-THOMASVILLE AIRPORT NEEDS A PAINT JOB GIRLS! JUNE 6 will be our outing at Ile de Chein (DOG ISLAND) in the GULF—you all come! JUDY HALL has the GOV's ONE WORD Message to be Air Mailed to the NEW ORLEANS SECTIONAL MEETING and Aircraft BINGO will be played by all flying over there.

FLORIDA GOLDCOAST CHAPTER BEBE SEDLACEK, Reporter

DOTTIE SHAW was in Sidney, Australia for a week to attend the 21st anniversary of the Australian Women Pilots Association and the 99's meet. While there DOTTIE flew in the Air Trials as observer with MARIE RICHARDSON, Governor of the Australian 99's. DOTTIE and her husband BOOTS flew the Mooney to Key West to spend the week-end as house guests of EDMUND DAN SMITH in Harry Truman's little "White" house! And then down to Managua, Nicaragua flew DOTTIE to work as Chief Timer at the terminus. Only four of the Florida teams finished the Angel Derby race. VIRGINIA BRITT and her Co-pilot HELENE KRUMHOLZ came in 6th place and won beautiful trophies and \$200!! Congratulations from Goldcoast Chapter!! DOROTHY BIRDSONG and PAT DIETZ won the "First arrival to Managua by Florida Pilot" trophy. KRIS LUDINGTON flew as Co-pilot for SAMMIE McKAY. BEBE SEDLACEK and PAT RASMUSSEN also finished on the fourth day.

MEMPHIS CHAPTER HOLLY SMITH, Reporter

February 4, 1971 at Adams Field in Little Rock, Arkansas, VIRGINIA PROCTOR was sworn in as a member of the Arkansas Aeronautic Commission. VIRGINIA, who has a commercial license w/instrument rating and is also a CFI, has served as chairman of the Memphis Ninety Nines and is currently Treasurer of the Southeast



Arkansas Supreme Court Justice FRANK HOLT administers oath to VIRGINIA PROCTOR as first woman member of Arkansas Aeronautics Commission.

Section. She has taken an active and responsible position in the aviation community of Wynne, Arkansas serving on the Airport Commission there since 1966.

Our May meeting was a "fly away" to Heber Springs, Arkansas. A beautiful day helped to make it one of the best attended meetings this year. MR. ORVILLE HANCOCK, the aviation editor of the Memphis Press-Scimitar, was a guest along with several prospective members. We welcomed MARY SOWELL as a new member. MARY's advent into aviation is an interesting story that deserves more space than I have this month so I am going to save it for later. NETTA and DOUG HOLDEN flew to Gulpport as did MARTHA and FRANK TOBEY. ROSEMARY WILLIAMS flew to New Orleans while GLADYS ESTES and JENNY COOK hit the airways for Nashville. DOT WILSON and JENNY COOK ferried two Cessna 150s to Miami.

We had cool, clear weather for the Angel Derby stop. DOROTHY CROSNO of Memphis Aero threw open the doors of her impressive FBO and provided lunch and lovely gifts for the contestants. GLADYS ESTES, Stop Chairman, and her Welcomers, JUNE PENTECOST, DOT WILSON, MARTHA TOBEY, VIRGINIA PROCTOR and ROSEMARY WILLIAMS, efficiently greeted, helped and waved goodbye to the 21 planes that landed in Memphis. Also on hand were HILDA SAVAGE, our chapter chairman, JOANNE MURDOCK, POLLY DUNCAN and HOLLY SMITH. CHRIS BROWN, NETTA HOLDEN and JENNY COOK missed out on the fun of meeting and greeting as they officially timed the stop from the control tower. The last plane was on its way toward Shreveport by three in the afternoon. Our own POLLY DUNCAN will be flying the AWTAR.

NEW ORLEANS CHAPTER JUNE HERRINGTON, Reporter

NEW ORLEANS CHAPTER on short final Southeastern Spring Conference, landing May 28-29-30.

This year as an added attraction, the Southeastern Section is sponsoring a "MINI FAT" originating from various locations in the area to terminate in New Orleans. Sounds like a barrel of fun with aerial bingo, mystery contest and prizes.

Most of our energies lately have been expended toward the conference, but still we have some of our members flying.

April 25th, PATSY CARBONETTE, GLORICE WILLS and JUNE HERRINGTON flew to Picayune, Mississippi for their annual Fly-In. How proud we all were when PATSY, out of a field of 15 contestants placed fourth in the target bombing competition.

On May 16th, Covington, Louisiana Civil Defense had a simulated emergency drill. VIRGINIA and LANK SMITH participated in this program. Their assignment was to fly to New Orleans Lakefront Airport to pick up blood—which in this instance was a piece of paper, but was a wonderful exercise for all concerned, and shows clearly how we Ninety-Nines can be of use when disaster strikes.

The weekend of May 15th, PATSY CARBONETTE flying her Piper Tri-Pacer, GLORICE WILLS in her Cessna 150 and ROSE MANCINI in her Piper Clipper all headed for Vivian, Louisiana for their play-day and aerobatic contest. Was a beautiful week end for fun and flying.

Recently the New Orleans Chapter received some very nice publicity in the form of a radio interview on WDSU. EVELYN LYON and JUNE HERRINGTON gave a brief history of the Ninety-Nines and outlined the chapter activities as well as the upcoming spring conference. Then answered numerous questions put to them by the moderator concerning women's place in aviation.

For a second year EVELYN LYON has been asked to handle one session at the Aviation Workshop on June 18th, at Southern University. Her subject will be "Women in Aviation" Happy and Safe Flying.

SUNCOAST CHAPTER RUBY SADTLER, Reporter

Suncoast Chapter 99's flew to Venice May 12th for a luncheon meeting at Fishermans Wharf. We were joined by Spaceport member BETTY HAWKES from DelRay Beach.

We welcomed DR. MARCELLA KLOTTER who has moved to Naples permanently from Chicago Area Chapter. She says she flew through snow showers all the way from Chicago to Bowling Green about April 1st. BARBARA WHITE from Chicago Area Chapter is transferring too. MADELYN EYLES expects to move to New Port Richey soon.

DOUG. and BETTY HOOD took the AOPA Instrument Preparatory Course at Calloway Gardens, Georgia May 7, 8, 9. They saw MARIE DILLON and BETTY McGRAW from Suncoast Chapter and met CAROLYN KENNEDY from Georgia Chapter and several other 99's. Our June meeting is scheduled for Ft. Myers, Florida.

TENNESSEE CHAPTER MARIE A. HURLEY, Reporter

The Tennessee Chapter is most happy to welcome three new members who were with us at Jasper in early May. PAT

GARNER and SHEILA BOUDREAU are from Tullahoma and FRAN PICKENS is from Nashville.

LADY McREYNOLDS, our APT chair-
man, has announced that we have fifteen
members APT which is more than any
other chapter in the Southeast at this date.
Hope those of you who aren't currently
APT will do so right away.

What's new finds CHARLOTTE PARISH
with a multi-engine rating and MARIE
HURLEY with an instructor's rating.

Hope to see you all in Nashville on June
5 for our annual award luncheon to be held
at the airport Statler-Hilton.



ALL-OHIO CHAPTER RUTH LOVE, Reporter

Congratulations to the All-Ohio 99s who
completed the Angel Derby. MARION
BETZLER and ELIZABETH McCANN
placed ninth. MARION STACKS and
MARION SCHAEFFER nineteenth. Again,
we thank all who helped with the race.
Especially, to MARILYN MILLER and
ANN ESSELBURNE who were head of
the committee. RUBY MENSCHING has
been appointed FAA pilot examiner for the
Cleveland area. Another accomplishment
for RUBY to add to her many. JOAN
HRUBEC and EDY MAXIM attended the
North Central Section meeting in St. Paul.
They flew JOAN'S new Musketeer. They
saw other Ohio 99s, JANICE KUECHEN-
MEISTER, the Governor and VIRGINIA
THOMAS at the meeting. CONNIE LUH-
TA flying down to Florida recently. She
brought her precious little one to the
Cleveland 99 meeting. I'm sure KATHY
will be an asset to the 99s when she grows
up.

MARGARET WELLINGTON flew her
Cherokee to Hamilton, Ontario, Canada.
The Cleveland 99s met at SHIRLEY
SZABO'S house and saw a film on weather.
Also, the effect of vortices from jet planes
on smaller planes. Bothr were interesting.

Plans are under way for the Powder Puff
Derby. So far, the girls accepted to help
celebrate the twenty-fifth anniversary from
Ohio are ANNETTE FEDOR and EDY
MAXIM, CONNIE LUHTA and PAT
COLLIER, MARGARET WELLINGTON
and RUTH LOVE. MARGARET and yours
truly are planning to zip up their dresses
with Talon zippers and zip along like the
Zephyr all the way to BATON ROUGE.
We've come a long way baby!

CENTRAL ILLINOIS CHAPTER JAYNE SCHIEK, Reporter

We had a record turnout for our meeting
in May at Greater Peoria Airport. Seven-
teen members, one 66, 6 49½ers, and 11
guests including 2 who joined our 66 pro-

gram, 4 potential members and 3 poten-
tials 49½ers were present. Plans were
made for our participation in helping with
the Illi-Nines Air Derby at Moline on
May 22. GLORIA THOMAS is our chair-
man for this. ARLENE JOHNSON had the
material for our chapter vests, and it is
hoped that all members will soon be wear-
ing them. JEAN READ McLAUGHLIN
and her husband, MAC, are working full
time at Bylerly's Flight Service at Greater
Peoria. MAC is running the flight line and
JEAN says she is his chief flunky (charter
and flight instruction).

JOHN and GLORIA THOMAS spent the
weekend of April 24th at the Navion fly-in
at Coles County, Mattoon. Also at the same
fly-in were ARLENE JOHNSON and the
McLAUGHLINS. 99 member, MARTHA
McMAHON was there helping with
transportation as a member of ZONTA.
LIBBY KAISER started her check-out as
a tow-pilot for gliders. The KAISERS ex-
pected delivery of their ASW 15 this month.
MARSHA BRIDGES is now living in
Mt. Vernon and is working on her instru-
ment rating and teaching school. Con-
gratulations to PHYLLIS HANLON who
passed her IFR written with a 94. THEO
SOMMER says tht she is beginning to feel
that a little black cloud is following her
airplane. More problems with instruments
and she lost all her transmitting equip-
ment last week. However with JEAN Mc-
LAUGHLIN as her instructor, she is forg-
ing ahead with hopes of still getting fin-
ished in time to enter AWTAR. She is
really racking up the hours having made
trips to Chicago and Wichita the week
preceding our meeting. BARBARA BRUS-
SEAU is also to be congratulated for ob-
taining her instructor, instrument instruc-
tor, and commercial ratings. JEANNE
MORSE is happy to announce that her
youngest son, RANDY CROCKER, re-
ceived his private license in March at the
Aurora Airport. His first passenger was his
5 year old son Aaron (celebrating his 5th
birthday).

We are delighted to welcome MARGE
TYSON, sporting her new 99 pin as a
full-fledged member. New members of our
66 program are MARY KOERNER of
Peoria and HELEN LEWIS of Jacksonville.
Attending our meeting for the first time
were private pilots VIRGINIA WHEELER
and NORMA NEWBERRY, Jacksonville;
JUDY GRAHAM, Gibson City; and stu-
dent pilot DIXIE MALONE, Peoria. We
received a note from BARBARA JENISON
who was leaving on April 26 for the
National Congress of Aviation at Daytona
Beach. She also hopes to be at the Minne-
apolis Sectional, but that runs until the day
she has to leave for Washington for the
WACOA meeting and then back to Moline
for the Air Derby, so she is not sure she
can fit everything in.

CHICAGO AREA CHAPTER SANDY KLOCK, Reporter

Our April meeting was held at the home
of BAYARD and SYLVIA SHELDON. The
SHELDONS took us on a trip around the

world with their movie "In Pursuit of a
Hobby".

PAM STOWELL really has something
good going on at her house—her new mem-
ber and prospective member coffee meet-
ings. Take April's, for instance—our Chair-
man, NITA FINEMAN, was there to intro-
duce the new gals to what 99s is all about.
SHERRY O'KEEFE talked about the
Achievement Awards program and new
ideas for this year, including a special
category for brand-new members. PAM got
everyone acquainted and talked about the
Illi-Nines Air Derby. And the prospectives
asked lots of questions and got the answers.
What a great idea!

At the recent weekend EAA officers'
meeting at EAA's Air Museum in Frank-
lin, Wisc., SANDY KLOCK, SUE MICH-
ALEK, ROSEMARY CEDDES, and pro-
spective JEAN ICENOGLE were in atten-
dance, representing 4 Chicago area EAA
chapters.

MADELINE KIMOTEK was just elected
Secretary of the Chicago Chapter of the
Antique Airplane Association.

MARY STROH led another lunch-in
group down to Moline on April 20th, where
11 of our Chicago Area flyers met for
lunch with 8 of the Quad-Cities gals.

MARY STROH was just back from a
visit to sunny Florida, accompanying
MARY PANCZYSZYN and her 2 boys in
MARY P.'s Comanche.

Lots of traveling going on—MARK and
KAREN BRODY and two boys flew to a
winter vacation in Phoenix via Debonair.
GEORGE and VIRGINIA COFFEE celebrated
their 25th wedding anniversary in
Puerto Rico. DAN and PAM STOWELL
and children spent Easter weekend in
Washington, D. C. WALT and ELSIE
WAHRER just back from Long Island,
Bahamas, via Bonanza.

RUTH SOLLEY has transferred to us
from Quad-Cities chapter—welcome!

And a new rating—an instrument for
NANCY HERSEE.



Chicago Area 99s 19th annual Achieve-
ment Awards banquet, March 20, 1971.
CHARLENE FALKENBERG receiving 2nd
place award from our "sparkling" North
Central Section Governor, JANICE
KUCHENMEISTER.

GREATER ST. LOUIS CHAPTER JAN POCOCK, Reporter

Sure can tell Spring has sprung! Every-
one rolling out their airplanes, dusting
them off, and making like big birds. April
17th found 5 of our members and 3 49½ers

taking their APT rides at St. Charles airport, with the able assistance of the FAA Lancers. Kicking off the 1970-71 APT season, are BETTY BOARD, NORMA BRAUCH, LORITA CURTISS, VAL JOHNSON, and RUTH LAKE. We're so proud of these gals and hope the rest of our Chapter will follow suit.

Our April meeting as guests of Ozark Airlines MR. BOURNE, Supervisor of Training, gave us an insight on the training facilities of this fine airline. Due to the Island hopping vacation of our Chairman, JOAN LAMB, Vice Chairman NORMA BRAUCH held forth while we listened to finalized plans for our Aviation Scholarship Ball and Powder Puff Derby Stop; applauded our new APT ladies as they received their pins from DOTTIE HAUPT, and enjoyed the refreshments supplied by our three hostesses, DONNA RAE HENKE, "MOM-IN-LAW" FRAN, and ROSEMARY ROTH.

Next, between April Showers, was our "Flight to Lunch Bunch", who this time, flew to Mattoon, Ill., on April 28th. To what must have been the utter amazement of all in the Mattoon Terminal that noon, they were invaded by BETTY BOARD, NORMA BRAUCH, DORIS KUHN, MARGARET WALSH, ERMA MANZO, RUTH LAKE, GERIE BEETZ, TEX WICKENHAUSER, JEAN LENNERTSON (who put the thing together), LAURA RICHTER, and a couple of guests. The gals were greeted by the local press, and really had a fun time, even though tough, gusty winds prevented some of the departures, as scheduled! Now, it seems that May is shaping up pretty much the same as April. Busy! Our "officiados" sorta swapped places in our one Angel Derby entry, as Chairlady, JOAN LAMB, flew co-pilot for Treas. MARY LOWE in Mary's Bonanza. When asked how they did, the reply was sorta loose! "We finished!" That, in a race like this, is indeed an accomplishment. They did get to see BERTHA DeGARCIA, again, anyway. On the education level, SUE MATHEIS delivered a talk on the woman's roll in aviation to a group of very interested teenagers at the Dupo, Illinois High School. She said when the kids began asking questions, she discovered they were quite sharp on aviation, and the boys in particular knew more than she! She was some impressed with the enthusiasm these young people have. Traveling notes: DOTTIE & ELMER HAUPT took much needed quickie vacation charter trip with the Shriners to "Lost Paychecks", LOIS SHAFFER flew her Cherokee Six to St. Paul for the Section Meeting with lotsa help from NORMA BRAUCH and BETTY BOARD. Other conventioners were VAL JOHNSON, who flew up with the AMYS. AMY SUMMERS and AMY LAWS, our Section Secretary. AMY and LOIS getting ready for the AWTAR, one wonders where these gals get the time for everything. VAL, too, for that matter as she's gonna try it solo, again. Our other entry in the TAR is first time out JEAN LENNERTSON, with ROSEMARY ROTH as co-pilot. MARY LOWE is on

"stand-by", in case they have an opening. No sense telling you who St. Louis will be pulling for in the race, but we'll still be looking forward to all of you stopping through on your way to Baton Rouge.

(Ed Note: Dinger—where are you!)

KENTUCKY BLUEGRASS CHAPTER DIANE STAFFORD, Reporter

On May 16 we had a fly-in to Rough River for lunch at the lodge, with a meeting after lunch. There were nine members and one prospective 99 present for the meeting; one 49½, and three other visitors.

Congratulations are in order for PAT LYDDAN, GAIL GORSKI, DOT ARNETT, and VIRGINIA CHAMBERLAIN. PAT recently passed her Commercial and Instrument written exams, and is almost ready for the Commercial check-ride. GAIL passed her C.F.I. check-ride in April (and she's only a college freshman). DOT and VIRGINIA are A.P.T. now.

DOT flew to Crossville, Tenn. on April 3 to spend the day with her mother (just one of the many fringe benefits of flying).

PAT PAULSEN hasn't been idle either. She spent some time running back and forth between Kokomo, Ind. and South Bend, Ind. during the end of March and early April to be with traveling 49½, DON.

I've saved the *best* for last. We are so proud of VIRGINIA CHAMBERLAIN and BETTY MOSELEY. They will be flying the Powder Puff Derby, airplane number 132. They've really been busy lately. There are *nine* T.V. programs scheduled. On May 14, Friday, they flew from Louisville to Baton Rouge, with stops at St. Louis and Little Rock. There were photographers and reporters and wonderful 99's at each stop. In Louisiana, they had an enjoyable stay with S. Louisiana 99, FRAN L. SALLES and her 49½ and VIRGINIA especially enjoyed the Citabria ride.

MINNESOTA CHAPTER BETTY KUECHLE, Reporter

Spring came to Minnesota, the flowers bloomed and the North Central 99's came and went . . . then the rains came! Weatherwise we couldn't have been luckier. Not our usual 99 flying weather. A few moments to remember from the 1971 Spring Sectional:

- LOIS GRANGE leaving her clothes back in her hangar in Iowa.
- ART SCHOLL'S thrilling film, "The Sky Below, The Ground Above".
- Seeing the 36 planes tied down at the St. Paul Airport from the Hospitality Suite on the 18th floor of the St. Paul Hilton.
- Meeting and visiting with the 110 99's from nine different states.
- North Central Airlines' VIP treatment for our 49½ers.
- Charter being presented to our new Central Missouri Chapter with five members attending.
- Iowa winning the attendance trophy.
- VIRGINIA BRANTING'S super efficient transportation service.

- DOROTHY BOLANDER'S sigh of relief when all was said and done. . . and then it rained Monday morning.



PROFESSOR ART SCHOLL, Department of Aeronautics, San Bernardino Valley College, California, Member United States Aerobatic Team. Guest Speaker, North Central Sectional, St. Paul, Minnesota May 14, 15, 16. (Further details are in the Minnesota Chapter Newsletter.)



LAST FLIGHT NAN MOODY Houston Chapter South Central Section

ALBUQUERQUE CHAPTER WANDA COTHAN, Reporter

Albuquerque news in a nutshell. Coronado Airport east of the Rio Grande is now air marked. So is Alameda Airport west of the Rio Grande. And those pilots who have trouble telling their right "left" from their wrong "left" can tell approach control which airport they are over. Those who participated in the air marking were PAT CICARDO, WANDA COTHAN, MILLY ELRICK, JOY FEAK, BEV GRADY, JOHNNIE HICKEY, SHIRLEY JANS-SON, MAYNARD PEREZ, LILY SANDOVAL, JANE SPILLER, and BEX STYES.

Welcome to our newest member, FRAN SAVAGE. Three new members in three months.

Our May meeting was a talk on vertigo by MR. ROGER MITCHEM of the FAA, and demonstration rides in the vertigo chair. JOY FEAK even talked MR. MITCHEM into taking a ride in his own chair.

Most unpleasant news. Our air marking chairman, BERNIECE SWARTZ had her wings clipped by a heart attack, but is on the road to recovery and has agreed to act as a nervous navigator for the rest of us. JANE SPILLER consented to take over air marking until election time.

ARKANSAS CHAPTER MARGUERITE NIELSEN, Reporter

SCS Governor DOROTHY WARREN & TANYA THORNTON will fly in to Little Rock June 25 for lunch with the Arkansas Ninety Nines.

ALINE K. NEWTH, RAMONIA SLOAT, CHARLENE POE, & LESLEY SCHERRER have been flying the coming Skylady Race Course making preparations for the race to be flown July 30 from North Little Rock to Poteau, Oklahoma to Arkadelphia, to North Little Rock. ALINE, CARY HUNT, & RUTH GRAY flew in the Arkansas Air Tour. RAMONIA & CHARLENE attended the SCS Sectional meeting in San Antonio. DELORES DEAM, SALLIE SIMMONS, & NARGE NIELSEN got together for lunch in Fayetteville.

Arkadelphia Airport will be airmarked May 22, weather permitting, by the Arkansas Ninety-Nines. Happy Flying.

CHAPARRAL CHAPTER JOAN RUNDEL, Reporter

Our April meeting, held at LELA CARWARDINE'S home, included the narration plus pictures of World War II aircraft and happenings when HAZEL HARE, guest of PAULINE HALL, spoke to us about her experiences as a member of the first girl team trained in 1941 as aircraft communicators (air traffic controllers) to relieve men for active duty. She also got her private license at that time.

Another guest, LORRAINE STARZYNSKI, commander of the ROTC Angel Flight at New Mexico State University had just completed her check ride for her instructor's rating.

Three of the 99's turned up officially apt, a fourth, MARGE BLUE couldn't make the meeting. The other three Apt girls are RENE HIRTH, PAULINE HALL and JOAN RUNDEL.

On May 1st MARGE BLUE, KAY BOND, HANK HALLINAN, LELA CARWARDINE, and PAULINE HALL assisted by husbands CAL BOND and JIM HALLINAN served 100 breakfasts of pancakes and bacon at the University Airport kicking off the fly-in activities which continued through the day and attracted several hundred spectators. MARY DEKINDER helped out as a judge for spot landings.

DALLAS CHAPTER BETTY HUNDLEY, Reporter

CHAPTER DOINGS: Thirty members attended the great San Antonio Sec. BARBARA POWELL, our AM Chairman, arranged a May 15 airmarking at Caddo Lake Strip—a joint venture with the Shreveport Chapter. It was a fun fly-in, paint-on, and eat-in! Our May meeting was hosted by HAZEL CORRY and 49½er BURT gave us a flying talk. May 22 we go to KATHY LONG'S home for an all day session of glueing, along with the Golden Triangle Chapter, to finish our project for International Convention.

MEMBER DOINGS: JERRY GLENNIE has added a commercial rating to her still new multi-engine. ELINOR JOHNSON (and Rowland) spent ten days sunning and

snorkeling at Great Exuma, Bahama. Came back all tanned and rested. Awtar numbers assigned to our participants are: #7 to PAT CLARK, former Dal 99, and ELINOR JOHNSON and #66 to TANYA THORTON and DOROTHY WARREN. This is a first for Elinor and Tanya—good, good luck to you all! JO ALLISON is off to Hawaii for a month—she does stay on the move! PHYLLIS DUKE will have had a future 99 (we hope) by the time you read this. She is anxious to get back to her flying and swimming instructing. SANDRA and HAROLD SIMMONS flew to Puerto Rico in April. PEG ONG will wind-up nursing at Plano Univ. just in time to prepare for her daughter's wedding. JAN WAHRER participated in a CAP Search and Rescue State-Wide Test.

DALLAS REDBIRD CHAPTER LIL TAFEL, Reporter

Hi to everyone from the new REDBIRD Chapter who was presented their charter at the San Antonio Sectional in April. After all the charters PAT JETTON has handed out to other new chapters, she was on the receiving end this time when DOROTHY WARREN presented her with the charter for the REDBIRDS. We have seven charter members, HELEN WILKS, PAT JETTON, ANN ENGLISH, RUBY ROGERS, DELORES SAINSTOTT, KATHY LONG and LIL TAFEL. We have three new members already, RANDY GUMBY who resides in DeSoto and flies out of Redbird Airport. HAZEL JONES is transferring in from the Dallas Chapter. Also a new member as of our May meeting is LESLIE WILLSON who is an American Airlines hostess. She has a private ticket and is working on her commercial. ANN ENGLISH leaves us the end of May, as she and husband are moving to Houston. PAT JETTON is going to Washington for a week May 15th to attend her last meeting with the Women's Advisory Committee, she said she can hardly believe her three year term is coming to a close so soon, time flies by. HELEN WILKE and KATHY LONG just returned home from a three week flying excursion and are full of exciting tales of all the places they have been. They flew in the IAR, placing seventh and we understand they were the third plane to land at Managua. KATHY and HELEN are also flying in the AWTAR. RUBY ROGERS has been doing some flying also, flew to Las Vegas in April, said she spoke to JOANNE NELSON, chairman of the Las Vegas Chapter but did not get to meet her. RUBY is our treasurer so we were happy to hear she still has all our money! RUBY and 49½er WOODROW, with another couple, also flew in a 180 to Monterey, Mexico for four days and had a most exciting time there.

Congrats to HAZEL McKENDRICK-JONES. She graduated from North Texas State University with her Master's Degree.

EL PASO CHAPTER DELORIS DYVAD, Reporter

HESTER OAKES, Chapter Secretary, JO McIVER, both of Alamogordo and

MARY FRAN SEIDL of El Paso—all members of the El Paso Chapter of the 99's Inc.—flew to San Antonio, Texas in the Oakes Cessna 175 airplane to attend the Section Meeting. Also going from El Paso were: DORIS SHRIEVE, MARILYN CRAGIN and 49½er GEORGE in the Cragins Cessna 172. EMMA UDOVICH, Chapter Chairman, also attended the meeting.

The El Paso Chapter of the 99's are making big plans for the International Convention to be held in Wichita, Kan. in August. Our May meeting was held in the home of our Chapter Chairman EMMA UDOVICH. DR. JO ETTA GALBRAITH, who recently soloed at Midway Airport in a Cessna 150 at Alamogordo is a new member of the 66's and was invited to attend our meeting. RUTH DEERMAN, who was our first MAMA BIRD, presented JO with her 66 pin, badge and solo patch.

ELLEN JANE ANDERSON and MARY OLMSTEAD and their 49½ers attended a surprise party at Camino Real, Juarez, Mexico where about 100 Flying Farmer families from Arizona, Colorado, Illinois, New Mexico, Nebraska and Texas gathered to honor the President of the International Flying Farmers, WALLACE LOCKMILLER and his wife, EVELYN, of Clovis, New Mexico. The master of ceremonies was HOYT WALKUP from Stillwater, Oklahoma. His wife, ARLENE, was with him.

The OLMSTEDS flew their Cessna to Albuquerque, N.M. recently to spend a long weekend with former Morristown, N.J. friends.

FORT WORTH CHAPTER CAROLYN MERRITHEW, Reporter

A film on ski diving shown by JEAN BISHOP and her 49½er TOM, was our entertainment for our April meeting. They operate the Southwest Paracenter, which is based at EDNA WHITE'S Aero Valley Estates Airport. They conduct classes from 9 A.M.-3 P.M. weekends for novice jumpers and have them make their first jump that afternoon. JEAN generally pilots the Cessna 182 which takes the jumpers from 5000-7000 feet.

CAROLYN MERRITHEW and MARY KAHAK flew to Austin in late March to participate in the blood airlift for the Hemophilia Foundation.

EDNA G. WHITE and her student, one of our newest 99's, MRS. DOROTHY WILHARM entered the Angel Derby in a Cessna 172. She has a lovely straw tote bag embroidered with "Angel Derby, Nicaragua" as a memento.

DIANE COON and her 49½er ROGER enjoyed a flying vacation to Brownsville and Matamoros, Mexico.

CAROLYN MERRITHEW is now working part time at Meachem Field as scheduling manager for Planes and Pilots Flying Club.

March 28th, the 99's participated in a Lebanese dinner prepared by the foreign student pilots at Meachem Field.

We were pleased to accept our new slate of officers for the coming year. AULEEN HALL was voted President; JEAN BISH-

OP, Vice President; JACKIE WHITE, Secretary; HELEN MORRIS, Treasurer; CAROLYN MERRITHEW, Reporter; DIANE COON, Membership Chairman; YVONNE TURNER, A.E. Scholarship Chairman; and GLADYS LATHAM, Public Relations Chairman.

**GOLDEN TRIANGLE CHAPTER
BRENDA STRICKLER, Reporter**

NELDA VAUGHN graciously invited us to her home for our May meeting.

At this meeting we welcomed ELLEN VAN DEVENTER as our newest member. ELLEN is a new private pilot who attended her first sectional with us recently. Others flying or driving to the sectional in San Antonio were NELDA VAUGHN and 49½er JIMMY, HELEN LANCASTER and 49½er COMMIE and children, ROZ KAY, PENNY WHITE, and BRENDA STRICKLER.

ROZ KAY has a new paint job on her Cessna 140A. I understand it really looks good.

Our chapter will be meeting with the Dallas Chapter next Saturday to work on a project for the Fun in '71 International Convention in Wichita. Hope you all are coming. All of us in the South Central Section are looking forward to seeing you there.

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

With seventeen members on hand, we felt Houston was a lead-pipe cinch to bring home the attendance trophy from the San Antonio Sectional, but Tulsa whupped us on total mileage. We love ya, Tulsa, but watch our dust at Wichita Falls! BETTY and CHARLES FRITTS, ADELE and JERRY BAKER, DELLE and GENE HIGHTOWER, M. E. and JIM OLIVER, LOUISE and MYRL BICKFORD, GENE and GUS GONZALES, CELIA and HANK PARRISH, MARILYN and CARL HOFFMAN, MARY ABLE, JOYCE JOHNSON, MARY JANE NORRIS, LINDA TURK, SALLY COX, ALMA JEAN BUSTIN, PAT STRATTON, MAYBELLE FLETCHER and MARY BYERS were the Houstonians who enjoyed "Fiesta" in old San Antonio, breakfast in the slowly revolving Tower of the Americas where the breathtaking view and the delicious food were equally superb, and the Safety Seminar featuring FAA and 99's. A tip of our flight cap to San Antonio for a memorable weekend!

Houston will be well represented in this year's PPD. Added to those we've mentioned before, we have TRUDY COOPER who'll fly co-pilot with MARGARET RINGENBERG of Fort Wayne, Ind. Our Chairman BETTY FRITTS and Treasurer MARGE HUTCHINSON plan to fly BETTY'S plane, and in a Mooney JACKIE KELLY will have Tip of Texas Chapter's BERTHA DE GARCIA as co-pilot, we're told. In all, Houston has ten flygals ready for the Calgary-to-Baton Rouge run.

In her twin-Bonanza, MARY ABLE flew ADELE BAKER, MARGE HUTCHINSON and M. E. OLIVER to Austin where we four joined the Austin 99's man-

ning the Angel Derby stop. IMMIE PRIDDY, JUNE BARNES, and AGNES GLOYNA were our gracious hostesses, and we hope to help them get their chapter real active again.

With sad hearts we report the last flight of our member NAN MOODY. For the past year NAN has had to miss our meetings because of her health, but we who knew her remember her best for her contagious, hearty laughter and optimistic outlook on life. This world's a better place because NAN was here.

Newest ratings in our chapter belong to MARILYN HOFFMAN and MARSHA COPELAND, both Commercial. Newest member is PAT JAMES who is just back from Madrid, Spain, and working on her Commercial also. MARY ABLE made her first flight as co-pilot on the Lear 25 to Austin and back to Houston Hobby delivering blood during our April "Operation Bloodlift".

**OMAHA AREA CHAPTER
GEORGIANN RYNEARSON, Reporter**

Two more airports sport new name tags as of this past month. BURTIS AUFENKAMP of Auburn, CLAUDINE KEAN of Humboldt, INEZ STOCKER, BETTY JARVIS and daughter, CONNIE, and GEORGIANN RYNEARSON of Omaha worked fast to finish the Auburn identification before a spring shower came. The Falls City Airport was marked by LUCILLE ULEMAN, VERDAYNE MENZE, BETTY JARVIS, CLAUDINE KEAN, BURTIS AUFENKAMP, CHARLENE TAYLOR and GEORGIANN RYNEARSON. VERDAYNE and BETTY, flying down in VERDAYNE'S Comanche, playing tag with a shower that day, too, but the sun obligingly came out so that the painting could be done.

In spite of rain coming down "in buckets", eleven girls attended the May meeting at SHIRLEY RISK'S home, with LAVONNE TRIPP assisting her. BARBARA KREJCI, HELEN EHRLICH, LUCILLE ULEMAN, VERDAYNE MENZE, BURTIS AUFENKAMP, CLAUDINE KEAN, INEZ STOCKER, ROSEMARY BLOCK and GEORGIANN RYNEARSON made up the rest of the gang. An interesting program was presented by EARL HAMMER and LADDIE KUZELA from EPPLEY TOWER and JACK ROHEN of RAPCON. MR. HAMMER showed a film, "Basic Radio Procedures for Pilots", illustrating both proper and improper uses of aircraft radios. MR. KUZELA explained the Stage Two radar service now available at Eppley, and MR. ROHEN outlined the revised procedure for handling turbojet aircraft landing at Eppley Airfield and Offutt Air Force Base, with a question and answer session following.

CLAUDINE KEAN and BURTIS AUFENKAMP both became APT this month. They also, with their husbands, flew to El Paso and Juarez, Mexico for a fun week-end with other flying couples.

HELEN EHRLICH, INEZ and HERB STOCKER and VERDAYNE and DICK MENZE participated in a C.A.P. search near Columbus for a downed plane.

VERDAYNE and DICK MENZE flew to Utica to spend Mother's Day with DICK'S mother.

BETTY JARVIS, our chairman, has been grounded briefly by surgery.

Let's all get off the ground this month and fly, fly, fly.

**PIKES PEAK CHAPTER
MARION HEIN, Reporter**

COLORADO lived up to its reputation for perfect flying weather . . . we had it May 2nd when the Pikes Peak Chapter sponsored a "Pennies-a-Pound" ride at Peterson Field, Colorado Springs, in connection with an air show. We flew about 34,000 pounds of people, big and little, across the skies for a scenic view of Pikes Peak and the Garden of the Gods, netting nearly \$680.00, which will be turned over to the Aero Space Education Committee to be used in the area schools.

DOROTHY MEYERS and co-pilot MARGE POTANKO, will fly a Mooney from the Colorado Aeromotive, Pikes Peak Airport, in the 1971 AWTAR. DOTTIE is working on her instrument rating at present.

LUCY SHATTUCK has obtained her commercial and instrument ratings, and JIM, her husband, has just been elected to the School Board in their district.

We want to extend a warm welcome to our new member CAROL WARREN, who is just getting her wheels down after a recent move to Colorado Springs.

The May meeting was held at the home of LUCY SHATTUCK to plan our summer activities. Our next meeting is to be held at the Black Forest Glider Port near Colorado Springs, June 26th.

**SAN ANTONIO CHAPTER
MARIAN BURKE, Reporter**

Congrats! EVE and KENT KERR . . . MISS VICTORIA RUTH KERR was born March 3, 1971 at the YOKOSUKA NAVY HOSPITAL. We will keep her in mind for a new member no later than 20 years from now! We are all dying to see this new prospective future 99.

Welcome! New Member . . . DORIS ALEEN TOWNSEND! She has been in San Antonio for two months . . . she's a secretary and has a private pilot license.

To those of you who did not know . . . IRENE YOUNG from Harlingen who flew with MARIAN BURKE in the 1969 PPD received news while she was on the IAR (she had arrived at the destination) that her son FREDDIE had been injured in a serious automobile accident at Harlingen. He is now recovering nicely.

**SHREVEPORT CHAPTER
KAY ALEXANDER, Reporter**

Shreveport was one of the stops for the Angel Derby. Those who helped had loads of fun greeting the lady pilots as they landed, visiting with them a bit, and helping

them get ready to go again. It was really exciting just watching and helping with the race, and everyone was impressed with how calm and collected all the contestants appeared and how very professional they piloted their planes. We saw some really beautiful landings.

On Saturday, May 15, Shreveport Chapter 99's in cooperation with the Dallas Chapter 99's airmarked Beers Field, Fly-In-Fish Lodge. The weather was perfect and those attending reported a good time was had by all. Attending from Shreveport were JERE SAUR, ANN KING, HELEN HEWITT, JOAN and DAVID CARROLL, and EVELYN and DAN SNOW and family. DAN has been home on two weeks leave from the Air Force.

JERE SAUR is working on her instrument rating. Both she and SARA HENLEY are flying a lot and getting ready for the Powder Puff Derby.

Congratulations to HELEN WRAY! She now has her Masters Degree from Louisiana Tech University.

TIP OF TEXAS CHAPTER JEANIE CROW, Reporter

ARDETH, ROOKY, LENA and PAULINE attended the very successful sectional meeting in San Antonio.

Helping ARDETH with the Must Stop for the Angel Derby were BARBARA, PAT, SONJA and PAULINE. The girls came buzzing through McAllen the first day, so they were making great time.

On a recent air-marking trip, PAULINE and BONNIE, a student, found their ladder wouldn't reach the selected roof. They climbed a 30-foot borrowed ladder, but could find no way to secure it. Sure enough, rising winds blew it down, leaving them stranded for 25 minutes before being rescued. Add one more adventure to the annals of the intrepid air-markers of Tip of Texas chapter.

TRI-STATE CHAPTER MAZIE LIPSCOMB, Reporter

TRI-STATE CHAPTER, Joplin, Missouri has been cleared for landing, and at the Memorial Day Weekend Air Show and Airport Dedication our Charter will be presented and we will land with full flaps. Thus a new chapter of the Ninety-Nines!

While our group is small, enthusiasm more than makes up for numbers and if past meetings are any criteria, we have some interesting and informative meetings to look forward to.

Our hat is off to NANCY TEEL for the initiative taken to get our Chapter started and for her leadership (sorry about that Tulsa—your loss our gain). Since Joplin is located in the Southwest Corner of Missouri, and our closer neighbor towns being Grove and Miami Okla., Columbus and Baxter Springs, Kansas, we feel that designating us as "Tri-State" Chapter is very appropriate, as do our Oklahoma and Kansas members. Our meetings are held the 4th Tuesday of each month and should any of you have occasion to fly (how else?) into Joplin, a welcome awaits you. With Joplin being the Gateway to the Ozarks

and the Spring of the year a delightful time in this area you just might be enticed. Our Secretary-Treasurer is MARILYN HARDING, Girl Friday at MIZZOU AVIATION, the FBO, so some of us can be easily located.

At the April meeting we not only had glowing reports of the Sectional at San Antonio from BETTY PRITCHARD, NANCY TEEL, and daughter DIANE (who is anxiously awaiting her 17th birthday and her own pilot license) but viewed the FAA film, "Caution—Wake Turbulence", and the U. S. Navy publicity film on the Blue Angels, who along with the U. S. Army Golden Knights will be part of the Airport Dedication festivities. The members of Tri-State Chapter will be taking an active part.

Perhaps some of your Reporters' enthusiasm stems from the newness of her license—April 1970, and at age 55 no less—with endless encouragement from the mister. On days like today, just knowing 4683L is gased and ready to fly makes it difficult to give full attention to business. (Ed: Welcome aboard.)

TULSA CHAPTER DAISEY DIMWIT, Reporter

Got a mite behind in my writin' so will try to catch it up agin. A bunch of us folk in the Tulsa Chapter have been busy flying here, there and yon.

TULSA CHAPTER is now the proud possessor of the Attendance Trophy which they won at the Sectional in San Antonio. Look out Kansas, we are primed and ready for a great time at the International.

Tulsa is also very proud to announce that DUB HARMS, Chief of FAA, presented JAN MAURITSON with a certificate designating her an ACCIDENT PREVENTION COUNSELOR in recognition of the fine work she has done in the past to promote safe flying practices among her students and in the 99s organization. DUB HARMS and G. J. NELSON, Aviation Safety Officer, asked for the chapter's participation in Flight Safety Programs on the public level. One thing he mentioned that we could all do, is report hazards of any kind at any airport, anywhere in the world and send it in to the FAA and it will be sent to the proper district. The first person to report DAISEY DIMWIT is on my list!!!! Our meeting ended with the showing of a good film apropos of the type of weather we had in San Antonio; at times marginal VFR. The title, "VFR Inflight Visibility". After recognizing several scenes depicted in the film as being imminently dangerous, and remembering having seen some like that on the trip home, Ole Daisey decided her pilot was pretty smart after all. BETTY PRITCHARD as the brave soul who took DAISEY along as (pardon the expression) Navigator. They flew into the Tulsa area on Monday after the sectional midst thunderstorms, lowering ceilings and would you believe impending tornados? We decided the airport at Henryetta looked not only nice and friendly, but stationary, and finished the trip by car.

BETTY NATION, the Queen of the Charter airways, has just returned from an 8-day sojourn in the West Indies!!!!

ATTENTION, ALL YE RAGGED WINDSOCK OWNERS!!! Contact Keith Lutz, Director State Aeronautical Commission, 510 Sequoyah Bldg., Oklahoma City, Okla., for FREE windsock! You out-of-state girls will just have to be nice to us Okies and maybe we will get one for you!! SEE YOU IN KANSAS for FUN IN '71—BE THERE!!

WICHITA FALLS CHAPTER NAN PARK, Reporter

FALL SECTIONAL WICHITA FALLS, TEXAS October 1, 2, 3, 1971

Mayo's Steak House was the site of our meeting on May 13, 1971. Present were: Chairman Lou Ellen Foster and 49½er Lewis, Betty Allison, Nan Park and 49½er Gene, Marilyn O'Neil, Betty Cox, Doris Kelley and Nancy, Shirley Wesbrooks and 49½er Perry and Mark and Lynn, Ruth Renton and 49½er Paul, Elaine Edwards (happy to see Elaine out—broken leg and all) and 49½er John, Eleanor Irvine and Elba Bond.

Chairman Lou Ellen Foster called the meeting to order promptly at 7:30 P.M. eager to report on happenings at SAT and make necessary announcements.

Betty Allison had samples of photography and oils done from portraits by Patterson Studio in Bowie. It was decided to purchase a 24" x 30" oil of Jimmie Kolp for the proposed Ninety-Nine Museum.

Lou Ellen Foster appointed Betty Allison Convention Chairman. Betty Allison reported on findings for the Convention and appointed several committee chairmen.

Adjourning at 10:45 P.M. we had had a most productive business meeting and devoured great steaks.

ALASKA CHAPTER JAN PESSEL, Reporter

We are now getting into that time of year that pilots seem to enjoy most in Alaska. We have long hours of daylight and hopefully, if this past weekend is any indication, good flying weather.

We had a good turnout at the May meeting with about 20 members and several guests attending. The main item of business is still the Powder Puff Derby which we all are very much involved in. It looks like our pilots, RUTH O'BUCK and KATHY KIPPENHAM, will be flying a Beech Bonanza which is co-owned by Dor-

STENOTYPIST WANTED

Bids for Stenotypist for the International Convention in Wichita, Kansas, August 11-15, 1971, are now being accepted by International Secretary, Joan Hrubec. Any 99 member interested in applying or who knows of a Stenotypist interested in applying, should contact Joan at 16902 Dartmouth Ave., Cleveland, Ohio 44111.

othy McCulloch, who was one of the guests at the meeting. We hope that after seeing her plane in the Powder Puff Derby she'll want to become a 99. Other guests were TERRY ALEXANDER, KATHY SELLON and ANN HAMMOND.

RUTH O'BUCK left on May 11th for Washington, D. C., to attend the President's Committee on Aviation meetings. On the way home she will stop in Seattle to pick up her new Cessna 180 on floats and fly it home.

NITA WOODS and HUSBAND have just returned from a trip to Texas in their Skyhawk. The rest of us have just been flying locally, trying to get back in practice after the long cold spell. MARGARET WAGNON has her plane on floats now in anticipation of summer.

It's nice to be remembered on Mother's Day, but I'm not so sure that RUBY PAP-PAS is really ecstatic about her gift. She received the fuselage of another wrecked Cessna 150. Since she already has one wreckage, maybe between the two of them she'll get one of them flying before long. Also in the rebuilding business is BETTY ROGERS and her husband. They are working on a Cessna 150 which was towed 215 miles behind a pickup to its new home.

PAT McGEE, although she hasn't been flying, is right in the thick of the flying business now. She recently transferred to the Aviation Division of the Bureau of Sport Fisheries and Wildlife at Lake Hood. The division has Grumman Goose, Beavers, Cessna 180's and Super Cubs for their use. Sounds like a great job, PAT.

EASTERN IDAHO CHAPTER DARLENE SCHIERS, Reporter

SHIRLIE JOHNSON made the arrangements for our April meeting and those attending were: PAT DUKICH, DIANE JEX, VIRGINIA FINKELNBURG, GLENNA LINDERMAN, DARLENE SCHIERS, CAROLE DePUE, MARGARET STANFORD—and guests: BETTY JONES, a student pilot; SUZIE BILGER, pilot; SHARON BARE, a High School Junior from Arco who received her private pilot license in December; and LAURA DILLON, a student at Idaho State University, who received her private pilot license in August, and also holds a glider rating.

Our congratulations to SHIRLEY JOHNSON for attaining her Instrument rating on April 10th!

PAT DUKICH was delighted to have JOANN WINTERLING, from Ogden, drop in for a visit while on a charter flight to Idaho Falls.

MARY KILBOURNE and DARLENE SCHIERS flew to Eugene, Oregon on April 28th for a visit with the Willamette Valley Chapter 99s. MARY flew the Comanche, and from Burns to Eugene and back to Burns with instructor, IRV ALLEN, along for some upgrading on her Instrument rating.

On May 15th we met at LOIS BAUER's home in American Falls for lunch. Attending were Governor MARY KILBOURNE and guest, LOUISE TIERNEY, PAT DU-

KICH, DIANE JEX, PAT CHASE, DARLENE SCHIERS, CAROLE DePUE, and LAURA DILLON. RICHARD BAUER, a member of the Idaho State Aeronautics Board, spoke to us about the responsibilities and activities of the Board.

GIRLS, LET'S REMEMBER APT!

EASTERN WASHINGTON CHAPTER ALBERTA ANDERSON, Reporter

Three planes winged their way to Pendleton, Oregon for our May meeting in spite of inclement weather reports. MR. JOE SOLOY of The Dalles, Oregon met with us there and spoke on helicopters.

ORA RAE MERK has received her Ground Instructor and CFI ratings. She is currently instructing at the Pullman-Moscow Airport.

LYGIE and CORNIE HAGAN just returned from a trip in their Aztec to Houston, Texas and Lincoln, Nebraska.

We have several new members this year so we are growing. The June meeting is our safety meeting with a guest speaker from the FAA. Many members are getting APT so they will be able to receive their pin at that time and proudly wear it.

Safety first and good flying!

GREATER SEATTLE CHAPTER KATHLYN STEARNS, Reporter

The May meeting of GREATER SEATTLE Chapter was held at the Port Orchard Airport May 12. Fourteen members were present, arriving in six planes.

The Chairman, CHARLOTTE KAMM, thanked those who had assisted, together with WESTERN WASHINGTON Chapter, in registering pilots attending the Flight Instructors Clinic held May 4, 5, and 6th.

The Nominating Committee of our Chapter has recommended the following members as candidates to NORTHWEST SECTION offices: VAN ADDERSON for Vice Governor, CHARLOTTE KAMM for Treasurer, and JOYCE HARDING to the Nominating Committee.

Exciting plans are being made for a flight to the NUT TREE FARM near Vacaville, California on May 21-23. Coordinator, BETTY DENNY says that invitations have been sent to all chapters in our Section, and urges that everyone who possibly can, try to take in this fun-filled event.

IONA FUNK reports that ten members have qualified for APT. IONA is taking lessons in a float plane and hopes to have her rating before summer.

HELEN DURHAM and 49½er, CLAUDE, recently returned from a 2 months' trip in their Cessna 182 to the South, which included a leisurely tour of MEXICO.

IDAHO CHAPTER EULA LOGSDON, Reporter

The members of the Idaho Chapter think that we have set some sort of record. We number among our members a mother and her three daughters, FLORENCE WATKINS, and daughters JANET, SHARON and PAT. SHARON and PAT just received

their licenses this spring and are brand new members. In addition to all these gals flying, 49½er DON WATKINS is a long-time flyer and son EUGENE has his instrument rating. With so many pilots in one family they have found it necessary to keep two planes in the family hangar so everyone will have a chance to take his turn. To add to this family, JANET picked a flier for her fiancé and plans to be married later this month. Now, can any other Chapter better that?

GENE NORA JESSEN attended the National Intercollegiate Flying Association meet at San Jose State College in California the last weekend in March.

At the annual Aviation Safety Banquet given by the Idaho State Department of Aeronautics this spring several of our members received awards. To qualify a pilot has to fly 50 accident-free hours during the past year and as many consecutive years as possible. Boise members honored were JOANNE CAMPBELL, SHIRLEY CHANEY, CLAIRE JUSTAD, GENE NORA JESSEN, FLORENCE, JANET, PAT and SHARON WATKINS and LYN CLARK from McCall.

GENE NORA JESSEN reports that she plans to fly co-pilot for PAT McEWEN of Wichita, Kansas, in the AWTAR in July. It has been several years since our Chapter has had a member in the race and we are very happy that GENE NORA plans on going this year and wish her the best of luck.

MT. TAHOMA CHAPTER MARY LYMAN KIRK, Reporter

The Mt. Tahoma Chapter participated in "Operation Springbird" on April 17 which was held under the sponsorship of the Northwest Flyer and local flight operators. The one-day seminar included Federal Aviation Administration and Washington State Aeronautics Commission speakers. The 99's handled the registration in the morning and several girls stayed throughout the day for the sessions on high altitude flying, air safety and rescue and operating tips.

Our April meeting was rather small. Those in attendance had a very brief business meeting and exchanged recipes and MABETH GROUT, our own interior designer, gave tips on everything from rug cleaning to choosing furniture.

May found our group back in full force and BETTY PORTNOY reported they had completed their sessions with the Girl Scout group whom they have been assisting to receive their aviation and weather badges. This troop is from the Tumwater area (Olympia). A picnic and plane wash at Carrie Field in Olympia was participated in by the Girl Scouts and members of the 99's in Olympia. BETTY PORTNOY furnished the plane as well as the field.

Plans were made for a meeting in Olympia in June and a fly-in Saturday meeting and luncheon at Port Orchard for July. Everyone also expressed enthusiasm for attending the Northwest Sectional in Portland in September.

MONTANA CHAPTER JUDY McCRUM, Reporter

Powder Puff plans for Billings and Great Falls are shaping up nicely! Most of the May first meeting, held in Billings was devoted to making final plans for the two Montana stops in the race.

Present at the meeting were Billings girls JULI PEDEN, BETTY NUNN, DOROTHY CRAIG, ANN HAFER, JUDY McCRUM, INZA RIEDESEL, and new member JUDY BUCHANAN; Bozeman members, PUD LOVELACE, PATTI ECTON, whose sister JANE FILLNER joined later for lunch, flew with KAY WIDMER, with GFL member DOTTIE PAYNE. Chairman JOAN ORLEY and FLO MAJARUS flew in from Lewistown and MARTHA GAUNCE drove down from Williston, N.D.

Two Montana girls, MARY STEVENSON and PAT ROEMER, both from Missoula, will be flying in the race this year. MARY began flying in 1962. She earned her Commercial and Flight Instructor ratings in 1964, Instrument and Instrument Instructor in 1966 and Advanced Ground Instructor in 1968. Inspired by husband JACK, MARY took up flying and first learned to fly in a Tripacer. MARY instructed two of their five children, MIKE, 19 and GWEN, 17.

PAT ROEMER looked at flying as a challenge. She took it up in 1962 and had her Commercial by 1965. PAT and 49½er, JOHN, share a 182 with Stevensons.

NORTH DAKOTA CHAPTER ELEANOR PIETSCH, Reporter

BETTY BANKER hosted the North Dakota Chapter of Ninety-Nines at her home in Mohall on Saturday, May 15th, with MITZI DAHLE assisting. An interesting film on the 1966 Powder Puff Derby was shown to the group of 9 members and several guests.

Most of the members have spent a lot of the winter flying to warmer climates. HELEN HURLY and her husband flew their Cherokee Arrow to Puerto Rico and to Arizona. The BANKERS have flown their Mooney to Florida, the Yucatan peninsula and numerous other places; IVY WALTER and her husband have been to Spain; I joined my husband in leading a group of Mooneys on our 6th Mexican excursion in the past eight years and we've just recently returned from flying trips to Tennessee and Nevada.

AUDREY BAIRD and GENEVA OLESON from Dickinson, N. Dak., are planning on flying in the Powder Puff Derby this year in a Cessna 182. I have heard that JUNE ANN GREENBERG is also planning to but have no confirmation on this.

I understand that the April meeting in Grand Forks was well attended and very interesting. The Aviation Department of the University of North Dakota hosted that meeting.

PUGET SOUND CHAPTER MARCHINE DEXTER, Reporter

DICEY MILLER has just returned from the National Intercollegiate Flying Assn. meet in San Jose where she went at the

invitation of Western Sport Aviation. She proclaimed it a "fantastic program" and enjoyed it greatly.

WANDA VAN DEVANTER has been busy punching cards and writing her thesis. Once in a while she takes the Champ around the pattern a few times to "get away from it."

MARCHINE DEXTER was one of three women instructors out of about 250 attending the recent clinic in Seattle.

MARY ANN STRONG is our current chairman. She originated in Mississippi, but decided one day that Alaska would be interesting, so she headed north. Although she had never thought of flying, she worked 3½ years as secretary and stewardess with Cordova Airlines on DC3 and C46 craft. A friend introduced her to MIKE who was a pilot for Reeve Aleutian at the time. He took her up in her first light plane, a J3. She was "petrified".

They were married in 1965 and Mike bought a Luscombe. She became accustomed to small planes flying around the Anchorage area. In June '68 they bought a farm (with a workshop) at Lake Stevens. MARY ANN began to meet a lot of EAA members and several of the wives who were learning to fly, so she joined them for ground school classes.

MARY ANN started flight lessons in September of '68, soloed January '69 and got her license in August '69—while working full time as a secretary in Seattle.

SOUTHERN OREGON CHAPTER ALINE SHARP, Reporter

May meeting was a fly-in to Roseburg, Oregon on Thursday, the 6th. SHIRLEY HAUSSLER flew her 172 with RUTH OLIVER, GINNY WALSH and guest HERMION CLOWER. MAXINE PIKE flew 16 Uniform with your reporter as a passenger. BETTY GLINES 'hitch-a-planed' from North Bend and MAXINE and I flew her home to Grants Pass via North Bend to take her home again. We had an exercise in taxiing in a high wind on landing at North Bend.

ROSE ELLISON 'flew' her Ford van to the airport to ferry everyone into Roseburg to the Fireside Inn for lunch. It was good to have HOPE McKAY, who joined us there in the business meeting which was mainly the discussion of where our little monies should go to do the most good.

A fun fly-in to the Nut Tree at Vacaville, California on the 21, 22, 23rd of this month will find MAXINE PIKE and her sister, JEAN SPALDING, in MAXINE's 172; RUTH OLIVER, GINNY WALSH and SHIRLEY HAUSSLER will be there, tho' they hadn't decided what they would fly at this meeting date; RADINA TUCKER, a prospective 99, plans on using this trip as her solo cross country; and tho' it may take us a bit longer, your reporter and sister, BETTY DUGHMAN, will get there in my 150. It should be a great week-end, a chance to meet some of our fellow 99's from the northwest section.

Chairman MAXINE is saying it loud and clear, she is sporting her APT button!

WILLIAMETTE VALLEY CHAPTER JAN AMUNDSON, Reporter

A luncheon honoring women in aviation was the Willamette Valley Chapter's special event this spring. With pleasure we met some new pilots who have moved into our area and some others, new to the field of aviation. A lovely luncheon was served by our members in the lounge of Eugene Aviation, with fifteen members and eighteen guests in attendance.

MAUREEN GILDERSLEEVE has moved to Salem from Alaska and is now working on her aerobatic instructor rating. She described herself as an Alaskan bush pilot. MARILYN WILHELM is a student pilot from Monmouth and flew to our meeting with her instructor. She is trying to interest other women in her area in learning to fly.

EVELYN HENDRICKS lives in Corvallis and told us that she and her husband plan to fly in the Victoria to London air race.

LAURA GLEAVES had her license, then had four children, and is now ready to resume flying again.

MARCIA GRAHAM is a new private pilot who learned to fly in Springfield and is now looking for excuses to fly. (We explained that any feeble one would do.)

After having met this variety of pilots we were then pleased to welcome our Section Governor MARY KILBOURNE and DARLENE SHIERS who flew in from Pocatello, Idaho for our meeting. They set a good example for us when they came in with an Instrument Instructor for whom they had returned to Bend after finding no holes over Eugene. MARY felt she wasn't current enough to come into a strange airport on instruments, and we all saluted the decision they had made. MARY brought us up to date on Sectional news, Chairman ROSETTA VENELL gave a brief history of the 99's, and EVELYN RACKLEFF and DORI LOHR told about experiences in the Powder Puff Derby.

WYOMING CHAPTER MABEL BLAKELY, Reporter

Our April meeting with the Colorado Chapter really turned out to be a memorable occasion; it started Saturday morning at 10 o'clock, and the gals arrived home the following Wednesday morning. The weather that began that Saturday afternoon had not been forecast, so the three Wyoming gals just "sat it out" until the weather cleared a little, between storms. RANDY HILTON, MARIE ENGLEMAN and DOROTHY MISNER thoroughly "cased" the City of Cheyenne, and commented on return that "you can do an awful lot with credit cards."

RANDY HILTON, MARIE ENGLEMAN, DOROTHY MISNER, and your reporter MABEL BLAKELY, with our best Meteorologist friend (former 99) GEORGIA FIKE from Landers as our guest presented a cake to Worland FSS. We plan to renew the Airmarker at Greybull in June, and have a picnic on the runway—or taxiway.

The Ninety-Nines Inc.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

International Headquarters — Will Rogers World Airport

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