

SEPTEMBER, 1971

Ninety-Nine News



The Ninety-Nines Inc.



SEPTEMBER, 1971

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

Headquarters Secretary
LORETTA GRAGG

Editor

HAZEL McKENDRICK JONES
P.O. Box 38499
Dallas, Texas 75238

THE NINETY-NINES NEWS

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THE NINETY-NINES, INC.
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INTERNATIONAL OFFICERS

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Albany, Georgia 31701

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President's Column

LAST FLIGHT

Margaret Willis Smith, Charter Member

Convention! It's over for 1971. There will be others — good conventions, we know. Well-handled. Why shouldn't they be — future convention chairmen have JUST SEEN THE PERFECT ONE.

I have attended, in my long and freckled career, some dozens of conventions in a good many disciplines — Ninety Nines, Civil Air Patrol, Heart Association, National Aerospace Congress, National Association of Secondary School Principals — and odds and ends of others. But none, not *one*, has ever touched this one.

Admiration to Chairman MARILYN COPELAND, Co-chairman PAT McEWEN, their wonderful committees and the help they received from other chapters — two I know about, DALLAS and the elegant straw bags — HOUSTON'S fabulous Border Buttermilk —

Plus the McEWENS and AIKINS — can you imagine having a few people in for supper — like 600 of them???? and the delightful Beech luncheon at the country club, the pleasant Cessna International luncheon (Was that jalapena stuff H O T !) the Michigan chapter's Past-Prez luncheon — the excellent arrangements at the Shrine Temple which is an experience in itself — breakfast at the airport, — oh oh, the Ed told us NOT to write about the convention, she'd cover it — but I just HAVE TO.

Exciting door prizes — fantastic transportation arrangements — every person in the swamped Holiday Inn holding grimly and cheerfully on to his cool — helpful unflurried airport, tower, FSS people — Everything was superlative.

Thanks, too, to the delegates. There were issues which had to be debated. Your prez was scared slightly stiff about decorum and control in the House of Delegates. She needn't have been. There was a tight time schedule. People got up, said their say, sat down, and that was it. We asked that there be no "plunk" (?) votes for Board members. Out of 186 votes cast, only four people took that route.

YOU WERE GREAT!

Rather than dues raises, you opted to delete refunds, which means you have to dig up your own operating expenses. But thank you. We're running on a deficit budget now and we HAVE to have more dollars in the till. Since the International dues were not raised and the News is still our big item and there's always a loss on mailing, many chapters have decided to "adopt" international members and airmail them their news. If you want to do this, let us know.

Some of our international gals don't get their news for MONTHS after we do, and it is the lifeline between your international members and your headquarters.

Thanks to all you faithful friends who kept the gavel in my hand. I hope I can listen harder, help you more, keep the Ninety Nines clawing for altitude in this coming year.

Already you are asking me what are our goals for the coming year? What would YOU like. My hope is one of CONTINUATION.

Continuation of B's "Fun and Friendship", of ALICE ROBERTS' "Communications" — of my own "Safety and Growth" — Continuing growth in membership, in individual proficiency, in our APT program, our AE scholarships — continuation in public relations, in establishing a stronger image, better understanding and respect from other organizations — continuing our assistance to the aviation community — to NIFA — to the FAA (for instance, the projected traffic survey with which FAA hopes to establish General Aviation's right to be called a true link in the transportation system, not just flying froth.)

And — let's keep MEMBERS continuing their memberships — drop-outs in any organization are unhappy news. Once a Ninety Nine, always a Ninety Nine. There's always a useful assignment, a constructive job, for a Ninety Nine to do.

We have been asked to formulate ideas for the National Aviation Commission — we will continue to work with the Talent Bank — we will have a liaison member with Transpo 72 — we are gaining members in aeronautics commissions and aviation boards —

Ninety Nines, let's go go go in the coming year! Fly Safe and Have Fun!

Betty W. McNabb

September, 1971



HEADLINES from Hazel

"I know you believe you understand what you think I said, but I am not sure you realize that what you heard is not what I meant" I had every intention of really signing "30" on the last issue, but it appears that I will be sitting in this same chair for one more year. So herewith are the ground rules for submitting material for the news.

1. All copy doublespaced and typed
2. All copy on white paper
3. If you zerox your copy mail the original to me and *YOU* keep the copy.
4. Try to confine news to items that will be of interest all over the world i.e. new ratings, races, public service, air-marking, mercy missions, unusual aviation events.
5. Put most important items first so that anything cut will come from the end.
6. Submit black and white pictures only. No color pictures, no negatives, no newspaper pictures. Poloroids are ok if they are sharp. Attach a piece of paper on the bottom identifying the people and the event. Only one event per paper. Make paper large enough so that I can put instructions to the printer on it.
7. If you wish the picture back, so indicate on the bottom of the paper. If you do not get the picture back in a reasonable time contact LORETTA GRAGG at headquarters in Oklahoma City. Do not write me.
8. Each time you want something advertised in the news, send the copy. Unless you send several at one time. Once the copy leaves my hands, I never see it again.
9. When writing about an individual, give first and last name.
10. All copy must be in my hands by the 20th except the January issue and it must be received by the 10th. Please be sure you have enough postage on the material you send.

I would appreciate all chapter chairmen and reporters saving these few simple rules and referring to them when sending material to the news.

* * * * *

The printing contract has not been let yet, but this should be resolved this month. We are seriously working on advertising

for the news and hopefully will have some good news on this soon.

* * * * *

I regret that we do not have any pictures from the Powder Puff Derby and the terminus. They have not as yet been received and we do not even have a picture of the winner. To GINNY RICHARDSON, we are truly sorry. You are a great winner and one that we are all proud to have flown behind.

* * * * *

We are off and running on another great year. Write your reports and tell of the things your chapter is doing. Get involved in the Ninety Nines. Get APT. Go to Sectional Meetings. Read the report on the great convention just concluded and resolve to be in attendance at the next one.

NOTICE

RENEW WHEN RENEWAL FORMS ARE RECEIVED. NO FINAL NOTICE WILL BE SENT.

NEXT ISSUE

Deadline

September 20, 1971

MAIL TO:

Box 38499
Dallas, Tex. 75238

DEADLINES FOR NINETY-NINE NEWS

DEADLINES FOR ISSUE

September 20, 1971	October Issue
October 20, 1971	November Issue
November 20, 1971	December Issue

NO DECEMBER DEADLINE

*January 10, 1972	January-February Issue
February 20, 1972	March Issue
March 20, 1972	April Issue
April 20, 1972	May Issue
May 20, 1972	June Issue

NO JUNE DEADLINE

July 20, 1972	July-August Issue
August 20, 1972	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!!!!!!

Sacchi Does It!



The only woman to win a prize in the London to Victoria Trans Atlantic Race was LOUISE SACCHI of Jenkintown, Pa. Her \$5000 dollar check for coming second in Class A — (single engine) was presented by MR. DAVID GROOS, member of Parliament for Victoria. In photo L-R Premier W. A. C. BENNETT of B.C., LAWRIE WALLACE, B.C. Centennial Chairman, MR. GROOS, winner, LOUISE SACCHI, MRS. BENNETT and HON. ARTHUR LAING, Canada's Minister of Public Works. Awards were presented at a banquet hosted by the Government of British Columbia.

BACKWARD GLANCE COLUMN

THELMA ELLIOTT GIESIN, Charter Member

It is not easy to go back 43 years, search through old log books and write about times and incidents that must look pale and insignificant in today's world of aviation. Then too, nostalgia slows the progress!

I was a youngster in school when I first saw an airplane. It must have been one of the first to fly over Baltimore because it created something of a sensation. People stood in the streets gaping and many climbed to the roofs of their homes to watch this ungainly monster.

It was then that I decided I would someday fly airplanes. At the time there seemed little likelihood of my fantastic dream being realized. Fifteen or more years elapsed before the opportunity to learn to fly finally presented itself.

November 17, 1928, was a cold, dreary day when I took my first lesson in a Waco 10 at an improvised field at Brooklandville, Maryland. Because my instructor flew from his home in Easton, Maryland and I was employed by an Investment Banking house in Baltimore, week-ends and holidays were the only days I could take instruction. Of course, if the weather was bad there were no lessons. After ten hours of instruction, I finally soloed. On July 13, 1929, at Hebron, Maryland, I became the second Maryland woman to be licensed a private pilot—license No. 7732.

Today perhaps it seems incredible that one with so little experience was privileged to fly an airplane. But back in those days, the only requirements were 10 hours solo, a simple written examination and an equally

simple flight test. Anyone good enough to solo in only a few hours could obtain his license in even less time. Needless to say, 20 hours was about the average because instructors had to eat too.

In the Spring of 1929, my instructor discontinued his weekend trips to Baltimore and his six or eight students from this area commuted to Easton to continue their lessons. I found this to be somewhat of a hardship and soon after receiving my private license, I signed up with the Curtiss Wright Flying Service which was then operating out of Logan Field, at that time the principal Baltimore Airport.

It was never my intention to make a career of flying. After my first time in the air, I decided that flying an airplane was a delightful adventure and I was going to keep it that way. The instructor who checked me out in a Fledgling—this was the Curtiss Wright training ship—suggested that since I wanted to continue flying, it would be better to have an objective, so why not work toward a limited commercial license. This seemed logical. This license, long ago discontinued, permitted the holder to fly cargo anywhere and passengers within a 10 mile radius of a specified field for hire. Curtiss Wright was an approved school and only 45 hours of solo were required. In the Spring of 1930, the Curtiss Wright Flying Service moved to a new field on the edge of the Green-spring Valley not far from where I had begun my flying. It was a large field, as fields went in those days, removed from the industrial section of the city and had two excellent hangars. Like so many simi-

lar airports, it long ago became a shopping center and housing complex.

On July 14, 1930, I received my Limited Commercial License. Occasionally, on week-ends, I would take a few passengers on local sight-seeing hops. I was never paid but at least I got in a few hours of flying for which I did not have to pay. At \$25-\$35 an hour, this was important.

In the Spring of 1931, the late Colonel Bill Tipton, a veteran flyer of World War I, and then operator of Curtiss Wright in Baltimore, organized a little "Flying Circus". Several of the young men pilots, a young woman parachutist and I, along with one or more of the instructors, visited numerous small towns in Maryland, Delaware, Pennsylvania, Virginia and New Jersey on week-ends and gave air shows. There were the usual races, spot landing contests, balloon bursting, and formation flying. More than once, at the behest of our elders who should have known better, we flew formations so tight the wings sometimes touched. It was a little scary at times.

My principal job was stunt flying—steep wing overs, rolls, half-rolls, Immelmans. The finale was a spin from about 4,000 feet, ending with a zoom across the field. It was all very exciting for the crowd—and we did attract good crowds—and exciting for me, too. I might say here, my favorite maneuver was slow rolls and I did become rather proficient.

The management made some money, even in 1931, but none of us pilots were paid. We did gain valuable experience and, of course, we did not have to pay for our flying time.

During the summer of our Flying Circus, it was decided that, at one of our air shows in Baltimore, I was to establish an altitude record for Maryland flyers. So it came about on a beautiful Sunday afternoon, I flew off in a Curtiss Robin in the rear seat of which was a barograph to register the official altitude. Anyone who has ever seen a Curtiss Robin would wonder that it could set any kind of a record, but after much coaxing my altimeter read 17,000 feet and

International Convention News



Left to Right: WM. T. PIPER, JR., Piper Aircraft; J. EARL SCHAEFER, The Boeing Co.; OLIVE ANN BEECH, Beech Aircraft Corporation; GOV. ROBERT DOCKING, Gov. of Kansas; BILL LEAR (read from profile from banquet program for his company name); LLOYD STEARMAN, DWANE WALLACE, The Cessna Aircraft Co.



First place winners: "Fun in '71 Air-race." First plane to land, Wichita, Kansas, 1971 99's International Convention. L to R: East from Indianapolis, Ind. 1. Pilot, JULIE VOM SOOL, N.Y.-N.J. Sec. Gov., GNY Ch.; 4. Co-Pilot, SELMA CRONAN (last picture), GNY Ch. 2. Crew, HELEN EGAN (2nd place), GNY Ch. 3. BILL LEVY (3rd place picture).



THELMA H. ELLIOTT GIESIN, Charter Member, Summer 1931.

I descended. The barograph showed only 16,800 feet but that was all right with me and everyone else concerned. However, my ego was soon deflated. The very next day a National Guard Officer who was operating a competing flying school took a Guard plane up 18,000 feet, so my record was short-lived. To this day, I don't believe he would have done as well in one of those old Robins.

The next six years were uneventful. Just flying to keep my license current. By 1937, I had accumulated all of 225 hours and I was getting tired of waiting around the airport for a plane to fly an hour or two. It was then I decided to buy a ship of my own. It was a four place Fairchild cabin plane, powered by a 145 horsepower Warner. I had it equipped with two-way radio and a few extra instruments which enabled me to do some instrument flying, although I never tried for a rating. I continued to fly purely for pleasure and occasionally made business trips.

For years, Maryland had a State Aviation Commission, as did many other states. There were five members, all honorary, whose duties were more or less perfunctory. The law did require that two members be licensed pilots. With the advances in both Commercial and Private flying, the Commission began to come alive around 1940 with such ideas as registering and inspecting aircraft and pilots in the State. Needless to say, the private pilots and air-

craft owners became apprehensive. A State Commission could have jurisdiction only over intrastate aviation and in a state as small as Maryland, one was flying interstate almost as soon as he took off. Registering pilots and planes in the state would be simply a duplication of what the Federal authorities were already doing. When a vacancy on the Commission occurred in 1941, I sought and received the appointment. I had the naive idea that I might be able to educate the other members. My tenure on the Commission was an exercise in futility, especially as the war came along. After five years, I was happy to retire. Maryland still has a State Aviation Commission, but what it does or can do I wouldn't know.

With our entrance into the war, I thought I could be of some service to the military, possibly as a ferry pilot or similar. I soon discovered that flying ability and experience were secondary to a college degree which I didn't have.

I then turned to the Civil Air Patrol. Many members of this organization did yeoman's service for their country and deserve to be commended, but it too had its politics in the early days. Soon after I joined, the Army Engineers required a pilot and four place plane to carry officers and civilians on survey flights to assess and photograph areas of camouflage. I had the plane and experience so I was assigned to the mission. After a few months

of this work, which was satisfying to both the Army and me, it became apparent that our unit of the CAP was not at all happy with this arrangement. There were too many other pilots who wanted to share the assignment. My plane was the best available at the time for this work so it was suggested that I relinquish it to the CAP so that other pilots could fly some of these missions. However, as I would still be the owner of the ship and liable for any damage or accidents that might occur, I wasn't about to take on any such responsibility. The Army Engineers asked that I be permitted to continue the work for them, but the CAP Commander was adamant. The project, therefore, was washed out and the Air Force took over.

From the start of the war, the military had been anxious to buy my Fairchild, and there being little chance in the foreseeable future of my getting much use from it, I finally gave up and sold it to them.

During the war years, flying was banned in this area and I continued my activities at a field outside the restricted zone. Later, as the war ended and restrictions were lifted, I returned to flying at Curtiss Wright Field.

After some years of this, I realized I had retrogressed. I was back where I had begun—waiting around an airport for a plane to fly an hour or two. I toyed with the idea of buying another ship but by 1954 circumstances developed which made it impossible for me to continue flying for the time being. As the years passed, the skies over Baltimore became more crowded. This is progress. But there was no longer the freedom of the air I had once known. With advancing years, my enthusiasm for the sport began to wane.

In my early days of flying, I had several instructors, all very fine young men and excellent pilots. But intrepid flyers are not always the best teachers. Often we budding pilots had to learn things for ourselves. For example, while my landings were adequate, they lacked the finesse I desired. One day, while browsing through a library, I picked up a book on flying written by an old-time Navy pilot. It fascinated me. I read and reread his instructions on landings, then took to the air to practice what he preached. After only a few hours, I never again had any landing problems.

In another instance, I was practicing spins. I had always done my spins to the left but decided it would be a good idea to spin to the right occasionally. After all, a plane could fall off to the right in a stall and it might be wise to be prepared. Nobody had told me that a right spin would be affected by the clock-wise spin of the prop. Fortunately I had climbed to 5,000 feet. When I kicked the ship into the right spin it wound up so fast I lost 4,000 feet of altitude before I had recovered from my surprise.

One other incident has stayed with me these many years. During an air show one beautiful summer afternoon, I had com-

pleted my stunt flying and climbed to 5,000 to do the finale—a long spin and zoom across the field. This time, I decided I would just keep a casual eye on the altimeter and pull out at 500 feet. I was admiring the lovely country side when suddenly the trees loomed up beneath me frighteningly near. I pulled out instantly and, although the altimeter showed 1,000 feet, I was only 200 feet from the ground. No one had told me the altimeter lag would be so great in a spin. The crowd got an extra thrill but I was scared to death.

During my flying days, there were several times when I made emergency landings because of weather or getting lost in late afternoon haze, but only once did I have a forced landing. Considering some of the planes we flew and how much they were overworked, this is a tribute to the capable and conscientious mechanics we had in those days. I had always made it a habit while flying to keep my eyes peeled for a good field just in case it was needed. One afternoon, while flying a little Aeronica, I had just passed over a boys' school not far from the airport. It had a large drill field, and as it was summer the school was closed and no one was around. Without any warning, the motor cut out. There wasn't even a preliminary spit. Anyone who has had an airplane motor cut out will understand when I say there was a deafening silence. I simply made a 180 degrees turn and glided into that beautiful green drill field. Then I was in trouble. I had to find someone from whom I could borrow a nickel to telephone the airport.

In thumbing through my log books, I am amazed at the variety of airplanes I flew during my 25 years as a private pilot. My initial instruction was on a Waco 10. Then followed the PT Swallow, Ox and Challenger Robin, Fledgling, several types of Travellers, Commander, Fleet, a Fleet on pontoons, Gypsy Moth, Aeronica, Piper Cubs and Cruisers, Stinson, Beechcraft, Taylorcraft, Commonwealth, Ercoupe, Cessna 120. Among my unlogged time, were several hours as co-pilot of an old Trimotor Ford and also a twin-engine crate, the name of which escapes me.

Most of my flying of course was done in my own Fairchild. It was one of the finest private planes ever built. A fellow-pilot once remarked that one could buy a more expensive plane but not a better one—which described my Fairchild perfectly.

There is little likelihood of my ever returning to private flying, but if by chance I did, it would not be in conventional airplanes. My choice now would be the helicopter.

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Fantastic Fun in '71 Convention Wrap-Up

The 42nd annual Ninety Nine Convention is now history. It was dubbed "FUN IN '71". The Kansas Chapter and the Southcentral Section promised a memorable convention. For those of you who missed it, you missed one whale of a party. There have been conventions and there have been "conventions". None like this, as it was just perfect. It was superb. It was unbelievable great. The coordination and hard work in preparation was evident as there were no "glitches" apparent. Any storm clouds that may have gathered were quickly dissipated and it was "on with the fun". There were over 600 people registered and well over 400 of those were Ninety Nines. So it was also the biggest of record.

From all over the world Ninety Nines gathered in the Air Capital of the World to sample midwestern hospitality at its finest. There was a full size billboard on the highway in from the airport that said "Welcome Ninety Nines to the Air Capital of the World". They really meant it and they pulled out all the stops to make it the best run, best coordinated, best entertained convention ever.

The convention started off with a tour and luncheon at Cessna. The luncheon had an international menu including six different meats and many vegetables, homemade bread, etc. The logistics of feeding that many people were solved with numerous lines so that waiting was kept to a minimum. On from there in air conditioned buses to McConnell Air Force base where we got up close to F105s and got a briefing on the "wild weasels" of the 561st. The weasel was selected because he can ferret out his prey no matter how well hidden and this is the job these guys do. A quick change for dinner as the McEWENS had invited us all for dinner. Yep, it was a buffalo barbecue seated dinner held in one corner of the McEWENS' front yard. Can you imagine inviting 600+ for dinner. The setting ideal, the western band superb. We were entertained by some great square dancers. As everyone was partaking of the goodies we were properly buzzed by a Beech OX-5 Travelair, a Curtiss Robin, and a Jenny. And while these guys were taking care of the low work, 2-F105s screamed by overhead and the old and new were there for all to see. The three antiques landed at McEWEN'S airstrip and were immediately swarmed over by the guests who left food and drink to go "look at an airplane". It could only happen at a Ninety Nine gathering! What a great thrill. Buffalo barbecue is great as was the rest of the food and service and hospitality. I understand PAT McEWEN didn't get to eat, but that is the fate of a great hostess. In case you are wondering, OWEN McEWEN was the genial stage coach driver and what a time he had driving people around. Hows that for openers.

The delegates did do some work and that began on Friday. We had breakfast at the Scottish Rite Temple and the first busi-

ness meeting in their auditorium. This meeting was followed by the A.E. luncheon at the Wichita Country Club hosted by OLIVE ANN BEECH. Our winners, JOYCE JONES, CHARLOTTE PARKER, HELEN SHEFFER and ANN WHITE were presented their medals by MRS. BEECH and then followed a most unique style show put on by the Golden Triangle and Ft. Worth chapters. Once again the old with the new. A tour of Beech followed and then ready for the second gala event at the home of MARY AKIN. She raises registered horses, flies air races, and does aerobatic demonstrations when she is not throwing a "Safari" bash in her yard. Numerous "punjabs" served "woody juice" to us while we dodged python snakes in the trees and were entertained by a swimming exhibition. These young ladies were a junior swimming team from Wichita and their synchronized ballet, kips, dolphins, and comedy routines were great. They have won some awards with their swimming expertise and they are well deserved. Once again the food was excellent, both quantity and quality, and arranged so that waiting was kept to a minimum. Beautiful beautiful party.

Saturday morning we once again assembled at the Scottish Rite Temple for breakfast, served, this time, by the KCCH and 33rd degree Masons in tuxedos. These men had arrived at 6:30 A.M. to serve us and they all were in great humor. They graciously conducted tours of the temple between breakfast and time for work to begin. Back to work and the convention elected three new Executive Board members, PAT McEWEN, JOAN HRUBEC, and EDITH DENNY. The Governors luncheon followed and then afternoon for shopping or resting or "border buttermilking". It would be impossible to guess how many border buttermilks were served, but the Houston chapter did yeomans service daily in this endeavor. Just great!

If that was not enough, the convention gathered more momentum and reached its crescendo at the awards banquet held Saturday Night. It has truly got to be the pièce de résistance. The Aviation Leaders Banquet. If you can imagine:—seated at the head table were OLIVE ANN BEECH, WILLIAM P. LEAR, WILLIAM T. PIPER JR., J. EARL SCHAFFER, BOEING, LLOYD STEARMAN, and DWANE WALLACE of Cessna. All of the giants of the industry were presented with plaques honoring them for their vision and tenacity in this field that we all love so well. The plaques, incidentally, were presented by the Honorable ROBERT DOCKING, Governor of Kansas. If you are a "hero worshiper" as is your reporter, you had goose bumps on your goose bumps as these great pioneers were introduced. The M.C. was JIM YARNELL of Beech who is always great. The speaker was DR. CHARLES W. JARVIS, a dentist from San Marcos, Texas. He has got to be the funniest guy in the





world and his speech interspersed with patriotism, religion, and funnies served on a platter of good clean side-splitting humor.

Fly away breakfast in the hangar Sunday compliments of Piper and the convention came to a close. The gals from Kansas a little bleary eyed, but still with the big "smile" had done a job. It was truly a job well done.

Whilst all the fun in '71 was going on, there was a drama being played out that must have hung heavy in the hearts of all these great gals who were putting on this convention. MARCIA KROEKER was a member of the Kansas Chapter. MARCIA'S job for the last two years was to chair the public relations committee for the convention. On this job, she served well. Marcia had terminal cancer. She was determined to hang on until the convention: to do her job. Toward the end, she realized that she would not be able to carry on and she got her friend CELIA COHEN to take over and carry on for her. She so wanted to live to see the convention that she had worked so hard to promote. MARCIA flew her last flight a scant few hours after everyone had left the banquet at Century II. It is only fitting that this report of the convention should end with the prayer given by REV. BOB LAYNE, St. Stephen's Episcopal Church, Wichita, Kansas. This was the invocation for the banquet.

Oh, Lord, it is good to be able to fly to share with your winged creatures the joy our freedom of flight.

We thank you for your wondrous natural laws that lift our wings skyward and we thank you for the courageous pioneers, who first mastered those laws so that all of us could fly through your friendly skies

But as we soar high above this beautifully jeweled island home we call earth, and survey its glory as few others can, heighten, Oh Lord, our appreciation for the beauty of your creation, and increase our dedication to care for it

And we beseech your presence with each of us whenever we are airborne

Keep us steady when we find ourselves suddenly "on top" and our human balances begin to play tricks on us

Keep us alert when our throttles are at "cruise," but our minds become lulled into "idle"

And keep us safe as we gently return to the earth from which we came.

We believe you are with us, Lord; but help our unbelief Stay close by us and show us the way . . . for it is so good to be able to fly.

Thanks MARILYN COPELAND, PAT McEWEN, GARNETT HASTINGS, MARY AKINS, BETH HALL, BETTY PARSONS, CHARLOTTE PARKER, ELEANOR KNOTT and ALICE DODD, ARLIENE DANDO, JUANITA HATTAN, BETTY FRITTS and MARY ABLE, EDNA PAULSON, JACKIE LUKE, JOYCE CASE, BETTY COFFER, JEAN WOODWARD, ELIZABETH RIGGS, MILDRED EARLY and all you helpers who worked so hard.

ATTENTION CONVENTIONEERS!!!!!! FOR THOSE WHO ASKED

I. The speaker can be contacted:

Dr. Charles Jarvis
Box 1094
San Marcus, Texas 78666

II. Pictures of "Fun in '71"

Black and White	Color
1-5 x 7 \$ 1.50	4-5 x 7 \$12.00
6-5 x 7 \$ 8.00	include
12-5 x 7 \$12.00	.50 for mailing

The 6 and the 12 packet will be representative pictures of the convention as selected by the convention committee

Contact:

Rora Baugh and Millsap Studio
2906 E. Central
Wichita, Kansas

For pictures taken upon your arrival at the airport, contact

Chuck Caster, c/o Wichita Flight Service Station, Wichita Municipal Airport, Wichita, Kansas

III. The invocation prayer may be found at the end of the Convention report.

Astonishing Results on Pollution Experiment in Scott Flight

The Sulphur Dioxide experiment in Sheila Scott's flight has produced data which will be bad news to ecologists, announced leading American scientist Arnold Miller this week.

Miller has now analysed the data from the first leg of Sheila Scott's world-and-a-half flight and has established unquestionably that even the wild remote open spaces are not free from pollution. For during Sheila's flight over the Libyan desert the Sulphur Dioxide in a certain area was so dense that the needle went off the gauge of the SO₂ measuring device aboard aboard Sheila's aircraft.

The equipment was donated by Miller's company Theta Sensors Inc. Its readings are communicated via satellite to a tracking station and then to NASA's Goddard Space Flight Centre, where it is analyzed by Miller.

Tips on Aviation Law for All Pilots

In the interest of promoting general aviation by encouraging safety, we believe there is some benefit in telling you about examples of aircraft accident litigation cases involving the responsibility of pilots to their passengers.

A Case in Point

A pilot and his passengers were killed in a crash of a light plane during a flight from Baton Rouge, Louisiana, to Fort Worth, Texas. The children and the mother of the passenger filed suit against the estate of the pilot and against the United

States alleging negligence of the pilot and a Flight Service Station attendant employed by the FAA. The court held that the pilot's estate had to pay \$100,000 to each of the children of the deceased passenger and \$50,000 to the passenger's wife. The FAA was not held liable. The pilot had over 600 hours flying time but was not instrument rated. The crash apparently occurred because of the pilot's loss of aircraft control in a thunderstorm.

The pilot did not file a flight plan and did not get a weather briefing. If a weather briefing had been obtained, it would have included a SIGMET indicating severe thunderstorms along the flight path. The pilot did not ask for any information until he was approximately 100 miles from the departure point. At that time, he requested the altimeter setting and winds at 5,000 feet. He did not ask for other weather information or inform the attendant on duty of his course or destination. The attendant did not ask the pilot for his course or destination and did not give him the SIGMET. The aircraft had penetrated the storm area to a depth of about 100 miles before crashing. The court held that the Flight Service Station attendant was not responsible for the accident, but that the pilot was solely responsible for the crash and the resulting fatalities.

The court used the following strong language which clearly points out the grave responsibility undertaken by a pilot who takes off without a weather briefing and does not constantly monitor all stations along his route for weather information. The court stated:

It was the pilot's responsibility to obtain a weather briefing before leaving . . . under VFR conditions. If he had done so he would have discovered in advance that there were thunderstorms ahead of him. His failure in this respect was matched by his failure to make inquiry as to the weather as he proceeded along his course. Blind reliance on lack of information . . . could scarcely absolve him from the affirmative duty to seek information that was readily available to him on inquiry or which he could have obtained merely by monitoring the stations along his route . . . it was a wholly unsafe practice for a non-instrument rated pilot to approach and penetrate any cloud formation . . . Such action was described as one of the most hazardous things a pilot can do, since in so doing he could become completely disoriented and lose all control of his aircraft. Good, even fundamental, flying practice dictated the avoidance of the storm front that of a certainty loomed ahead of the pilot. He should have altered or reversed his course, or better still have landed at the nearest suitable airport.

It is recognized that weather is a vital factor in cross-country flight. It is first of all up to the pilot to determine whether dangerous weather conditions prevail along his intended route. He must stay on the alert in the course of his flight. He must listen and give heed to broadcasts of wea-

ther reports that could endanger him and his passengers.

The pilot's penetration in the clouds, knowing that he could not navigate visually within them, was as imprudent as an act as diving into mid-ocean not knowing how to swim.

When the pilot came within sight of the storm front he most certainly received visual information which stood out in more vivid detail than any that he failed to receive from the operator at the time of the Alexandria contact. He was required to have flight visibility of at least three miles. *To contend that was suddenly engulfed in such a storm flies in the face of reality.*

The court concluded that once the pilot himself discovered the presence of the storm, appreciated the danger, and decided to fly into it, he was *acting on his own* and could no longer blame the Flight Service Station for not giving him the SIGMET.

Black vs. United States, U.S. Court of Appeals, Fifth Circuit, New Orleans, Louisiana, April 1971.

Coming Events

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

East Canadian Section

Helen Barter

Cloud 9 Farm

R.R. 1 Milton

Ontario

September 24-26

Moline, Illinois
North Central Sectional

October 1-3

South Central Section

Wichita Falls, Texas

October 2

Pacific Air Race

4282 Middlesex Dr.

Sandiego, Calif.

October 1-3

Michigan Small Race

Saginaw, Mich.

Beverly Price

2336 Linda Ave.

Saginaw, Mich. 48603

November 22-24

Flight Instructor Clinic

Lynne Oppen

10865 Pickford Way

Culver City, Ca. 90230

November 6

Kachina Doll & Roadrunner Race

Laura BoHanan

4570 Grand Ave.

Glendale, Ariz. 85301

July 12-15, 1972

International Convention

Park Plaza

Toronto, Canada

Amelia Earhart Scholarship

WICHITA, KAN. (Aug. 13) Four women pilots received flight scholarships today during the annual meeting of The Ninety-Nines, Inc., an international organization of licensed women pilots, meeting this week in Wichita.

The scholarships of \$900 each were awarded to three women from the United States and one from Durban, South Africa. They will use their scholarships to obtain advanced flight ratings.

Jean Pearson, of Grosse Pointe, Mich., chairman of the Board of Trustees for the scholarships, said the awards are made to assist women pilots in advancing themselves professionally in aviation careers.

The fund was established by The Ninety-Nines, Inc., in 1941 in memory of aviation pioneer Amelia Earhart, who served as first president of the organization.

The winners, who received inscribed Amelia Earhart Medals and their certificates of award at a luncheon at the Wichita Country Club given by MRS. OLIVE ANN BEECH, chairman of the Beech Aircraft Corporation are: MRS. JOYCE WHITMORE JONES, of Redondo Beach, Ca.; MRS. CHARLOTTE ELFREDA PARKER, of Wichita, Kan.; MRS. HELEN BRASS PORTER SHEFFER, of Montoursville, Pa., and MRS. ANN WHITE, of Durban, South Africa.

MRS. JONES will use her scholarship to obtain her instrument and instrument flight instructor ratings. MRS. JONES, who has logged more than 900 solo hours and more than 2,500 pilot-in-command hours, gave flight instruction to Air Force cadets during World War II. In addition to holding a commercial pilot license and flight instructor ratings, she also holds basic, advanced and instrument ground instructor ratings.

During her more than 20 years as a resident of Idaho, MRS. JONES participated in Civil Air Patrol search and rescue missions in the wilderness areas of Washington, Oregon, Idaho, Utah and



JOYCE JONES



9500

9000

8500

8000

7500

7000

6500

6000

5500

5000

Eastern Ontario

Pauline Glasson

Houston

Arkansas

Abilene

Spanish Peaks

Tri-Cities

San Joaquin Valley

Santa Fe Area

Palamar

Redwood Empire

New York

Capital District

Long Island

Oklahoma

Georgia

Minnesota

Santa Clara Valley

Norma Kudiesy

Garden State

Wyoming

Greater New York

Hudson Valley

Southern Oregon

Wichita Falls

Indiana

North Georgia

Southeast Section

Greater New York

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Southern Oregon

Wichita Falls

Indiana

Monterey Bay

Los Angeles

Santa Barbara

Shreveport

Florida Goldcoast

Kentucky Bluegrass

Iowa

Cape Girardeau Area

Greater Seattle

Mount Tahama

Reno Area

Connecticut

Chicago Area

Nebraska

Eastern

New England

Memphis

El Cajon Valley

Tulsa

Bea Jobe

Frances Warner

Central Illinois

Tennessee

Quad City Area

Maple Leaf

Alaska

Orange County

Dorothy Banor

Central Illinois

Tennessee

Quad City Area

San Diego

Fresno

San Antonio

Southern Sierra

Florida Suncoast

All-Ohio

Long Beach

Colorado

North Central Section

Eastern Washington

Western New York

Golden Triangle

Topeka

Central Pennsylvania

Keep the Temperature Rising

Keep The Powder Puff Donby Flying

AWTAR WAYS and MEANS

Helen Shropshire

P. O. BOX 534

PACIFIC GROVE, CALIF. 93950

Nevada, was active in a ranching and a sawmill business and was also active in aviation writing and philanthropic fund-raising.

MRS. JONES is now a member of the Long Beach chapter of The Ninety-Nines, serves as corresponding secretary and editor of its publication "Skytales". She is married to VICTOR C. JONES and has three sons.



CHARLOTTE PARKER

MRS. PARKER, who now holds a commercial license and flight instructor rating, will also use her scholarship to obtain instrument and instrument Flight instructor ratings.

MRS. PARKER, who is a partner in a flight school and air taxi business at Municipal Airport, Wellington, Kan., is also taking training for her advanced ground school rating.

She is active in the Kansas Chapter of The Ninety-Nines as chapter vice chairman. She participates in Civil Air Patrol flight instructor clinics and has flown in both the Angel Derby and the transcontinental Powder Puff race. She is married to Gerald E. Parker and has a daughter who is learning to fly.

MRS. SHEFFER, a flight instructor for the Avco-Lycoming Flying Club, will also use her scholarship for instrument and instrument flight instructor ratings.

She has logged 8,000 hours of pilot-in-command time, of which about 3,000 hours was in cross-country flying and 4,000 in instructing. Her cross-country experience includes ferrying aircraft for the military



HELEN SHEFFER

in World War II as member of the WASPS, for Piper Aircraft (including trips to Alaska and South America) and executive and charter flights in the United States.

In addition to being active in The Ninety-Nines, MRS. SHEFFER is past president of a P.T.A. group, active in church and community projects and has been a Brownie and Girl Scout leader. She is married to JAMES F. G. SHEFFER and has two children.

MRS. WHITE is one of the very few women in South Africa who has obtained a commercial, instrument and instructor's rating. She plans to use her scholarship to obtain multi-engine and advanced single-engine ratings.

A qualified chemist and druggist, MRS. WHITE is managing director of a pharmacy. For the past three years she has also worked as a part-time flight instructor for the Durban Wings Club, of which her husband, PETER LEIGH WHITE, is chief instructor.



ANN WHITE

MRS. WHITE, who has served as Governor of the South African Section of The Ninety-Nines and is its present secretary, has just been re-elected secretary to the Natal Regional Committee of the Aero Club of South Africa. Among her many honors was her recognition last year by the Womens Aviation Association which presented her with the De Havilland Trophy for service to aviation.

MRS. WHITE is the second South African woman pilot to receive an Amelia Earhart Memorial Scholarship. The first was received by YVONNE VAN DEN DOOL, of Transvaal, South Africa, in 1969. She used hers to obtain multi-engine and instrument ratings.

NOTAM

Roster deadline is now September 15th. This was changed at Convention. Disregard all previous deadline listings. All material *must be received* at Headquarters by September 15, 1971.

Ninety-Nine Aviation Advisory Committee

A Ninety-Nine aviation advisory committee has been appointed by the executive board, composed of CLAIRE WALTERS, LOUISE SACCHI, SUSIE SEWELL and MYSELF.

The objective of the committee is to outline to the Congressional Aviation Advisory Commission the more important problems and needs of general aviation as Ninety-Nines see them. The first function of this committee will be as liaison between the FAA and the Ninety-Nines in an FAA general aviation survey to be held in October.

The purpose of this survey is to compile information and data concerning usage, purpose and economic impact of general aviation. This data is to be immediately used in support of money allocation requests for general aviation by the FAA.

Inasmuch as this committee feels that general aviation airport expansion and preservation is of prime concern to all aviation, we suggest that additional information, specifically pertaining to airports, be obtained in conjunction with the information to be compiled for FAA.

This survey will be performed in cooperation with International Flying Farmers and the CAP in some areas. It will be a week long, 16 hours per day survey at approximately 700 airports not served by air carriers.

Those of you in areas to be surveyed will be contacted by the general aviation district offices of FAA or by your Ninety-Nine governor. More details will be sent to you by the first of October.

We strongly seek your cooperation and participation. If you are contacted to help survey, or if you are approached for information about your flights, please help. This information will help us all.

PAT JETTON
CHAIRMAN



APT PROGRAM

The 1971-72 APT Program has started and will run concurrent with your membership fiscal year. The new forms and pins have all been distributed to the Section level and will be forwarded to the Chapters shortly. (check with your Section APT Chairman or Governor)

It is with great pride that, before the end of the fiscal year, at the International Convention, the APT program was up over 300%! The New England and Southeast Sections were among the highest in

percentile average. We understand the Chapters were in keen competition for their respective Governors APT Award, which was to be a Trophy. At a recent Section meeting, an APT button or completed, signed form was a requirement to attend a social hour sponsored by Section officers!! What other incentives do you have?

As soon as possible, in order to file the accurate list of APT members for 1970-1971, (which will be forwarded to headquarters for their permanent file) we would request that All Chapter APT Chairmen complete their list, attach the forms, and forward them to your Section APT Chairman. (If you are in doubt who she is, send it to the Governor.) The Section APT Chairman will then compile the Section list, complete with the forms, and forward them to the International Chairman listed below.

NOTICE: GOVERNORS

CHAPTER CHAIRMEN

Please appoint your APT Chairmen for 1971-1972 immediately. She is a part of your permanent standing committee. When sending the officer listing for the Membership Directory PLEASE LIST your APT CHAIRMAN.

Send names of appointments to:

Charlotte K. Graham, APT Chairman
511 West Ocotillo Road
Phoenix, Arizona 85013

(extra copies of the APT Standard Operating Procedures are available on request)

GET APT
APT

BE
STAY APT

WEST CANADIAN SECTION

WESTERN MANITOBA CHAPTER JEAN ROSE, Reporter

After a very good flight home yesterday I am now down to earth again after four wonderful days in Wichita at the 99's Convention. We, (being husband LEW and myself) made many new friends and I learned a lot more about the organization and absorbed so much of the enthusiasm of the other 99's. A very big Thank-you goes to all the girls who worked hard to put on a great convention.

Back to our own Charter, our big project was finally completed in July with the erection of our T 33 Jet at the entrance to Brandon Airport. A lot of hard work went into this project. SHIRLEY MENNIE spent many hours writing letters and telephoning to coordinate our plans. Without her determination to see this project completed I am sure we might never have done it. She organized cranes, a flat bed truck, work parties of 99's to clean and paint the plane and Flying Club members to re-assemble the plane. Without the willing assistance of many people such as JIM and BETH WALL who hangared the plane all winter for us, and directed the re-assembly; the City of Brandon who erected



CF-99's proudly marking the entrance to BRANDON AIRPORT. Erected by the WESTERN MANITOBA CHAPTER 99's (with a little help from their friends.)

the pedestal, the Brandon Sun which gave us publicity and countless others CF-99's would not have been erected for all to see at the official opening of our new Terminal building.

In June our chapter hosted nine girls from Winnipeg who, under the guidance of ROSELLA BJARNSON are forming a new Chapter. They should receive their charter at our Section Meeting in September.



MARIE RICHARDSON, Reporter

Members of the Australian Section appreciate the understanding shown by State-side and Canadian members at Wichita Convention in the matter of fees to be paid by Overseas members. Thanks.

My personal thanks go to THELMA SMITH, BETTY JO and JOE ED PARSONS, MEG GUGGOLZ and MARGUERITE WOOD, who met me at Los Angeles, Dallas, Albuquerque and Honolulu Airports and entertained me in their homes, to BETTY JO and JOE ED, HELEN WILKIE, PAM VAN DEN LINDEN and MARGUERITE for flying me in their aircraft giving me such an unexpected added pleasure, to the Wichita and South Central Section members for such a happy and entertaining Convention, the third I've been able to attend in six years of membership.

MARGARET KENTLEY flew a Cherokee 6 out to Alice Springs and Darwin, then a week after her return home set out again on another flight around the Gulf of Carpentaria and through Queensland. JUDY LORDING leaves in September for several weeks in Europe, travelling commercial.

It has been a great privilege for me to have served as Governor and News hound for the Australian Section. Now it is with much joy I hand over to ROSEMARY DE

PIERRES of West Australia. Many of you will remember ROSEMARY when she toured with the "Getting to know you" tour by overseas members before and after the Washington DC Convention, 1967. Vice-Governor ROBIN MILLER and Secretary/Treasurer CHRISTINE HENDERSON are also both well known to American members. Together they will do a grand job for the Ninety Nines.

We look forward to having many of you join our Fly-Yourself-Safari in 1972.

DARLENE GILMORE has details and will be pleased to supply these on request. She and I will be in close contact on the arrangements.

Bye and Good Flying.



JANET FERGUSON, Reporter

Our election meeting was held mid-July with the following results: Governor GAY ABSALOM, Vice-Governor BARBARA CANNON, Secretary SUE PHILLIPS and Treasurer EILEEN HOULDER. Eagle-eyed readers will notice that two of these are "old hands" but have changed office while the other two provide some new blood — i.e. we welcome GAY as new Gov. and thank her for her year as Treasurer; we welcome EILEEN as Treasurer and thank her for her year as SECRETARY; we welcome BARBARA and SUE as new office holders; and finally we warmly thank GILLIAN CAZALET for her two years as Governor and BETTY CONES for her year as Vice-Gov. (which was unexpectedly more "Gov" than "Vice" because of GILLIAN'S six months in Zambia).

At the time of writing, our famous record-breaking member SHEILA SCOTT is approaching the end of her 1½-times-round-the-world flight. Having completed her equator-to-equator via the North Pole section, she then made yet another crossing of the Pacific from San Francisco to Townsville, Australia via Honolulu and Fiji; and she's now in the midst of the final segment of her record-breaking flight — Australia to England via Singapore, Karachi and Athens.

Hearty congratulations to BETTY CONES on her newly acquired FAA Commercial Pilots Licence. Incidentally, BETTY'S flight test examiner was a Frenchman — just to make the thing really international!

Finally, everyone will be relieved to hear that at long last you're to get a new reporter! POLLY PINKARD, one of our American members (ex Washington DC

Chapter), has agreed to take over from me; so, as long as I manage to get together with her to "hand over" before next month's deadline, this'll be the last dreary word from yours truly. I've enjoyed reporting our news from this side of The Pond over the last few years and thanks for putting up with me. (Exit left, to sound of catcalls, jeers, and the breaking of rotten eggs). (I shall be missing you — honest! Ed.)

SOUTH AFRICAN SECTION



MOLLY LOWE, Reporter

A very enjoyable bi-annual meeting was held at the end of May. It took the form of a family fly-a-way to Inhaca Island. Those present were MARYNA HYLAND, YVONNE v.d. DOOL and MOLLY LOWE. VAL KETTLE was a guest.

MARYNA was appointed APT Chairman, and we hope she has much success with her task. YVONNE read a very interesting letter from FLEUR WALES-BAILLIE who is at present in the U.S.A. In a short period of six months, she has obtained her Commercial and Instrument Ratings, as well as a twin rating and Airline Dispatcher. She is now studying for her ATP. To qualify for this, she needs 200 hours at Transport Type Category Aircraft, but is satisfied it will not be too difficult. She is also hoping to take part in the Powder Puff Derby this year. FLEUR MAINTAINS THAT, IF IT WAS NOT FOR THE KINDNESS SHOWN TO HER BY THE 99'S, SHE WOULD HAVE WANTED TO COME HOME LONG AGO. A VOTE OF THANKS TO THE U.S. GIRLS, AND GOOD LUCK to FLEUR.

After the meeting, MOLLY LOWE's and MARYNA HYLAND's 49½'s were initiated.

Other news is that ANN WHITE was re-elected to the Natal Regional Committee of the S.A. Aero Club, and 49½ PETER to the Power Flying Committee. A wonderful example of flying husband and wife team.

MARYNA HYLAND has converted to their Centurian, but still feels more at home in a 182.

JEANETTE FRAZER-JONES is now flying their Baron, which is fully aerobatic. She uses it mainly to ferry her children to and from school in Grahamstown.

JEANETTE has just written her Instrument Rating, and is anxiously awaiting the results.

INGRID v.d. DOOL, a 24¾, has received her Girl Guides Aviation Badge.

During May, YVONNE v.d. DOOL and MOLLY LOWE went to the Ranch Motel to meet the 99's on their way to Rhodesia with JOHN CHELLWELL's Safari. A very pleasant evening was spent with BETTY GILLIES, BARBARA JAYNE, GERTY LOCKWOOD and ALICE SEABORNE. At the end of their tour, I met BETTY and BARBARA once again in Johannesburg, and heard what wonderful flying weather they had enjoyed, which obviously meant that they had a wonderful time in Africa. BETTY really did enjoy the S.A. Baby Lobsters, and I am sure will come back for more.

EAST CANADA

EASTERN ONTARIO CHAPTER BEVERLY WILKINSON, Reporter

I seem to be getting behind on my newsletters. It must be the beautiful summer sun that's making me lazy.

Our Poker Run held in May was a great success. The team of A. D. HUNTER and DORA KELLOG from Toronto won first, second and fourth prizes! Coming a fair distance to have some fun, certainly proved worthwhile for them. Twenty aircraft participated, and we're looking forward to a bigger and better year in '72.

We're all extremely proud of LORNA DE BLICQUY and BETTY JANE SCHMERHORN who returned last month from Baton Rouge after successfully completing this year's Powder Puff Derby. We were really thrilled to hear that they had won the prize as the best foreign entry. It's certainly an honor for our Eastern Ontario Chapter and for Canada.

The annual Air Show at Carp (outside Ottawa) is being held on August 14-15. Saturday features the RUSS BRADLEY Memorial Air Rally. LORNA DEBLICQUY and MARY MacMILLAN have entered the rally, and we wish them lots of luck.

Happy Landings!



NEW ENGLAND SECTION

CONNECTICUT CHAPTER BOBBIE HERBERT, Reporter

How exciting it was to receive word that member LESLIE BOYD, currently residing in Pennsylvania, had received her ATR rating! The whole Chapter sends "Congratulations!" and we're all envious!!

The weather from Pennsylvania thru Indiana had us all working the airways and getting in actual IFR practice both to and from Wichita for Convention. Those attending from our Chapter were IRENE & DAVE ESHELMAN in their C-182, MARY & DAVE NEIL in the C-310, BOBBIE & DANA HERBERT in their BE/35 with CONNIE & ROLLINS MAC LEISH), plus NINA HETMANENKO & MARY SCRIBNER who flew commercially. Everyone had a great time and we are all looking forward to Toronto, too, in '72! The 1972 calendar towels our Chapter is selling proved to be a very marketable item and we were pleased with the response.

CFI MARCIA SPAKOSKI has generously offered her time towards getting delinquent members APT. MARCIA has rented a C-150 for the day and will do the instructing at Windham Airport on August 21st. This will be a "Family Day" outing hosted by IRENE & DAVE ESHELMAN at Storrs, Connecticut. A 49½er program is being planned while members attend the meeting after which there will be a buffet luncheon and time for socializing.

Our Fall Section Meeting scheduled for September 25th at the Willimantic Motor Inn, Williamamtic, Connecticut, will have "TORCH" LEWIS as the featured speaker. MR. LEWIS is contributing editor for "Business and Commercial Aviation" and well-known on the lecture circuit.



GREATER NEW YORK CHAPTER LISA HEBBO, Reporter

Our Chairman, MINA ELSCHNER had a tearful farewell from the Chapter. She was presented with the Amelia Earhart Medal and a cake with her plane "Timothy" on it, from the Chapter.

DEE MOESTELLER received her multi-engine rating. Congratulations. Speaking of ratings, PEGGY NAUMANN earned her ATR License. The 80th woman in the United States to do so. She recently participated in an FAA safety program demonstrating correct and incorrect take-off and landing procedures.

SELMA CRONAN attended Southeast Section meeting in New Orleans and gained five pounds.

DORIS RENNINGER attended the Apollo 15 blast-off at Cape Kennedy, Florida.

JULIE VON SAAL, Governor New York/New Jersey Section, flew to the International Convention, co-pilot to SELMA CRONAN, DORIS RENNINGER, HELEN EGAN, BILL LEVY, flying from Indianapolis, Indiana.

The following prospectives attended the last meeting. They are: DEBORAH

EVETTS, private pilot, flies Cherokee 140 and 180s. BARBARA ANN SCHIFANI, student pilot, flies Cessna 150s and 172s out of Teterboro airport, N.J. MAUREEN SMITH, private pilot flies PA 28 and Cessna 180s. AUDREY WIGREN, private pilot, flies Cessna 182s. CAROLE LEIPZIG, private pilot.

ALAX SAMSARIAN made chart presentation regarding National Budget and had lunch with GEORGE SHULTY, Director of Budget.

CAROL TERPAY bought a Piper Tri-pacer, and has already put half of her yearly average of flight time on it.

I just returned from the Civil Air Patrol National Staff College at Maxwell AFB, Alabama. It's a one-week course on communication skills, the U.S. Space Program, leadership, etc. It was great fun. Flew in a T-29 both ways.

JANE VAN EPS recently participated in a Pan Am 747 courtesy flight to the Greater Pittsburgh airport. Big thrill of the trip was sitting in the jumpseat directly behind the Captain for the landing and take-off from block to block.

HUDSON VALLEY CHAPTER SHIRLEY DINGMAN, Reporter

I think the AWTAR is fabulous! I flew this year as co-pilot for VIRGINIA WENTZEL in TAR 74. Both of us were first time racers and found the whole experience beyond words. We were impressed with all the detailed planning everywhere we went.

While VIRGINIA and I were "flying the friendly skies of AWTAR", the rest of the chapter were up to their props in paint. ELAINE ROEHRIG, our airmarking chairman, lead the girls to Skaneateles, N.Y. and Empire Aero Airport. The management was so pleased with the 18 foot letters of EMPIRE and the 20 foot runway heading numbers that the girls were all taken out and treated to a special luncheon.

In June, we all rallied at Riverside Airport in Utica, N.Y. We even received help from 49½ers, DR. BILL MILLER and GEORGE OSTEYEE. While we were having our meeting, they nearly completed the second coat of paint on RIVERSIDE. And earlier, in May, we had marked the new heliport at the Benedictine Hospital in Kingston.

We're making the final preparations for our September 11 Clambake. It will be at MICKEY DUNCAN'S Hidden Valley Ranch, and our profits will be used for the Amelia Earhart Scholarship Fund.

Our chairman, DORIS MILLER, served as our delegate to the International Convention this year. While they were in the area, she and husband BILL planned to pick up their new Cessna from the factory.

As a parting thought, girls, "Think APT".

NOTICE

RENEW WHEN RENEWAL FORMS ARE RECEIVED. NO FINAL NOTICE WILL BE SENT.



CENTRAL PENNSYLVANIA CHAPTER RONNIE JOHNSON, Reporter

Our chapter has had a busy spring and summer. ALICE FUCHS & MARY RELFE of Montgomery, Ala. flew the Angel Derby. In May HAZEL BARTOLET, JOANNE BLAIR, MARION DUNLAP, MARY FOLEY & CAROLYN HARBOLIS handled a very successful penny a pound at State College. We flew 557 people making a total of 65,773 lbs.

In July we had an airmarking at the Ebensburg Airport. The paint was furnished by DOTTIE & WALTER McCLURE. They are the fixed based operator there.

MARTY OWENS received her Instructors Rating.

We have arranged to have four piece outfits made to sell to other 99's. They are sky blue polyester to be worn with white blouses. The blazer, vest, skirt and slacks are being tailored by Bobbie Brooks and are \$40.00 plus \$2.00 postage and handling. Orders should be sent to Mrs. C. Johnson, 208 Cedar Lane, Mill Hall, Pa. 17751.

In August ALICE FUCHS, MARY HULL, BOOTS HUSTED, RONNIE JOHNSON, ESTHER MICHAUD, HELEN SHEFFER, NAOMI STAHLNECKER, JANE THEURER and SHIRLEY WEINHARDT attended the International Convention where HELEN SHEFFER won the Amelia Earhart Scholarship.

EASTERN PENNSYLVANIA CHAPTER ANNE SHIELDS, Reporter

LOUISE SACCHI combined a trip to Los Angeles to tape the Merv Griffin Show (which will be shown on TV, Aug. 18th) with the Ninety-Nine Convention, by stopping off at Wichita enroute where she was a guest of OLIVE ANN BEECH. LOUISE was our delegate to the Convention and will give us a rundown on it at our Fly-In meeting, Saturday, July 21st at NANCY and BUZZ DIEMANDS.

HELEN ZUBROW and ANNE SHIELDS took off in the 172 to join the "Fun in '71" Race from Indianapolis to Wichita for the 99 Convention, then on to Denver for a Podiatrists Convention . . . GINI and JOE MERRION and ANNA and JIM SPIVEY spent several days at the E A A Sport Aviation Convention & Exhibition in Oshkosh, Wisconsin. MERLE and BOB STARER took in a day of it also.

Congratulations to: HELENE BUTLER for coming in 2nd in the Wings Field Air Rallye; more than forty planes participated. Competing in a 172, HELENE was awarded a beautiful trophy for second place . . . ADELLE PARSONS for her recently acquired Commercial rating. . . MARGE BRYANT and DOTTIE MILLER in a Cardinal RG, for finishing 51st (in their first race) and YVETTE HORTMAN in a

Cherokee 180 for coming in 34th; out of the 144 who completed the Powder Puff Derby.

ELYSE CHAPMAN, JOAN BERTLES and KATE MACARIO spent an exciting week working on the Inspection team at the AWTAR Terminus in Baton Rouge. . . . MARIE and TONY D'ALTERIO flew their Mooney to Lansing, Michigan where they spent five weeks with daughter, PATSY. . . . DEEDEE and JIM BULLITT took the family in their Cherokee 6 to Vermont for their vacation . . . ELEANOR SMITH took her daughters JOANNE, 16 and ELIE, 11 on their first plane ride, to Wilkes-Barre, and they loved it. Daughter NOEL, 18, who helped with the Penny-A-Pound, is ready for her solo cross-country. A family of future 99s. . . . Date to keep in mind: The Fall Sectional Meeting will be held at The Sheraton-Hilton Motel in Williamsport, Pa. on Saturday, Oct. 23rd. Come Friday night for the Cocktail Party.

MARYLAND CHAPTER LEAH STINCHCOMB, Reporter

Going places — that's the Maryland Chapter of 99s. Wow! Eleven members strong, the Maryland Chapter, at their July meeting welcomed home LT. COL. JEANE WOLCOTT at Aldino Airport (Churchville). She has just recently returned from a two year tour of duty in Germany. Her flight plan consisted of a luncheon in her honor where she was presented with an original, hand-made certificate for an aerobatic flight in JACK POAGE's Zlin (less than 20 Zlins in the U.S.): after which she and others viewed films shown by producer JACK NORMAN from this year's Reading Air Show and of the 99s meeting at Aldino in 1969.

The August meeting was at Ocean City, New Jersey, for a day of fun in the sun. LENORE EATON is just home from Edmonton, Alberta and TOMMY STRAUSS from a visit to her family in Texas. MARY BETH JONES is hard at work on her Commercial rating and SHEILA McENTIRE is helping.

A card from KATHY POOLE postmarked Cape Canaveral says: "BOB and I were down here for the Launch 15 — taking pictures for National Geographic Society Magazine — Lots of fun." ELAINE and JILL BROWN and their 49½ GIL have bought a farm with a strip in West Virginia, and are working to get it ready for the rest of us to visit. It'll even be air-marked!

VIRGINIA CHAPTER MADDIE DOLEMAN, Reporter

August is not the easiest month to track down vacationing 99s and their families but next weeks Air Show at Farmville should make for a good summers end reunion with SARA PARMENTER and LEE WOOD as hostesses.

FRAN VAN STAVERN never seems to loose her energy and is now working on



June Meeting of the VA Chapter of 99s was held aboard the Carrier Inchon at Norfolk. Pictured below VA 99s and friends.

her instrument rating at Hanover Airport near Richmond. VIRGINIA RILEY has been flying out of New Kent and TOBY LEHMAN may be seen at HOPEWELL. 49½ EDGAR and MADDIE DOLEMAN have been looking at planes again, but may have classed themselves out of the light plane category with their new puppy. A St. Bernard can quickly put a 150 over gross all by itself. IMEL TIMBERLAKE has a new Cessna 172 to replace the one damaged in a windstorm.

October is the month of the Annual 99s Dinner Dance in Virginia and this will be held at the HANOVER AIRPORT with live entertainment, wonderful dinner, prizes, and just good fun with everyone who is interested in Aviation invited to attend.



CAROLINAS CHAPTER MERCY, Reporter

How long has it been since you've written to your Congressman? If, as a dedicated member of the general aviation community, you have kept abreast of the developments relating to the Airport/Airways Act of 1970, you are now able to quote from *HAMLET*. Concerned people are worried about the uses to which the user tax trust fund monies may go. When you examine the fine print, it reads . . . "trust fund money may also be spent for 'planning, research and development, construction or operation and maintenance of air traffic control, air navigation, communication, or supporting services for the airways system: or FOR THOSE PORTIONS OF THE ADMINISTRATIVE EXPENSES OF THE DEPARTMENT OF TRANS-

PORTATION WHICH ARE ATTRIBUTABLE TO THOSE ACTIVITIES.'"

In the original authorization \$280 million was to go each year for airport development, \$250 million for carrier and reliever airports, and \$30 million for general aviation airports. DOT decided not to spend that much, feeling it was not mandatory under the bill, and to go along with President Nixon's original request for airport funding of \$180 million the first year (1971) and \$220 million the second year. This leaves a tidy sum of already appropriated funds, originally intended for airport development, lying in the open till . . . and there are just too many ATTRIBUTABLE fingers hovering within reach.

These monies must be made legally secure. To make your small voice heard in the wilderness, write your Congressman . . . to so amend the Airport/Airways Act that it would prevent trust fund monies being spent for anything but airport and airways improvement. He's the guy who has the power through legislation and you're the gal who has the power through your voting privilege. He's your Congressman, let him work for you and general aviation.

FLORIDA GOLDCOAST CHAPTER BEBE SEDLACEK, Reporter

Hello once again, my friends! Who's doing what??

RUTH FLEISHER, VIRGINIA BRITT, and HELEN KRUMHOLZ represented our Chapter at Convention.

HELEN SMITH attended the PPD terminus in July.

BEBE SEDLACEK will be taking a tour of Central and South America in September. She will see Guatemala, Panama, Argentina, Brazil, and Venezuela.

Well, Goldcoasters, it has been a great thrill to be your news reporter for this past year. But my old typewriter is about shot and its time for you to have a new news-reporter. Thank you girls for letting me know what your activities were. Happy flying always!!

GEORGIA CHAPTER SHIRLEY NESMITH, Reporter

Our chapter chairman, ALYCE STRONG and her husband, BYRON, left in July for Alaska in their Cardinal. They were having such a good time, time ran out when they reached the Yukon and had to return home without completing the trip. Better luck next time in reaching Alaska.

CONGRATULATIONS to our International 99 President, BETTY McNABB, who was re-elected this year. Also the fine article that PAGE SHAMBURGER wrote on BETTY in the AOPA magazine for August.

Blazing the trail for southern hospitality all the way to International Convention were BETTY McNABB and ESTHER WRIGHT, who picked up passengers and dropped them off in Tallahassee, Florida (YVONNE COOPER, Georgia 99), Tuscaloosa, Alabama, and Greenville, Mississippi.

We are keeping this news report short and sweet as requested by our prez and our editor of the newsletter.

MEMPHIS CHAPTER NETTA HOLDEN, Pinch-Hitter

First, our congratulations to GINI RICHARDSON and all the other pilots in the Powder Puff Derby. My 49½er, DOUG, and I were fortunate enough to have attended Terminus Week in Baton Rouge, Louisiana. It was quite an event with local and traditional tours. Two of our Memphis Chapter members, CHRIS BROWN and JENNY COOK, worked in the terminus timer room during race week. Also, during the race, quite a few Memphis Ninety-Nines joined the Arkansas Chapter to help out at the must-stop in Little Rock, Arkansas. The chapter members taking part were MARTHA TOBEY, GLADYS ESTES, DOT WILSON, VIRGINIA PROCTOR, MARY STANLEY and ROSEMARY WILLIAMS.

Our regular July meeting was held in Memphis where business and future fly-ins were discussed. Attending the meeting were JOSIE HOWSER, SANDY ROBERTS, MARTHA TOBEY, BETTY ROCKWOOD, JUNE PENTECOST, GLADYS ESTES and HILDA SAVAGE.

Congrats to NELDA WILSON for passing her written Instrument Exam.

JENNY COOK flew an Apache to Dyersburg, Tennessee on a practice IFR approach.

JUNE PENTECOST and CHRIS BROWN JUNE's Skyhawk to Houston, Texas.

In August, ROSEMARY and BOB WILLIAMS had the Chapter members and their 49½ers over for an informal bar-b-que at their home in Memphis. The Ninety-Nines and their 49½ers there were BETTY ROCKWOOD, CHRIS BROWN, JUNE PENTECOST, JENNY COOK, MARGE SCHULTZ, GLADYS ESTES, ROSEMARY and BOB WILLIAMS, NELDA and ROBERT WILSON, DOT and JERRY WILSON, ANN and JACK WAGONER, HILDA and DOYLE SAVAGE, VIRGINIA and EVERETT PROCTOR and NETTA and DOUG HOLDEN. We had as our guest, Reporter ALICE FULBRIGHT of Memphis.

I am APT for 1970-71. How about you?

SUNCOAST CHAPTER RUBY SADTLER, Reporter

Our Suncoast Chapter met at Dolphin Aviation in Sarasota, Florida on August 4th where Chairman ETHEL GIBSON regaled us with stories of her interesting flight with BETTY SMITH to the Powder Puff Derby.

We missed DOTTY BIRDSOING and BETTY HUNT who were off on a flying jaunt to Edmonton, Alberta.

We welcomed DOT JONES from Chattanooga and now living at 3941 Shell Rd., Sarasota.

MARCELLA KLOTTER brought KAREN MEINJOHANS, who has 47 hours and BECKY TAYLOR with 72 hours to attend their first meeting as prospective 99's.

ALMA PARKER has moved to 116 Sunlit Cove Drive, N.E. St. Petersburg. MARION FOSKETT who flew to Boone, N.C. in her C172 is doing post graduate work this Summer.

KATHY CAUSEY and ROBLEY GEDDES were unanimously voted in as new members. Our next meeting is scheduled for September 8 in Lakeland.



ALL-OHIO CHAPTER RUTH LOVE, Reporter

The convention was well represented by the All-Ohio chapter. The delegates were: CLARA THARPE, JANICE KUECHENMEISTER, VI BLOWERS, HELEN SAMMON, MARILYN COLLETTE, PAT FAIRBANKS, EDY MAXIM & CORA LEE FELGER. Others attending were MARILYN MILLER, VALERIE MARTIN and DR. and JEAN BONAR. JOAN HRUBEC was elected to the executive board.

Newest member to become APT is VALERIE MARTIN. RUBY MENSCHING, JOAN MACE and ANN ESSELBURN have been elected safety pilots.

NANCY LEE MALM adding many hours to her acrobatic flying. She will be taking time out this month to fly her husband to Colorado in their Debonair. NANCY was champion woman sailor at the Cleveland Yacht Club.

The Burke Lakefront luncheon was well attended by the Cleveland 99s. MARGARET WELLINGTON and JEAN BONAR flew in to attend.

A year as your reporter is coming to a close. I wish to thank all who contributed to the news. A special thanks to EDY MAXIM. I shall step aside and allow someone else to write it. (I shall miss you—Ed)

CENTRAL ILLINOIS CHAPTER JAYNE SCHIEK, Reporter

LIBBY and DICK DUNSETH hosted our August meeting at their home at Lawrenceville with a chicken dinner and a pool party. Twelve members, 8 49½ers, and 4 guests were able to attend. BARBARA JENISON reported that a rule making Standard Traffic Patterns at Uncontrolled Airports with a 1,000 foot altitude which she and others have been working on for three years is now to be voted upon. BARBARA JENISON and MARTHA McMAHON hosted a luncheon at the Coles County Airport at Mattoon for MARGRIT SALLIAZ, a woman pilot from Switzerland who was accompanying a group of Swiss C.A.P. members to that airport for a week. Several chapter members were able to attend at short notice which BAR-

BARA was given and MARGRIT was presented with a one year membership-at-large from our chapter and with Barbara's 99 pin. The chapter received a letter of appreciation from JERRI COBB thanking us for our donation toward her work with the Indians in South America. MARGE and JIM TYSON had a beautiful flying trip to the Ozarks although their return was a bit longer than anticipated since they had to fly in between rain showers, landing at three airports along the way. MARSHA BRIDGES received her instrument rating on July 12 and is now working toward her multi-engine rating. She has been instructing and flying charter for Mt. Vernon Aviation Company. DEED HOLCOMB had a great vacation following her stint of co-piloting with KATHLEEN WOOD in the A.W.T.A.R. flying up the west coast of Lake Michigan to Mullet Lake for golfing and tennis and flying back via South Bend. EULA LEE SCHMIDT finished her instrument ground school before entering A.W.T.A.R. — as co-pilot with BARBARA JENISON. She received her multi-engine rating in April and hopes to complete her instrument rating this fall. JAYNE SCHIEK and D. A. NORCROSS are safely home from the E.A.A. convention at Oshkosh, Wisconsin. They piloted their homebuilts first to East Kansas City where they entered the A.C. Spark Plug Rally which had stops at Ottumwa Antique Airfield, Davenport, Iowa, and Morey Airport with final arrival at Oshkosh. Also at Oshkosh from our chapter were BOBBYE KESTERSON, JEAN McLAUGHLIN, and LIBBY KAISER. There may have been more, but the place was so big and the crowds so huge, these are all that we saw. Weather was CAVU the entire week of the convention and the place was a flyers dream. LIBBY ANN DUNSETH reports that she is APT.

CHICAGO AREA CHAPTER SANDY KLOCK, Reporter

We had all kinds of 99s out working at the Du Page Air Show over the July 10th & 11th weekend. This show is put on by the Antique Airplane Association, and they asked us to handle all the jobs connected with the show. There were 99s collecting tickets at all the gates and selling DC-3 rides. Also, we had gals out in force selling our own chapter's paper sun hats, with a brief history of the 99s printed on them.

On July 17th, there was another air show held at Crystal Lake Airport, for the benefit of the mentally retarded. Our gals sold some more sunhats there, and our 99s booth netted us several prospective 66s.

PAM STOWELL and JUDY SUIT flew the Skylady Derby in Pam's plane and placed fifth. JUDY has bought a Tri-Pacer.

SUE MICHALEK and SANDY KLOCK had a good time at the EAA fly-in convention in Oshkosh, Wisc. They got to hold the poles for ART SCHOLL as he did an inverted ribbon pick-up out of a tailslide.

Our 6 chapter delegates to International Convention will have plenty to report to us now that they've returned.

HELEN SAILER has a new little bird — a Cessna 150. GORDON and JEANETTE SMITH just bought a C150. Also, when JOAN VAN REETH'S daughter, JEANINE, soloed on her 16th birthday (broadcast on CBS News), 49½er PHIL bought a 150 for mother and daughter.

LISA TARANUCHA has just received her single-engine sea rating.

Lucky PAT FRIEDMAN! She and BOB now have a fleet of airplanes — their Stearman has been joined by a Ryan STA and a Beech Duke.

Our newest member, DIANE ZELNICK, got in more than 9 hours of Yankee time flying down to Southern Illinois and Southern Missouri.

GREATER KANSAS CITY CHAPTER MARGARET WRIGHT, Reporter

Our August meeting was a "Bring your own Steak" party on the NONA MARTIN patio. NITA IRWIN is having open house every Monday night to those who will help wrap and send our 99 COOK BOOKS so keep those orders and checks a-comin' — this cook-book is necessary!

Our first Sea-plane pilot is THEDA BENNINGFIELD. She got it because she thought it sounded fun — next is ground-school Instructors.

We have four sore thumbs in the crowd. FAYE GLENN, JOANNE REINDL, COLENE DRUMMOND and THEDA BENNINGFIELD all spent four days from sun-up to sun-set in Little Rock timing Powder-Puffers.

Thank you Wichita for a great "International". Our gals say it was the best yet. Attending were MARY ANN HAMILTON, GRACE HARRIS, EVELYN ROTHENBERGER, JOAN MAPLE, FRANCES DUNFIELD, ELAINE MORRIS, JOANNE REINDL, FAY GLENN, BOBBI MILLER, NITA IRWIN and LORETTA JONES.

NONA MARTIN, NITA IRWIN and BOBBI MILLER sold cook-Books and helped in an air-lift at Johnson County Airport Sunday, Aug. 15th. Hundreds of people were given rides in Kings DC 3 and a Tri-Motored Ford.

Yours truly had the pleasure of taking ARMIN STULTZ from Zug, Switzerland on a sight-seeing trip over the city and were later escorted through the Air Route Traffic Control Center by BETTY BROWN.

GREATER ST. LOUIS CHAPTER JAN POCOCC, Reporter

Greetings from "socked-in St. Louis"! The Sunday weather was most certainly the only blight on such a fantastic, fun time in Wichita for 12 of our 99's and 3 49½'ers! BETTY BOARD, our lady air controller, didn't even let that bother her! With her brand new (July 31st.) Instrument ticket in her fat little fist, she just

filed, and away she went with lottsa help from co-pilot, NORMA BRAUCH, herself a student of the instruments. No matter, a wonderful time had by all and we sincerely thank the Kansas Chapter for out-doing anything we've ever attended. On the race circuit, our gals are continuing their winning ways.

RUTH LAKE and FRAN HENKE came home with first place trophy from the Sky Lady Derby, and the following weekend, darned if JEAN and RICH LENNERTSON didn't carry off first place in the Cape race! Ladies of the SMALL and F.A.I.R., beware! Our August meeting will be a fun combination swim party and picnic, since the rest of this year is all downhill, activity wise! GERRY BEETZ has invited us to relapse and enjoy looking over our shoulders at a most productive year, and forward to our Installation Dinner in September, while we lounge around her beautiful pool.

As each of this year's officers heave huge sighs of relief, and maybe brush away a tear or two, our Chairman JOAN LAMB, will turn over the duties, deadlines, and genuine honor of leadership of our group to DONNA RAE HENKE, our new Chairman for 1971-72, at the installation, Sept. 11th. DONNA will have loads of assistance from JEAN LENNERTSON, her Vice Chairman; FANNIE JENNINGS, Recording Secretary; ROSEMARY ROTH, Corresp. Secretary, and BETTY BOARD as our Treasurer. From where your humble reporter sits, our Chapter is loaded with all types of talent, the most outstanding of which is—getting involved! Always moving, up-grading, and improving on an individual basis, they just can't help but to do the same as an organization. Like, SYLVIA LOWE recently soloed a sail plane and loves soaring. Her sister, MARY LLOYD, has passed her private written, and it looks as though MARY and JIM will have to sit in the back seat of the Bonanza and

leave the "driving" to them! There's just no holding these airplane people down. That's why we're 99's and why it's been my pleasure to report on them this year! Have a wonderful year, y'all, with plenty of CAVU!

KENTUCKY BLUEGRASS CHAPTER DIANE STAFFORD, Reporter

LISTEN MY CHILDREN AND YOU SHALL HEARS—THE STORY OF TWO 99 DEARS. OUR FEARLESS TREASURER, PAT LYDDAN, FLEW TO WICHITA, HAND IN HAND WITH VIRGINIA CHAMBERLAIN, THE DAME—OF 71's TAR 132 FAME. THEY FLEW TO WICHITA—O MORE! AND CAME HOME WITH PRIZE NUMBER FOUR. THE "FUN IN '71 RACE", NOW—*WAS FUN IN '71, AND HOW!*

Our chapter's 5th birthday celebration was rained out two Sundays in row in July. RITA LENEAVE was to be our hostess in Mayfield, Ky., and she said she finally quit inviting us, because she wanted it to quit raining. And it did! So we had a meeting in Louisville on August 8, and cut the birthday cake there. It was good. GINGER EDWINS of S. Louisiana (and the social events chairman at Baton Rouge this year) visited with us. She was on her way to Wichita. We enjoyed meeting and chatting with her. Come back and see us.

MICHIGAN CHAPTER SUZANNE CROOK, Reporter

The Michigan Chapter sponsored its annual Dawn Patrol at the DuPont-Lapeer Airport on August 15, 1971. The weather, although overcast, remained VFR as a continuous succession of planes landed throughout the morning. Many of them were attracted by the grand prize—a transponder donated by the Michigan Ninety-Nines and the DuPont Lapeer Airport. DONNA LAMBERT's efforts proved very fruitful. She was responsible for the prizes ranging from engine oil to portable television sets. More than 1,000 pancake breakfasts were served. Spectators later watched BOB CARTER, "Flying Cowboy" perform his precision aerobatics. We think The Dawn Patrol Committee did a fine job.

Chapter elections took place at our July meeting. New chapter officers are: WINNIE DUPEROW, Chairman; MAISIE STEARS, Vice-Chairman; SUZANNE CROOK, Secretary; and CLAIRE OJALA, Treasurer.

BERNICE MILLAR (MRS. MURRAY, 35727 ELM, WAYNE, MICH. 48184) is our new Ninety Nine. We took her under our wing in July.

New ratings belong to KAY CHAMBERLAIN who received her sea plane rating and to BEVERLY PRICE who received her commercial license.

On August 11, 1971 at the Plaza Club, New York, the Michigan Chapter sponsored a luncheon for Past Presidents and Charter Members.

When we gathered at the Kent County

Airport, Grand Rapids, for our meeting last June, BABE RUTH pointed out that she and her mother, MARIE WEYANT, had operated the first restaurant at the old Grand Rapids Airport in the 1940s.

EDIE ALLEN with co-pilot DOROTHY BREWER flew the Illi-Nines Derby and placed eighth in the proficiency category. KAY CHAMBERLAIN and BEVERLY PRICE also flew the Illi-Nines Race, reporting that a Cherokee 140 can do 131.

Adele Binsfield had an opportunity to fly to Baton Rouge for the Powder Puff Terminus.

SPEAKING OF RACES—THE MICHIGAN SMALL RACE IS SET FOR OCTOBER 1, 2, 3, 1971 AT TRI CITY AIRPORT, SAGINAW, MICHIGAN. To date, ninety-six entry kits have been mailed out. These have gone as far away as Kansas and New Jersey. Many have been sent to Ohio, Indiana, Illinois, and Canada. The SMALL Race is becoming international. Keep your eyes and ears open for race results. Although we like to keep things in the family (Michigan), prizes may very well go to out-of-staters as they did last year. JO LEE IS OUR 1971 SMALL RACE CHAIRMAN.

QUAD-CITY AREA CHAPTER S. EHRICH, Reporter

Quad-City Area Chapter voted to change their meeting times to alternate Saturday and Sunday afternoons.

VON and CHARLIE ALTER and daughter, ANN, flew their new aircraft to Colorado Springs: IFR all the way out.

PHYLLIS WOOLEY was chairman of the Quad-City Plane Wash. She reports a dozen washers, one of whom is "Pg" and CHARLIE ALTER as Col. in charge of belly washing. He did every single one. (Airplane bellies, that is.)

BOB and SHARON EHRICH flew to Ft. Meyers Beach for vacation.

GINA MILLAR and 49½'er are on their way to Germany for 2 years before re-settling in Moline, Illinois.

MARY ANN EIFF was seen registering pilots at the Pekin Airport Fly-In. She reports BEV. KLEIBERT, S. EHRICH, and several Central Illinois 99's attending.

SHARON EHRICH got CFI in a Cessna Skylane. She begins flight instructing for Hill Bros. Aviation this month.

NORMA SMITH and CAROLYN POBANZ are working on Fall Sectional. HAZEL H. JONES is coming from Texas to be our speaker.

NEIL and CAROLYN POBANZ flew to St. Louis. CAROLYN was given IFR dual—actual, not hooded, on the trip home. CAROLYN also attended the Illi-Nine Race Board meeting at Peoria.

FERN RATHE and SHARON returned with 49½'ers from PPD.

MARY DAVIS wrote Flying Magazine suggesting a humor column and sent in a sample story.



Chairman JOAN LAMB, being "checked out" on the Fly Seat, a pilot seat designed and built in St. Louis by MR. ED HENRY to operate the flight of Radio Controlled Model Airplanes. Demonstrated at our July meeting while we enjoyed watching radio controlled planes perform, including Snoopy and his flying dog house.



LAST FLIGHT
MARCIA KROEGER
AUG. 15, 1971
KANSAS CHAPTER

ARKANSAS CHAPTER
MARGUERITE NIELSEN, Reporter

DELORES MITCHELL judged Miss Arkansas pageant and will judge Dogpatch pageant. RAMONIA SLOAT has been named Woman of the Year in Aviation for 1971 by Women's National Aeronautical Association. DELORES and DR. BOB MITCHELL are busy building new stables, tack room, and office at Dogwood Meadows in Sallisaw, Okla. and will stand a stud they purchased in California named "Big Al". Flying Skylady Derby: RUTH GRAY, pilot, KAY NEWTH, co-pilot, CARY HUNT, pilot, BEVERLY HARP, co-pilot, RAMONIA SLOAT, pilot, CHRIS STILLSON, co-pilot, CHARLENE POE, pilot, SALLIE SIMMONS, co-pilot, MARGE NIELSEN, pilot, JEANI OLIAN, co-pilot. RUTH and KAY received third leg trophy. MARGE and JEANI received "Pilot Flying Oldest Plane" trophy and First Entry plaque. CHARLENE and SALLIE received "Best Scoring Bellanca" trophy. DELORES DEAM was elected to serve as Second National Vice President of W.N.A.A. for the coming year. RUTH GRAY and husband, DR. ED GRAY will be leaving for a vacation in Russia. VELMA HITE has had her flying interrupted by a lot of house guests but should be back with us soon. MARGE NIELSEN has received a letter stating that she was among the finalists for the Amelia Earhart Scholarship. Thanks for all your support. MARGE is again serving as Amelia Earhart Fellowship Chairman and is also Editor of Zonta Newsletter for the Zonta Club of Ft. Smith. It was my pleasure to serve the 99's as News Reporter for this Chapter the past five years. Thank you for the opportunity and for those wonderful editors to work with. PEG ONG and HAZEL JONES. From "The Land of Opportunity", Happy Flying to you all.

Count your blessings instead of your crosses,
 Count your gains instead of your losses,
 Count your joys instead of your woes,
 Count your friends instead of your foes,
 Count your smiles instead of your tears,
 Count your courage instead of your fears,
 Count your full years instead of your lean,
 Count your kind deeds instead of your mean,
 Count your health instead of your wealth,
 Count on God instead of yourself.

ALBUQUERQUE CHAPTER
WANDA COTHRAN, Reporter

The officers of the Albuquerque Chapter for the coming year are: JOY FEAK, Chairman; BECKY LUTZ, Vice-chairman; LAURA MARIE WEBB, Secretary; BLANCHE GRISCOM, Treasurer; MILLY ELRICK, Membership; SHIRLEY JANSSON, air marking; MAYNARD PEREZ, APT; and WANDA COTHRAN, News Reporter and Public Relations.

A bit about the Fun in '71 Air Race. BRONETA EVANS of the Oklahoma Chapter served as our official hostess with VELMA WOODWARD also of Oklahoma and MEG GUGGOLZ of Santa Fe Chapter cheering her on. The members of the Albuquerque Chapter working the race were, WANDA COTHRAN, Chairman, JOHNNY HICKEY, Vice Chairman, VIRGINIA CUTTER, RITA ELLIOTT, MILLY ELRICK, JOY FEAK, BLANCHE GRISCOM, SHIRLEY JANSSON, BECKY LUTZ, HARRIET NYE, BERNIECE SWARTZ, LAURA MARIE WEBB, plus prospective members BOBBI JANSSON and CLAUDIA BECKNER. The enthusiasm and cooperation of this chapter was among the best I have ever seen.

Representing the Albuquerque Chapter at Convention were JOY FEAK, MAYNARD PEREZ, and WANDA COTHRAN.

DALLAS CHAPTER
BETTY HUNDLEY, Reporter.

People are scattered, news is scarce but here is a smattering. (How's that for alliteration?) Typically woman — like, we changed our plans and instead of picnicking at Lake Whitney, we had a fly-in at Lake Texoma Lodge on Aug. 22 for a leisurely day and a buffet luncheon.

Our world travelers are at it again. (Some one has to stay home to write the news!) DORIS WELLER and EDNA WRIGHT are back from Hawaii; HAZEL CORRY is off for three weeks to visit London and the Continent; MARCELINE and BILL TODD went to Anchorage, Nome and the Kenia Peninsula of Alaska for two weeks and SANDRA and HAROLD SIMMONS flew their 310 and daughters to Los Angeles and Disneyland. SANDRA has also passed her instructor's written. BEV TAYLOR, visited her brother in Minnesota, had the chance to fly a Waco biplane.

NANCY MILLER has moved to Memphis and KONDA WYSS PULLEY has transferred to the Golden Triangle Chapter. PEG ONG is a staff nurse at Richardson General but she and Jim took a weekend off to go to Hilltop Lake, along with SUE and WARD WEIMAN.

Start planning now to enter the Dallas Doll Derby (sponsored by Aero Sorority of Dallas) on October 29 and 30. Also hope to see you at Fall Sectional in Wichita Falls, Oct. 1, 2, & 3. One last word — if you are grounded for any reason, read "Winged Legend", a Story of Amelia Earhart by John Burke. It's quite new (1970)

and fascinating to learn highlights of her life. My 49½'er also recommends "Weather Flying" by ROBERT N. BUCK. See you at Sectional!

DALLAS REDBIRD CHAPTER
LIL TAFEL, Reporter

Everyone has returned from the AWTAR in great spirits having had fun, fun, fun, all looking forward to next years race. KATHY LONG and HELEN WILKE flew to Houston to visit over lunch with ANN ENGLISH who has moved to Houston this summer. They had a delightful visit then flew back to Dallas just ahead of some bad weather. RUBY ROGERS is still busy working on her instrument rating, she said she wishes it would hurry up and get over with as its the most uninteresting time because she cannot see out. She said she is under the hood from take off to landing! DELORES SAINSOTT will be handling the sales of our hanger bags this year, if anyone wishes to order them please contact her at the address in our roster. Price of each hanger bag is \$4.00. PAT JETTON has purchased the Airport Flying School from HAZEL CORRY and 49½'er BERT who are retiring to raise horses and sorta take things easy. PAT tells me she took over this operation July 1st and that this is the largest flight training school on the Addison Airport. She has twelve planes and six instructors, everyone is kept busy but PAT says they would never be too busy to welcome any 99's who might be flying into Dallas. The best news this month is the international convention, HAZEL JONES, PAT JETTON, KATHY LONG, HELEN WILKE and ANN ENGLISH of Houston, half of our chapter, all attended and they say this was undoubtedly the most organized convention they have attended. PAT JETTON is International Secretary while dear HAZEL McKENDRICK JONES will carry on for another year as our capable News Editor. We are all looking forward to another great year.

EL PASO CHAPTER
DELORIS DYVAD, Reporter

OUR AUGUST meeting was held at the home of MARILYN CRAIGN. Chapter Chairman EMMA UDOVICH announced that "Operation Houston" was completed. Election of officers took place. Installation luncheon will be held September 11 at the new Sky Chef Restaurant at International Airport in El Paso. The following 99's are our new officers: Chapter Chairman, HESTER OAKES; Vice Chairman, MARILYN CRAIGN; Secretary, DORIS SHREVE; Treasurer, NORMA KUDIESY. Discussion took place on the International Convention. Those attending are: EMMA UDOVICH and her 49½'er JOHN, MARY FRAN SEIDL and her 49½'er KANK, MARY OLMSTEAD and her 49½'er NOEL and MARILYN GRAIGN. A special guest of the day was MADELINE BLIDBERG a 99 from New Hampshire, Northern N.E. Chapter. MADELINE is an Army Capt.

nurse and has just returned from Viet Nam and is stationed at William Beaumont Hospital in El Paso.

The El Paso Aviation Association sponsored an Air Race from El Paso to Hatch to Deming and Palomas and return to El Paso with timing over Hatch and over Palomas. DR. WERNER SPIER and CHERRY SPIER were first. RUTH DEERMAN was 6th.

MARILYN CRAIGN and 49½er GEORGE fly their airplane off and on to their summer home in Silvertown, Colorado, landing at Durango.

MRS. LORETTE ZIRKEN, Honolulu Hawaii 99 is located at Sac Peak. LORETTE came down to Midway Airport to visit DELORIS DYVAD and promises to visit our El Paso Chapter soon.

HIGH SKY CHAPTER **FRANCES COLLINS, Reporter**

We held our regular meeting at Midland Regional Airport. We have been fortunate in having a regular meeting place offered to us by one of the FBO On the field, complete with coffee and transportation whenever needed. Our main order of business consisted of the election of officers for the coming year. In the time that we had remaining our programs for the year were discussed and tentatively approved. Plans for marking the runways of an abandoned airport were finalized and the date set, the next big X's you see east of SJT will be ours. In the making is our first try at a poker run to be held in October.

BETTY ESPY now has her instrument rating and put it to good use on a recent flight to Austin. PAT HOELSCHER is APT. FRANCES COLLINS and PAT HOELSCHER is APT. FRANCES COLLINS and PAT HOELSCHER attended International in Wichita and came back full of new ideas. FRANCES COLLINS has been appointed accident prevention counselor.

HOUSTON CHAPTER **BETTY FRITTS, Reporter**

August has been filled with activities for the Houston Chapter. Our monthly meeting was a wonderful "Steak Cook-Out" combined with our regular business meeting. The highlight of the evening was visiting with ANESIA MACHADO, our Brazilian member-at-large, who showed us a movie and slides of the career of the pioneer Brazilian aviator, Santos Dumont. We were most fortunate to have this opportunity to view the slides before they are presented to the Aviation Museum at the University of Texas.

The results of our chapter election of officers were announced and are as follows: Chairman, ADELE BAKER; Vice Chairman, MARILYN HOFFMAN; Recording Secretary CELIA PARISH; Corresponding Sect., DELLE HIGHTOWER; Treasurer, MACKIE FUSILIER.

Committee Chairmen have been appointed and are as follows: Membership Chair-

man, TRUDY COOPER; News Reporter, MABEL EDITH OLIVER; Public Relations, SALLY COX; Air Marking, BETTY FRITTS; Apt Chairman, MARY JANE NORRIS.

Our newly approved "item for sale" is a Binder for the 99 News. The 3-ring binder is white vinyl with the cover of the 99 News reproduced in blue on the front, and with a small window on the post for the year. Each binder will hold one year's issues.

Fifteen of our members attended the International Convention and in addition to enjoying the fabulous planned activities, had great fun serving Border Buttermilk to one and all.

Incidentally, if anyone arrived home with two extra boxes containing "Nervous Navigator" caps, and a shopping bag full of souvenirs, please contact MABEL EDITH OLIVER.

Looking forward to seeing some of you again in Wichita Falls.

NEBRASKA CHAPTER **HEIDY UNDERWOOD, Reporter**

August...end of summer. End of my reporting for Ninety Nine News. Good luck to my successor.

This has been an eventful year for the Nebraska Ninety-Nines. We hosted two Powder Puff Derby stops—McCook and Lincoln,—held our second annual Nebraska Air Race, sponsored a fund drive for a student pilot injured in a plane crash, had several social affairs with local aviation-minded people, accomplished lots of air-marking and in general really promoted aviation and the Ninety-Nines.

We're starting a new year now the following officers: Chairman, MIMI HAWORTH of Lincoln; Vice-chairman, MARY CONLEY of Omaha; Secretary, PAT WOLFE of Omaha; Treasurer, JAN HEINS of Lincoln.

Best of luck to these people and their committee chairmen.

So...fly in BLUE skies...HEIDY

OMAHA AREA CHAPTER **GEORGIANN RYNEARSON, Reporter**

All the work connected with the Lincoln stop of the Powder Puff Derby reaped its final rewards—an appreciation steak-fry party at the Air National Guard building in Lincoln. The various groups that worked on the AWTAR received certificates of appreciation and token powder puffs. Representing our chapter were INEZ STOCKER, ROSEMARY BLOCK, BARBARA KREJCI, SHIRLEY RISK and GEORGIANN RYNEARSON.

VERDAYNE and DICK MENZE, GEORGIANN and BILL RYNEARSON, HELEN and JOHN EHRLICH, CLAUDINE and ED KEAN and BURTIS AUFENKAMP helped to entertain six students from the Spanish Air Force Academy and their escort while they were in Omaha in July. They flew the fellows to Utica for a Sunday buffet dinner. Then, at Flightland, the cadets were given

rides in the various kinds of planes in the group. After a steak-fry picnic in late afternoon, members of a model airplane club demonstrated what they could do with their radio controlled planes. The fellows, first-year students, earned this trip to the United States by ranking high scholastically in their class. This coming year they will receive flight training.

VERDAYNE MENZE keeps putting a few more hours on her Commanche.

LAVONNE and BILL TRIPP, ROSEMARY and MAX BLOCK, INEZ and HERB STOCKER and GEORGIANN and BILL RYNEARSON flew to Shenandoah, Iowa for their annual flight breakfast.

SHIRLEY and CURTIS RISK, CLAUDINE and ED KEAN and GEORGIANN and BILL RYNEARSON flew to Lincoln for the 25th anniversary celebration of the Air National Guard. The highlight of the day was the magnificent performance of the Blue Angels. No matter how often you see them, they never fail to thrill you.

PIKES PEAK CHAPTER **MARION HEIN, Reporter**

The annual covered dish dinner and August meeting, with our 49½ers, was held at the mountain home of MARION and NEIL Hein, on the lower slopes of Pikes Peak. We had a good turn out, lots of delicious food, beautiful scenery, and a chance to do some hangar flying.

LUCY and JIM SHATTUCK are basking in the sunshine down in the Bahamas, where they flew their Piper Cherokee early this month for a well earned vacation.

SHIRLEY MARSHALL, who is very active in the Aero Space Educational Program in the schools, spoke at the Adams State College in Alamosa, Colorado.

CAROLYN WARREN'S daughter, KATHLEEN, is a member of the Civil Air Patrol and taking flying lessons.

MARION and NEIL HEIN flew to Black River Falls, Wisconsin.

Summer has about come to an end but flying is great in Colorado year 'round. HAPPY AND SAFE FLYING.

SAN ANTONIO CHAPTER **MARIAN BURKE, Reporter**

Air races and International Convention are over and most vacations are completed so it's time for all of us to get back to serious business like completing projects that we have attempted to start all summer, but just never got around to it, getting office records in order that have been misfiled for three months and introducing yourself all over to the family. (Amen Ed)

MARIAN BURKE and RUTH HILDEBRAND enjoyed flying the Powder Puff Derby. They were pleased to get "best in class" award and 2nd place on the Rapid City-Denver leg. They were 22nd in competition with all aircraft. Poor RUTH... being a Bonanza pilot she had to overhaul her computer to get it adjusted for Cherokee 140 speeds and just about the time she had the computer working perfectly she had to

overhaul it again for the trip to the convention via the Bonanza . . . so if Wichita got a flight plan on a Bonanza that had a true air speed of 120 MPH ? ? ? ? ? . . .

They are saving all of the Chit-Chat for the Sept. meeting where they will hear all about the Powder Puff Derby, the International Convention and MARY ANNE and JOHN GREER's trip to Hawaii.

Member LYNN JORGESON has arrived in Germany and likes her assignment. She's waiting for her car to arrive from the states so she can tour the area on her off duty hours.

It was great to hear from CAROLE HICKMAN, a past member of San Antonio Chapter. In all her moving around she failed to get her renewal in but she is now going to reinstate and become active in the chapter near her home (Chicago Area).

Congrats! to VEL KIKER and her group who recently form the new "COASTAL BEND CHAPTER". We hate to lose those members but we know it will be more convenient for them to have their own chapter . . . they will join us during the Sept. meeting & VEL and SAMMIE will help MELBA AYLESWORTH tell us about the convention.

Welcome new member ELIZABETH (BETTY) GRIFFIN. She has a private license. Husband BOB is also a pilot and a real active member of the Confederate Air Force.

HAPPY FLYING! STAY APT! STAY APT! STAY APT!

SHREVEPORT CHAPTER EVELYN SNOW, Acting Reporter

Our capable reporter, KAY ALEXANDER, is off on a well earned vacation, so I am substituting for her this month.

After proudly welcoming home our AWTAR contestants, SARAH HENLEY, JERE SAUR, and KATHY CASTON, we waved bon voyage to the HEWITTS, CHRISTYS, WRAYS, CASTONS, PORTS and FRIDAYS as they took off for the International Convention in Wichita, Kansas. Each of them returned raving about the wonderful Kansas welcome, the superb activities, and what a grand job the Kansas gals had done.

World travelers, MARTHA and RAY CHRISTY (they've already been to Scandinavia this summer) flew from the convention on to Portland, Oregon for a visit. DOTTIE and BUD PORTS visited first in Ohio, then to the Convention, and stopped in Dallas on the way home. HELEN and CHARLEY WRAY flew to Arkansas on the way to Wichita.

Before you let HELEN tell you all about her new rating, though ask her how you "squawk" the proper code when you get excited over getting to use your brand new transponder and knock a knob off! (Maybe it would be safer—and funnier—to ask WHITEY to tell you all about it!)

Newest member of our chapter is ANN KING. Ann is a nurse, owns a Cessna 175, and has her Private license, complete with Instrument rating.

We have lots of flying activities planned in the next few months—fly-ins, safety clinics, trip to RAPCON, and airmarkings. JOAN CARROLL, who has been our very able and efficient airmarking chairman for longer than she can remember, is hunting for a replacement—with no luck.

SOUTH LOUISIANA CHAPTER PAT WARD, Reporter

August 19, 1971: and if we make the deadline, the pony on the Pony Express will have his tongue hanging out!

The Powder Puff Derby came and went right on schedule, and those of us in the South Louisiana Chapter who were privileged to plan and work on it for the past nearly two years also have tongues hanging out. What a big job it was! In looking back, we feel that our undertaking was, for the most part, a success in spite of a few things that were to have taken place that didn't, and a few things that went awry that weren't supposed to. But all in all we feel that those several hundred persons who came to Baton Rouge to witness our efforts enjoyed themselves. Many many thanks to the Southwest Section girls who came over to work Impound and the girls from the Houston Chapter and Florida who assisted at the airport, too. All our "chiefs" worked like "indians" and we are eternally grateful.

Persons who would like to order color prints of the banquet hall with the Mardi Gras decor should write direct to EMILE SALLES, DARLING STUDIO, 235 S. ACADEMIAN THRUWAY, BATON ROUGE, LOUISIANA.

And we have done a few things besides "Powder Puff" in the past several months. GLORIA HOLMES achieved her CFI, bought a Cessna 150 and has eight high school boys as her first students as well as many other students, including our "here" at the B.R. Chamber of Commerce, CHARLES STOMA. JANE KIMBALL is busy studying for her Instrument tickets and ELEANOR LOWRY is going for her Commercial since installing new equipment in her airplane. YVONNE FORT has officially moved to the New Orleans area. SHIRLEY BERNHARDT has returned to Louisiana, making Baton Rouge her home, and has gone into real estate for the same firm that DEE COMEAUX works for.

MOLLY STOCKWELL and POLLY BAUGHMAN literally headed for the hills after the Terminus, for a camping trip with ten kids!

But the most exciting things to happen to the 99s in Baton Rouge was in June when the Goodyear Blimp came to town and we not only got to ride but were allowed to pilot the blimp over the city. PAT WARD has 18 minutes entered in her logbook, signed by the instructor! She happened to be at the airport when the blimp arrived, as did SHIRLEY BERNHARDT who, we understand, also had her logbook signed. It was quite an experience—unlike anything else we've ever flown and very interesting.

The 1971-72 election of officers resulted in the following: Chairman CAL MEREDITH, Houma; Vice-Chairman GLORIA HOLMES, BTR; Secretary POLLY BAUGHMAN, BTR; Treasurer PAT WARD, BTR. Announcement of appointed offices will appear in the next report. GLORIA also serves the New Orleans GADO as safety counselor for our area and liaison for the Chapter. She is working toward her IFI.

MOLLY STOCKWELL, POLLY BAUGHMAN, GINGER EDWINS and PAT WARD represented the Chapter at the 1971 International Convention in ICT and reported that it was a beautifully organized affair, very enjoyable and informative. The Kansas Chapter, with the assistance of other Chapters in the South Central Section are to be congratulated.

SOUTHEAST LOUISIANA CHAPTER BEVE TITZER, Reporter

It seems odd not to have two or three pages of a report to write this month. Our August meeting was held in Lafayette, La.—hosted by JAN PHILLIPS. And a very prosperous one it was too! It was one of the first "normal" meetings since the PPD began for us. Those attending were: MOLLY STOCKWELL, PAT WARD, GLORIA HOLMES, JIM LeFLUER, CAL MEREDITH, JAN PHILLIPS, ELANOR LOWRY, POLLY BAUGHMAN, SHIRLEY BERNHARDT and myself, BEVERLY TITZER. VIRGINIA CORMIER was a guest of CAL MEREDITH and we had a prospective member with us for a second meeting, FRAN TAYLOR, of Baton Rouge who will become a member as of September.

Election of officers was held and they were as follows: Chairman, CAL MEREDITH; V. Chairman, GLORIA HOLMES; Secretary, POLLY BAUGHMAN; Treasurer, PAT WARD; Board members: JANE KIMBALL and ELEANOR LOWRY.

TIP OF TEXAS CHAPTER JEANIE CROW, Reporter

Nice to see BERTHA DE GARCIA, our pride and joy from Mexico City, flying the AWTAR. BERTHA also made the Angel Derby this year. SONJA WAASER, after a year of leisure, will be Librarian at La Joya for the coming term.

IRENE YOUNG, Harlingen and ARDATH McCREERY, McAllen hope to see some of you 99's during the hunting season in Mexico as well as the famous White Wing season in South Texas.

With all the hurricane damage completed on her Lake Amphiban, ROOKY BIEHEN is hoping now to conquer those water landings.

PAULINE GLASSON helped with General Aviation Education Clinic at Robstown immediately upon returning from the AWTAR.

Welcome to KAY MALLICK, who moved to Harlingen from Nebraska, KAY has al-

ready checked out with Young Aviation (IRENE) and we are looking forward to meeting our new member.

LOUISE CLARKSON (our Geologist) and husband have just returned from another grand European trip.

JEANIE CROW and family are Bonanzing to Nunn, Colorado to visit her sister on a ranch . . . directly on the AWTAR course . . . strange how JEANIE and PAULINE located it so easily on way to Canada, but it just wasn't there on the way back.

BARBARA LEWIS, with that Mississippi brogue, enjoyed an overnite stop at Baton Rouge, terminus of AWTAR . . . this racing gets in the blood.

CHRIS FUHRMAN, Physics and Science, teacher at Portland School will take on a new subject this year, 'Aviation' and who is better qualified!

TRI-STATE CHAPTER **DIANE TEEL, Reporter**

I'm the new reporter for the coming year—so grin and bear it, or something like that!

Present at our July meeting was fifty percent of the membership, and one almost member. We held election of officers, with the results as follow: Chairman, NANCY TEEL; Vice Chairman, MAZIE LIPSCOMB; Secretary-Treasurer, MARILYN HARDING; Membership Chairman PAT TURNIPSEED; Reporter—me. Our August meeting will be held in Vinita, OK along with the Tulsa chapter for installation of officers.

This month's travelogue is tremendous—it seems that everybody's gone somewhere! MAIZE and KARL LIPSCOMB flew to Dallas in their Skyhawk. MARILYN and BOB HARDING flew up to Ontario on a fishing vacation in their Cessna 210. PHYLLIS and GEORGE DE TARR took their Commanche 260 and zapped out to Lake Tahoe. MARGE and RON COIT will be driving (what ????) to Oshkosh for the annual EAA fly-in during August. The TEELS took good ole Commanche 250 99NT to Lincoln, NB for an airshow featuring the BLUE ANGELS.

Unfortunately, the weather shot us down on a proposed trip to Oklahoma City for a trip through the FAA's Physiological Training School. Enthusiasm was really high, and we have "rain-dated" the affair to some Saturday in September. Speaking of the FAA, ANN PERRY was co-instructor with the Tulsa GADO for a terrific and educational Safety Seminar held in Vinita.

Our roving goodwill ambassador, ROBIN DAVIS, spent some time in New Jersey with her 49½er J.D. (Blue Angel #7), and the Tri-State Chapter would like to thank the New Jersey 99's for being so great to ROBIN she said, "All you have to do is say you're a 99 and they start coming out of the woodwork!"

Best close for this month—Our chapter is almost 75% APT—how about yours?

WICHITA FALLS CHAPTER **NAN PARK, Reporter** **99 ROUND-UP** **SOUTH CENTRAL SECTION** **WICHITA FALLS, TEXAS** **OCTOBER 1, 2, 3, 1971**

Wichita Falls Chapter will present the first "Jimmie Kolp Memorial Award" at the banquet on October 2nd. On display will be the portrait of Jimmie Kolp to be presented to the Museum by the Wichita Falls Chapter and the South Central Section.

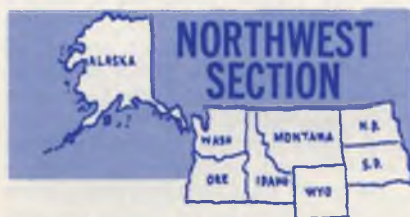
The Sheppard AFB physiological training facilities will be available to the first 32 applicants on Friday, October 1st.

August 5, 1971 meeting was in the home of MARILYN and PAT O'NEIL with VIRGINIA HOLMES, SHIRLEY WESBROOKS, BETTY COX, ELBA BOND, RUTH RENTON, LOU ELLEN FOSTER, NAN PARK, BETTY ALLISON, MARILYN O'NEIL, ELEANOR IRVINE and OLA MAE COOK present. 49½ers present were LEWIS FOSTER, PAUL RENTON, PAT O'NEIL and PERRY WESBROOKS.

More convention plans were finalized, necessary business transacted and convention mailing prepared.

It's 99 ROUND-UP time and we are looking forward to seeing you on our SPREAD OCTOBER 1, 2, 3, 1971.

SADDLE YOUR BIRD, LASSO THE WIND, AND COME JOIN THE FUN ! !



ALASKA CHAPTER **JAN PESSEL, Reporter**

There have been no regularly scheduled meetings this summer, but we still manage informal gatherings now and then. The last one was a luncheon to welcome home the Powder Puff Derby returnees, RUTH O'BUCK and KATHY KIPPENHAN. We enjoyed hearing about the race and about all the wonderful people they met. We want to extend a special thank you to all those who worked so hard to make the race a success and to those who helped our Alaskan team along the way. We hope to take part again next year.

The only other chapter activity this past month was a service to the Girl Scouts. Twenty-four girls from several of the western states were visiting Alaska for two weeks. During this time they spent 5 days on a back packing trip in the mountains near Anchorage. The leader was worried that if there should be an accident there would be no way of getting any help. So the 99's arranged to have volunteers fly over the camp sites each evening to see that everything was OK. The last night, since they were camped on a lake, RUTH

O'BUCK flying her Cessna 180 on floats was able to land and deliver fresh fruit and watermelon. You can imagine how much they appreciated this since they had been eating nothing but dehydrated food for the last few days. Other 99's taking part in this activity were MARGARET SNIDER, BETTY ROGERS, RUBY PAPPAS, ANNE WILBUR, and JAN PESSEL.

Many of us have been using our planes this past month to get to our favorite fishing holes. And now that hunting season has started some of us will be involved in that. I hope that the rest of you are having as much fun with your summer time flying as we are here in Alaska.

EASTERN IDAHO CHAPTER **DARLENE SCHIERS, Reporter**

Our luncheon meeting on July 17th was held at the Airport Cafe in Idaho Falls. Present were members: PAT DUKICH, PAT CHASE, ELAINE PARTRIDGE, MARGARET STANFORD, DIANE JEX, ONITA HOFF, DARLENE SCHIERS, GLENNA LINDERMAN, VIRGINIA FINKELBERG, and guests: CONNIE HAWLEY and CAROLYN GARLAND. CONNIE is a pilot and student at I.S.U.

Congratulations to our newly elected officers! They are: PAT DUKICH, chairman; MARGARET STANFORD, vice-chairman; SHIRLIE JOHNSON, secretary; PAT CHASE, treasurer; CAROLE DEPUE, membership chairman; and ELAINE PARTRIDGE, new reporter.

LOIS and DICK BAUER are now proud owners of a Commanche. Lois has been busy adding up the hours with trips to Fresno, Spokane and Coeur d'Alene.

DARLENE and BOB SCHIERS spent a week-end flying in Montana with stops at Anaconda, Helena, Lewistown and Harlowton.

CAROLE and BEN DePUE have traveled in their T-34 to Boise, Reno and Las Vegas. CAROLE has also taken at least two of our members, ELAINE PARTRIDGE and DARLENE SCHIERS, for their APT check rides.

Girls, please send your completed APT forms to DARLENE SCHIERS as soon as possible. We would like to have a good report to send in.

We are looking forward to a picnic on Sawtelle Peak, Island Park, with a tour of their radar installation.

EASTERN WASHINGTON CHAPTER **ALBERTA ANDERSON, Reporter**

Our July meeting was held at Hayden Lake Country Club and hostessed by HELEN SHANEWISE. MR. BOB DOTY and daughter, CINDY, now residents of Samoa and formerly with Spokane FSS was our guest speaker. BOB brought Artifacts and beautiful films as well as presenting each outgoing and incoming officer with the traditional Samoan Ulan (shell leis). His lovely daughter, CINDY, entertained us with Tahitian, Hawaiian, and Samoan dances in full costume.

Election of officers for the coming year was held and the following members elected: LEONA HEBERLING, Chairman; LYDIELLEN HAGAN, Vice Chairman; MILA GORMLEY, Secretary; MINNIE BOYD, Treasurer.

We were honored with two guests, MARY FRANKLIN of Rockford Bay, Washington and KATIE BANNISTER of Spokane.

Two members, TERRY BECKER and JEAN CARBON, who attended the Powder Puff Race Start at Calgary, reported weather very chilly, but the warm hospitality of the Canadian members was superb. JEAN, who resides in Vancouver, B. C., now, was an official Judge Timer, and renewed many acquaintances.

LOIS DE FLEUR and her 49½ER, MELVIN, just returned from Buenos Aires, S.A. where MEL was on a Fulbright Assignment.

August 20, many of our members will be winging their way to Sun River, Oregon for a joint meeting with Southern Oregon Chapter.

LYGIE HAGAN attended the Annual International meeting at Wichita, Kansas.

FERN LAKE has been busy flying with pilots who are working on their APT program and instructing many students.

Our Northwest Sectional will be held in Portland, Oregon in September, so hope to see many of you there.



New officers for Eastern Washington Chapter are as follows: Left to Right: LYDIELLEN HAGAN, Vice Chairman; LEONA HEBERLING, Chairman; MILA GORMLEY, Secretary; MINNIE BOYD, Treasurer

GREATER SEATTLE CHAPTER **KATHLYN STEARNS, Reporter**

The beautiful island beach at East Sound on Orcas Island was the setting for GREATER SEATTLE'S picnic held July 18. A rather disappointing turnout of only 7 planes made this traditional event, but HELEN DURHAM, MARY ELSE, IONA FUNK, CHARLOTTE KAMM, ILOVENE POTTER, VIRGINIA NASTIUK, SANDY SULLIVAN & KAY STEARNS, with their 49½ers and friends all agreed it was a very special and peaceful day in our busy lives. HELEN DURHAM flew from Westport under minimal VFR conditions to bring us some freshly smoked salmon to add to our picnic fare. Delicious.

At the election meeting held at ARLINGTON AIRPORT on August 11, the following members were elected as Chapter officers for the ensuing year: FLORENCE BELL as Chairman, BETTY DENNEY as Vice Chairman, SANDY SULLIVAN, Secretary, and DARLIN BEACH as Treasurer. Also a very sincere vote of appreciation to CHARLOTTE KAMM our outgoing Chairman, our "able leader" since the inception of this Chapter Who has steered us so capably through all the problems inherent in any new undertaking. With great pleasure we welcome VIRGINIA NASTIUK into membership in The Ninety-Nines. (might as well continue on with me, Kathy — Ed.)

IDAHO CHAPTER **EULA LOGSDON, Reporter**

The Idaho Chapter was well represented at the 42nd International Convention at Wichita this year, with GENE NORA JESSEN, JOY LOU WAITE and CAROL COOKE all in attendance. JOY LOU and CAROL flew CAROL'S Cessna 150 from Jerome to Wichita by way of Albuquerque and flew in the Fun '71 Air Race. Don't think they placed in the race but after it was over CAROL won the top door prize at the Convention—an hour flight in a Lear Jet with CAROL flying the left side. She reports she was so thrilled she hardly knows what else happened at the Convention. GENE NORA and BOB JESSEN combined a fun trip with the Convention, stopping in Colorado to visit with GENE NORA'S parents and on to Nebraska to see BOB'S MOTHER, winding up in Wichita for the Convention.

Our July meeting was held at the Stagecoach Inn in Boise with a good attendance. Convention and elections were discussed.

The results are in from the Idaho Chapter election of officers for the coming year with the following slate being elected: JOANNE CAMPBELL, Chairman; LYN CLARK, Vice-Chairman; FLORENCE WATKINS, Secretary; and MONDY STOKER, Treasurer.

JOY LOU and DICK WAITE have invited the Idaho Chapter to their cabin near Smiley Creek for our annual picnic on September 5th. This year we decided on a pot luck dinner, followed by all-day fishing, swimming, boating, and whatever our hearts desire. Everyone had such a marvelous time last year that we are certainly looking forward to a repeat this year.

OREGON CHAPTER **CHARLOTTE DODSON, Reporter**

This past year has been hectic for our members with family illnesses and varied other things. We haven't been too active as a 99 Chapter but have not lost touch with the flying world.

The attendance at the July meeting was small but enthusiastic. The year will be filled with programs to upgrade our flying skills and knowledge.

SUE SMITH is still in the clouds over having flown an Aero Commander Shiek.

Sue made another flight to the Nut Tree in California to promote the sale of Mobil Model Planes which a friend of hers makes. Her newest interest is gliders. DAVID SMITH, SUE'S 49½, is a glider instructor besides teaching at Portland State College.

GRETCHEN and DON FRASER didn't stay home long after their return from Europe. They took off immediately in the Graumann Goose for Redfern Rapids in Canada. While there they floated down the Black Water River. On the way home they stopped in Seattle to pick up her father who is 90 years old.

RUTH DOLAND hasn't been in Portland much this summer. She is busy with her son, flying tourists in the Seaplane. She is always working on new ratings.

DOROTHY PARKIN, our Chairman, and very industrious C.A.P. member has been helping her Cadets with their flying problems.

LILLIAN BILLINGS is busy getting things ready so she can leave September 11 on a photographic Safari in Africa.

CHARLOTTE DODSON earned her Brownie Points year by attending the F.A.A. sponsored "Operation Sun Check". It was a quickie course in Pilot and F.A.A. relationship. We gained a good insight into how many man hours are involved when a pilot fails to close his flight plan and it becomes necessary to start the check on his whereabouts. Airport procedures were also covered.

The Oregon Museum of Science and Industry Aviation Committee has started plans for the second annual Aviation in Space week to be held in February. The purpose of this endeavor is to honor those in Aviation as well as interest the General Public in all aspects of Aviation. GRETCHEN and CHARLOTTE are active members of this committee. GRETCHEN served as Chairman of the committee for several years. Under her leadership many new exhibits and programs were introduced into OMSI.—When any of you come to Portland put OMSI on your "must see" list.

It was like old home week in Victoria, B.C. at the finish of the London to Victoria Air Race. Not only 99's as contestants but also 99's assisting at the finish line. BETTY WADSWORTH of the Far West Chapter was much in evidence in her fetching colonial dress. At these affairs BETTY wears two hats—a hard working 99 and an industrious N. W. Flyer reporter.

Our next meeting will be at OMSI to get a view of Mars in the Planetarium.

SOUTHERN OREGON CHAPTER **SHIRLEY HAUSSLER, Reporter**

August found the Southern Oregon 99's meeting in Roseburg for lunch at the Fireside Inn. Seems all members present drove except for BETTY GLINES who flew in from North Bend.

Election of new officers was the main topic of business and the new officers for the coming year are as follows: Chairman: ROSE ELLISON—Vice Chairman:

GINNY WALSH—Secretary Treasurer:
ALINE SHARP—Membership Chairman:
MAXINE PIKE—Scrapbook Chairman:
BETTY GLINES and News Reporter:
SHIRLEY HAUSSLER.

Plans for the September meeting are tentatively set for North Bend and a picnic on the beach (providing the weather will allow it.)

We are all looking forward to the Northwest Fall Sectional Meeting being held in Portland. Hope to see lots of 99's there. In the meantime, Happy Flying.

WILLIAMETTE VALLEY CHAPTER **JAN AMUNDSON, Reporter**

Our congratulations to all the women who flew in the second Palm to Pines air race. The final count was 44 planes flying from Santa Monica, California to Independence, Oregon. From our vantage point it looked most successful. A new pilot from Independence, MARILYN WILHELM got her license on Saturday, took Ninety-Nine LOU WICKS along as co-pilot and left on Wednesday for the race. We were most delighted to see all the enthusiasm of these two pilots after the race was completed.

I want to thank CAROL FLEMING, BEV SAXON, BONNIE BRADFORD, JOAN BORUP, and EVELYN HENDRIX for helping me get all the planes timed over the finish line.

The July meeting was held at the State Board of Aeronautics Lounge in Salem where we spent an exciting afternoon reliving the London to Victoria air race with guest EVELYN HENDRIX. She was able to tell us many interesting stories about the race as well as giving us some insight into international racing.

Our professional pilot, EVELYN RACKLEFF, has moved to Salem and is now a very busy chief flight instructor at the Salem airport. We're proud of her accomplishment and her skill.

WYOMING CHAPTER **MABEL BLAKELY, Reporter**

Our June meeting to airmark GREYBULL worked out so beautifully that we could scarcely believe! The weather was clear and hot—we were glad that we started early and were even finished with lunch by noon! There were only 2 members present: RANDY HILTON flew in from Cody, and I picked up MARIE ENGELMAN in Worland. There has never been a more efficient airmarking crew—with the aid of about 3 hundred or thousand hungry little gnats nipping at our exposed areas—sorry that we didn't get an official count of the number of bugs fed. The local paper reporter take pictures, and they gave us a tremendous write-up. Chalk up another score for the Wyoming Ninety-Nines—we may become known statewide yet, though our group is small!

I had the opportunity to be Chief Timer at Rapid City for the AWTAR, and what a wonderful experience to work with FRAN GUSTAVSON and PAT HENNING from Fallon Nevada! And how much to see

again all of my old friends from So. Dakota Chapter! It was great fun!

We met in Worland for our election of officers on August 14th—a beautiful clear day, and only 98 degrees when we left the airport for home. The new(?) officers for Wyoming Chapter are: Chairman MABEL BLAKELY; Vice Chairman DOROTHY MISNER; Secretary RANDY HILTON; and Treasurer MARIE ENGELMAN. Now I must hurry and turn this job over to some unsuspecting and hard-working member.



SOUTHWEST SECTION

LAST FLIGHT

ALICE GENE PEMBERTON
AUG. 2, 1971
BAKERSFIELD CHAPTER

ALAMEDA COUNTY CHAPTER **PETRINE LOCKHART, Reporter**

Several of our girls participated in the Hayward-Las Vegas Air Race, back in May. Tail winds and turbulence over the Sierras made things very exciting. JAUNDA BIGELOW said blowing sand turned a normal landing into a hairy situation. DOROTHY SHACKLEY said the Yankee was great in turbulence, but she wished it carried more fuel—"a person can get a little nervous".

JAUNDA has been flying sky divers to and from their jump sites at such places as Elsinore, Yolo Co., and Antioch. It's a nice arrangement; They don't have to drive, and she gets the flying time.

ANN BLOXHAM took a 172 to Phoenix. She had a bit of excitement when she lost the whole electrical system.

After over a year without an airplane, ELLY JONES is back in the Pilot's seat again. She's not made any fantastic trips yet, but she has lots of plans.

MARFRED A COFFIN visited the So. East U.S. on her vacation this year. She was introduced to EVELYN JOHNSON of Morris Town, Tenn. EVELYN was busy, but she saw to it that MARFRED A had a sight-seeing flight around the area and helped make that visit one of MARFRED A'S high points of her trip.

Chairman GLADYS COBB flew to her new home in Clark Fork, Idaho. We will really miss her when she makes her move permanent!

ALOHA CHAPTER **WIN MILLER, Reporter**

Aloha to the three astronauts of Apollo 15 who first set foot on Hawaii's Hickam Air Force Base on their return from the successful mission to the moon.

A week after the landing, the General Aviation Council of Hawaii held its annual Air Fair at Honolulu International Airport.

Aloha Chap. members contributed high-lights to the show. IRENE ROGERS was asked to demonstrate aerobatics. Flying an Aerobat she planned a sequence of five maneuvers used in international competition. This consisted of loops, half of a reverse Cuban eight, barrel roll to left and right, half a Cuban eight to change direction, aileron rolls to left and right a snap roll. IRENE started aerobatics in Feb. with Art Daegling. JANE KELLEY now assists instructing aerobatics.

APUEPUELELE; the proficiency flying contest for women only, was the grand finale of the three days. Co-chairmen for the contest, planned and carried out by Aloha 99s, were LINDY BOYES and NANCY BUCKELEW. The inter-Island course was laid out by Chairman PAT DAVIS, from Keahole Arpt at Kona, Hawaii to Honolulu, Oahu. Trophies were donated by General Aviation Council and were won by LENNIE MUTTICK and co-pilot FRAN ABRUNYO in second STEPHANIE CZECH and VALERIE NOBLE, NANCY BUCKELEW—REGINA CURRALL 3rd. Also flying in the event were VIVIAN ING and MITSU TAO, CORINNE BRITEN and GAIL KROEGER, JUDY ANDREWS—PAT KELLEY, and SANDRA ALBERS—FRANCES FANNIN VIRGINIA SEAVER and 49½ ED were



IRENE ROGERS flew aerobatics at the Air Fair '71 in Honolulu.



NANCY BUCKELEW and 49½ AL. No comment. Aloha! (NANCY was co-chairman with LINDY BOYES of Apuepuelele in Aug.)

check pilots for the route. DEE KEAVENEY was in charge of the Terminus, assisted by ANN ANDERSON, ROSE MARIE BURKETT, DOROTHY KELESY, LUKI O'CONNOR, DOT READ, MURIEL LELAND and CAROLYN WILCOX. MARY KING and JANE KELLEY helped with plans with MARGUERITE WOOD.

Visiting from the All-Ohio Chapter was NANCY MILLS.

On vacation the end of August JANE KELLEY and 49½ RICHARD took their five children on a raft down the Salmon River in Idaho.

PAT DAVIS flew LINDY BOYES to Kona in a T34 trainer of the CAP for the start of the contest Apuepuelele. Madame Pele put on a spectacular while the girls were in Kona. Kiluaea Crater erupted in a line of fountains of molten lava 300 ft. high. This could be seen beautifully from the air, and safely from the ground.

BAY CITIES CHAPTER KATHY MARQUARDT, Reporter

It's hard to believe by the time we read this summer will be over. It has been a busy one for most Bay Cities members. Our annual luau was held at MARY FIELDS' home in August. This now annual activity is one of our highlights of the year.

RUTH RUECKERT and GERTRUDE CHERRY represented us at the International Convention. GERTRUDE, who is originally from Kansas, took advantage of the time and visited with relatives. MARY FIELDS has been doing some flying to different areas around the state with 49½. RAFAEL. They are really enjoying having wings again. JOYCE WELLS picked the hottest day of the year to fly to Redding for lunch. It gets to be 110-115 there in the summer — was that the day JOYCE?

ROSE SHARP teamed with MYRTLE WRIGHT (Redwood Empire) for the Palms to Pines Race. They had a very nice plus score but not enough for the prizes.

KATHY MARQUARDT and friend KAY HARPER spent a four day vacation in Hawaii. They just happened to be there at the time of Aloha Chapter's meeting, so naturally KATHY attended. It was really fun to meet and visit all of the girls, especially former Bay Cities members. LINDY BOYES introduced me to 99's when I was in Jr. High School. Later she got me really involved — then I learned to fly. Thanks LINDY for the nice hospitality in Hawaii. If any of you get to Hawaii you'd better call a 99 they are a busy group and you might be lucky enough to get in on one of their activities. I hope it has been a safe-flying summer for all of you.

EL CAJON VALLEY CHAPTER BOO CHRISTENSEN, Reporter

The Pacific Air Race which wings from Gillespie Field Via Bakersfield to Salinas Oct. 2 will be lead by VI CHAMBERS pilot and BOO CHRISTENSEN co-pilot in VI's 182. ELEANOR RICHARDSON is

in 2nd position, followed by CHRIS KLUNE; Then GINI RICHARDSON and in fifth spot SHIRLEY TANNER COTE. Drawing for positions, was conducted on Sun-up TV Show. Par race co-chairman MARIAN BANKS represented the SD area 99's. *Entries Close Sept. 20th* let's hear from you.

MARIAN and co-pilot DOTTIE SANDERS brought home 2nd place in the PPD and 1st in the Palms to Pines.

LYNN COULTHARD, ISABELLE McCRAE, and DOTTIE SANDERS represented the chapter at the nat'l convention.

RUTH DENNIS, chief of flight service station at Lindbergh Field, the first woman in the nation to hold such a post was guest of honor and speaker at July's dinner party. LEAH LIERSCH, only other woman in the station's staff of 26 introduced RUTH. Happily, she never had any special problems working with, or supervising men.

Flight flurries: the entire 25 PPD'S are featured at the Aerospace Museum on a huge map of the U.S. Winners of each race are included. LYNN BRIGGS, SD was designer; DOTTIE WATTS back from a European tour. The BREISE'S off across the sea; ROSEMARY MERIMS vacationing from Purdue, working on a new degree the general flight and professional pilot now has her commercial and instrument, the only gal in the program, working on multi during stay: MARJORY BROWN and ISABELLE in the PDD, the first for MARGE. DORIS RICHEY eyeing the APT Button; LITLLIAN DOWNS ANXIOUS for cooler weather to organize more air marking.

GOLDEN WEST CHAPTER HEATHER McNEIL, Reporter

The Palms to Pines Air Race from Santa Monica to Independence, Oregon, has got to be the top news event of the month, at least for six of us "Golden Westers". This was my first race and I guess I was really lucky to be the copilot of a winning plane the very first time, as I am sure many copilots race many times before placing in the top ten. I give 99 44/100 percent of the credit to my pilot TONI KUHNS. We flew a Cessna 150 and had a score of plus 23.455, which put us in 8th place, and I am not sure a 150 could do any better than this in any race?

We also received a trophy for the best time in a fixed gear, high wing aircraft, and one for second place best time from Santa Monica to Chowchilla. In all we brought home six trophies, and will be placed in the trophy case at Peninsula Aviation.

VIVIAN HARSHBARGER and NANCY STOCK also flew a 150 and placed 18th with a plus 16.673 score and won twenty-five dollars for making the spot landing in Chowchilla.

PAT APPEL flew with RUSSANE GREEN who is still a student pilot in a 150 and placed 20th. PAT and RUSTY had a creepy carb heater and had to spend

much of their time holding it in so they didn't lose too much speed.

I would like to say a special thanks to JOHN KOICH, CLAIRE WALTERS and all the great families we stayed with in Independence.

FRAN GRANT attended the International Convention in Wichita.

BARBARA LA POINT is busy planning a poker party for September 12th.

LAS VEGAS VALLEY CHAPTER LIZ HELLER, Reporter

Chairman JOANNE NELSON was able to present APT pins to most of our active flyers. MARILYN ANDREWS and FLO MENDENHALL have joined a local flying club and are working diligently for their next ratings.

MARIE McMILLAN is well on the road to recovery following recent surgery.

At the last meeting, AMY KONING related her experiences in the Powder Puff Derby. MRS. KONING, flying with her sister, placed 7th in the race.

We held our election of officers too. JOANNE NELSON will be chairman again, MARILYN ANDREWS, vice chairman, MARIE McMILLAN as secretary and LIZ HELLER gets to count the money.

Former member CAROLE DEPUE was in town and gave us a call. She and BEN flew down in their T-34 with doll-girl GENEVIEVE and ANNIE the dog. They'll need a larger plane when the new baby arrives.

JOANNE and BILL NELSON, MARILYN and DON ANDREWS and their kids are no doubt floating away on Lake Mead.

It was good to see NORMA GUNDERSON at the last meeting.

After a night long debate with myself about driving 6,000 miles with 3 kids, we took a jet and visited friends and relatives in Huntington, W. Va., Baltimore, Md., Milwaukee and Hartland, Wis. and as a final topping to the whole trip, drove up to Oshkosh to the the E.A.A. Fly-in.

Meanwhile, you all drive carefully now, we want to see you safely at the airport.

LONG BEACH CHAPTER DOROTHY WALTZ, Reporter

The Palms to Pines Air Race was a great success. The top six planes were three Comanche 260's, a Cessna 210, a Cherokee 140 and a Mooney.

We are most grateful to the Virginia Slims company for their help and sponsorship in this year's Palms to Pines race.

We are thrilled to hear that our JOYCE JONES has won an Amelia Earhart Scholarship. "WALLY" FUNK is still in Oklahoma City going thru the FAA standardization for General Operation Inspectors and at this writing is doing great. When she returns she will begin preparation for the Pacific Air Race which she and DOROTHY WALTZ will fly this year.

Several of our girls have just returned from the National Convention and we are anxious to hear their reports of all the activities and excitement.

October 16 and 17 our Chapter will be giving 2¢ a lb. rides at the Torrance Airport. Everyone welcome to the fun! Urge your non-flying friends in the area to "Come fly with us". See you there.

LOS ANGELES CHAPTER JO ANN STEIERT, Reporter

Congratulations to our two scholarship winners, JUNE SKRUGGS and HOLLY BALLARD. We had so many applications, it was difficult choosing only two. We will welcome both of the girls to join the 99's as full fledged members when they get their tickets.

Work events just leads naturally to subject of the chapter airlift. Thanks to everyone for their efforts and hard work. Although it is readily apparent, even before a final accounting, that we did not clear as much money as on former airlifts, we are getting efficient at staging the rides. Now if we can all learn how to prevent the sunburn . . .

On the Powder Puff Derby, all our chapter entrants were on the "standby" list, so we didn't have a candidate. DOROTHY PEPIN and RACHEL BONZON went to Calgary for the start of the race, and took a leisurely three week "long-way-home" flight.

TILLIE KLEMENTS is back at work after a bout with surgery. Still wobbly, but getting better all the time, and sounding relieved to put it behind her.

Just in time to make the newsletter, I got a card from our "member-at-large" VIRGINIA SHOWERS, extolling the pleasures of Austria and Germany, and enroute France.

August chapter fly-in is a hospitable invitation from BARBARA NICHOLS to their ranch south of PRESCOTT.

MT. DIABLO CHAPTER SHARON KETCHUM, Reporter

June 30, 1971, was the date of our last business meeting held at Navajo Aviation. We had 15 members present. Plans were discussed for the up coming Concord Air Fair which will be held on September 11 and 12 at Buchanan Airport. Our Chapter will have two booths for the 2 day fair and will be selling snow cones, soft drinks and popcorn.

JUDY BIGBY has served us well on the Aviation Liaison Committee. MARIE PORTER, Chairman, has asked MARGE ROGERS to represent us this year. (Next meeting will be in September, 1971.)

In June our gals flew to Cloverdale, California, Boucher's Recreation Park. Transportation to the park was provided by Bouchers.

ARLENE ROSSMAN flew down to Orange County in June and took her 2 boys to Disneyland.

SHARON KETCHUM, your "new" news reporter, had a great trip this June with her 49½er, SAM, and 2 little ones flying to the Grand Canyon, Arkansas, Missouri, Wyoming, Reno and home again; then, down to Disneyland all in our Beachcraft Debonair 285.

BETTY BOGGESS and 49½er, WARREN, have been keeping busy. They flew recently to Sierraville and Mendocino County.

Our July Fly-In took us to the San Jose Municipal Airport. Members of the Santa Clara Valley Chapter joined us for lunch. Some had tales of the Powder Puff Derby and IRENE LEVERTON had just flown in the Great Race (London, England to Victoria, B. C., Canada). Those attending the Fly-In from both Chapters were: DALE GRAVES, MAYETTA BEHRINGER, MARION BARNICK, JEANINE CECCIO, SALLY ROHLFING, SHIRLEY NUNN, GEORGIA CONFER, 49½er PETE CONFER, JOAN GORE, MARIE PORTER, MARGE ROGERS, IRENE LEVERTON, EVELYN LUNDSTROM, PAT ROBERTS, VERA ARNOLD, NINA VISCO, JANET HITT, MARDO CRANE, BARBARA HARPER, NANCY WALLIS, DESIREE STUART-ALEXANDER, BETTY HICKS, ANN GEOFFRION, MARTY GRAHAM and JUDY COOK (MARTY'S guest).

ORANGE COUNTY CHAPTER MITZI RINEHART, Reporter

Orange County Chapter has a protest we'd like to make. A protest for all the world to see! JOYCE and BERT NASH are leaving us! They are moving to Phoenix; their new address is: 9808 North 39th Street, Phoenix 85028. We are still very sad to see JOYCE and BERT go, as they have been such helpful, cheerful and loyal supporters for all their many friends, 99's and general aviation.

SHIRLEY TANNER COTE' took first place in our Pilot of the Year contest. ESTHER GRUPENHAGEN placed second and TERRY DARCH was third.

SYLVIA PAOLI won the Fly-By Knights Mystery Race. The mystery was not knowing the course until the pilots were getting into their planes. This race was based on proficiency. SYLVIA and her navigator-husband PETE have just returned from a long trip to Alaska in their tri-pacer. They covered 7,500 miles and logged 80 hours.

Our chapter had five planes entered in the Pines to Palms air race this year. SHIRLEY TANNER COTE' came in, in the number 4 position; while ESTHER GRUPENHAGEN made off with the "lucky" 13th place. ESTHER was also "heroine" of the hour. One team was very



(Left to Right) ZONA APPLEBY presenting ESTHER GRUPENHAGEN with her trophy in the Pilot of the Year Awards Banquet.

grateful for ESTHER'S instructor's ticket and Mooney experience when she "talked them down" for landing at Independence.

The other 99's in the race from our chapter were TERRY DARCH and MARGE JOHNSON, EVELYN McCRAY and MARGARET WILSON, and the flying "IRISH" DARLENE BRUNDAGE and HANA HENDRICKSEN.



One spring meeting at Orange County Airport, MR. ERWIN MULLER, Jumpmaster, talked on Free Fall Parachuting. Here looking over his parachute are (standing L to R) Mr. Muller, GALE BROWNLEE, GERTRUDE FELSEN, DORIS MILLER, JUNE SIMPSON, MARIANNE BURHANS, BETTY HURD. (Kneeling) SHIRLEY BUTTS, MINNIE OSTEEYEE and 24¾ERS IAN and RENEE OSTEEYEE.

PALOMAR CHAPTER PAM VANDER LINDEN, Reporter

Palomar Chapter's July meeting was in Fallbrook. Chairman WANDA MILLER, MARY PEARSON, AGNES LANGEVIN, RUTH DILG, BERNICE DEERING, PAM VANDER LINDEN, and our newest member MARY LONGMIRE, were present.

Plans were made for airmarking Long Beach, and the following Wednesday ROWENA DAVIS and RUTH DILG engineered the project with the help of Palomar Airmarking Manuel and SKIP DARWIN, JANICE FREE, AGNES LANGEVIN and PAM VANDER LINDEN were the willing helpers. The letters were large, and the day was long, but the finished product a great success.

EVELYN ASHTON made another drug run to Santa Barbara.

RUTH KNIEFEL just returned with 49½er JOE from their ranch on Hornby Island, near Victoria, B. C. She tells of an interesting meeting with TIM PHILLIPS and his co-pilot, 2nd place winners in the London to Victoria air race. TIM'S cousin also lives on Hornby Island and the twin Comanche made two attempts to land on RUTH'S "pasture air field", but after buzzing the field a few times decided to head for a longer strip on a neighboring island where RUTH & JOE picked them up in their Bonanza. TIM'S father is a Piper dealer in England and they had a great time "hangar flying" and hearing all about the race.

Talking about racing again, MARY

PEARSON & WANDA MILLER have drawn #36 in the Palms to Pines. If they are winners I'll add a P.S.!!

Your news reporter is getting ready to leave for the Fun Race and Wichita next Tuesday. Several of the Chapter members are making plans for the PAR in October, and don't forget our men's air race, AMPAR, November 20th. Start urging your 49½ and men flying friends to join the fun. We hope to have 50 entries this year. It will be a round robin secret course, but more details next month.

PHOENIX CHAPTER SUSAN STORM, Reporter

This time of the year finds many members out of town and the news is slim for this month. Those returning from the International Convention say it was the most fabulous ever. Phoenix was well represented by Chairman, MARY LOU BROWN; Chairman-elect, MILLIE DAWE; JESSIE WIMMERS; BECKY BEAUDOIN; RUBY SHELDON; MARY VIAL and 49½'er GEORGE; ALICE ROBERTS and 49½'er CHAS; BETTY JO SMITH; and CHARLOTTE GRAHAM.

On August 11th, JUANITA NEWELL, accompanied by LAURA and MELODY BOHANAN, flew to the Freeway Airport at Tucson where they were met by a representative from Arizona Girl's Ranch. The Ninety-Nines, along with some 30 girls and several house mothers and fathers, then went to Old Tucson for a picnic lunch and to spend the day. JUANITA is Chairman of the Board of Girl's Ranch.

VIRGINIA HASH flew to Oregon for the Flying Lawyer's convention.

REDWOOD EMPIRE CHAPTER ANITA WOREL, Reporter

Our chapter was well represented in the Powder Puff Derby: TAR O: BETTY WORSTELL and LOUISE MONTERO, TAR 37: VIRGINIA WEGENER (with daughter co-pilot) CAROL SIMONS of San Jose, TAR 62: PAULINE GOSLOVICH (while not a member yet she soon will be), TAR 81: PHYLLIS CANTRELL and MARILYN LABAR, and TAR 99: NINA ROOKAIRD and ANITA WOREL. That is a count of 8 out of 18 members. It was nice to see TAR 149 FRAN DeHANN who used to be a member of our chapter.

ANITA WOREL assisted FRAN GUSTAVSON in computing the times for the Palms to Pines Race and what a race! First and second places were won by Comanche 260's; so what else is new? But the amazing part is that there were only 30 seconds difference between them in the first leg, they tied the second and third legs and in the fourth leg they only had a difference of 5 seconds! There were 43 planes in the race and all finished. MARIAN BANKS with DOTTIE SANDERS came in first, HELEN McGEE with CHARLOTTE RYAN was second and MARGARET MEAD with PRACILLA AVIS was third. MYRTLE WRIGHT from our chapter flew with ROSE SHARP from Bay Cities Chapter.

Talk about handicaps! CLARIE WALTERS did a great job managing the race with a cast on her leg. She broke her foot between first and second, playing baseball of course. VIRGINIA SLIMS did a good job of advertising for the Palms to Pines race.

At our last meeting BETTY WORSTELL was elected Chairman, JANET MEYER, Vice-Chairman, OLIVE AGRON, Secretary and LOUISE RAMSEY, Treasurer.

RENO AREA CHAPTER HAZEL HOHN, Reporter

A gorgeous sunset over the Sierra was the backdrop for our August meeting on Elaine Brown's patio. Present were BARBARA MOUCHOU, PHYLLIS AHLSEWEDE, MARY BOLES, FAYE STEWART, HAZEL HOHN, LOIS WILLIAMS, MARIE WESTENHOEFER, DORIS EACRET, KATIE BOLSTAD, ELAINE BROWN, DOROTHY STAUFF, KATHY GRAY, PAT HENNING, and a guest, SHARON SWANSON. New officers elected are: BARBARA MOUCHOU, Chairman, KATHY GRAY, Vice Chairman, KATIE BOLSTAD, Secretary, PHYLLIS AHLSEWEDE, Treasurer.

We were surprised to see DORIS EACRET, as she and 49½'er John were scheduled to leave that day for a tour of the South Sea Islands via Norwegian freighter. DORIS says if the dock strike which postponed their trip continues, she may even be here for the Reno National Championship Air Race next month.

Speaking of the races, the Air Race Board has once again asked our chapter to man (?) the Race Headquarters Office, and to judge the crew uniforms. This year, however, we'll do this at an Air Race Parade in Reno, not by looking at them in the Pits.

Good news that MARIE WESTENHOEFER'S husband GEORGE is out of the hospital and on the mend after an operation.

Congratulations are in order for LOIS WILLIAM'S son MARK, who got his Private license at 17, and for her 49½'er DAVE for his seaplane rating. Being an old seaplane pilot myself, I can vouch for the fun of that kind of flying. Wonder how many seaplane pilots there are in this desert state of Nevada?

A large group of Navion pilots from all over the U. S. recently had a fly-in to our airport in Carson City. They spent over a week in town and at the airport, holding all kinds of races and events. Among them were 10 women pilots, including 2 99's from Baltimore, Maryland, and Southern California. However, due to lack of publicity, I didn't find out about the women until all but one had left. I suggested that in future fly-ins they contact the local 99's as they would be certain to want to meet them.

SACRAMENTO VALLEY CHAPTER AUDREY E. SNOVEL, Reporter

Our girls have really been off and running this month. Starting off the series of

cloud-hops was SHIRLEY LEHR, first tucking the PPD under one wing with DEE OLSEN as co-pilot, and then the Palms to Pines Race under the other wing, solo. Also entering the latter solo in her Citabria was BARBARA GOETZ—a real first time for any racing—and no sooner did she return from that than she turned right around and took off for Wichita, again solo. Thirteen of our group flew to Red Bluff to man stop for the race.

I suspect that JUANITA BOWLER is flying without wings these days—her "uniform" that she specially designed for the Ninety Nines has been accepted by International for sale in the roster.

About 26 of our members took off one hot July day in something a little larger than the aircraft they've been checked out in. You could really feel the G's as that C124 lumbered down the runway at McClellan Air Force Base with all of us strapped into those luxurious bucket seats running lengthwise down the fuselage. Everyone was given an opportunity to spend some time in the cockpit and the crew from the 940th Reserve Squadron gave us a beautiful scenic flight up to Tahoe, over to Shasta, and back down the Valley to home.

Our Chapter held its annual Woman Pilot of the Year Banquet in July and the recipient of this sixth annual award was DEE OLSEN, whom I believe had more points to her credit than any of the prior winners. DEE now owns her own Mooney and may not be logging as many hours as she did in her Cessna 150, but I'm sure her range will be extended considerably. In the approximate five years that she's had her license she has amassed well over 700 hours and is still going strong. Welcome to the group, DEE, of happy Amelia Earhart Medallion holders.



Five of the six winners of the annual Woman Pilot of the Year Award from Sacramento Valley Chapter: l to r, 1967 RUTH WAGNER, 1968 AUDREY SNOVEL, 1969 VIJA BERRY, 1970 LORRAINE HERY, and this year's winner DEE OLSEN.

SANTA BARBARA CHAPTER VIRGINIA MOSER, Reporter

VIVA LA FIESTA! Santa Barbara fiesta days over again for another year, and the best party of all was held on Sunday at Goleta Beach. Members flew in to join us from Porterville for a beach party and picnic. At about 3:00 those who didn't have to rush off were invited by PAT ROWE to swim or play tennis up at her ranch high in the Santa Barbara hills.

Everytime we decide to skip meeting in a busy month, we start saying "gee, let's get together", start with a fun-time, and end up going over plans.

This month our fly-in picnic seemed a wonderful excuse to hold our meeting at the beach. We were happily surprised to be joined by DELLA ABERNATHY, one of the founders of our Santa Barbara group. DELLA came all the way from Ventura, and we hope to see more of her now that her husband is feeling better.

After electing new officers and discussing the coming Sectional in September, we adjourned temporarily to drive to the Yosemite (French dips and good dinners across from the airport). We listened with awe and more than a little envy as JOANNE STEINBERGER and new Chairman PAT ROWE told us of experiences in the Derby. Newly appointed secretary RACHEL COWIN was heard telling Vice-Chairman-to-be VIRGINIA MOSER that our next membership chairman, MURRAY HAKE FISHER has been a 99 for 25 years.

Our new Public Relations chairman, JOANNE STEINBERGER, has been doing some pretty fine PR work on her own—just got back from a flight to Hayward, Calif. division of her marvelous Derby sponsor, Mack Truck.

SANTA CLARA VALLEY CHAPTER BETTY HICKS, Reporter

"Now, at last," said Great Race pilot MARION BARNICK, "we can get back to the things which everyone can do."

There are no recency of experience requirements for indulgence in picnic hamburgers, as almost 50 Ninety-Nines, 49½ers, offspring and guests did at Rengstorff Park, July 22nd. The festivities were formally initiated when LIBERACE CECCIO, otherwise known as JEANINE, placed a candle-labra on their table, amidst potato salad and hot dogs. Ninety-Nines, after all, go first class.

Picnicking were DES STUART-ALEXANDER, ANN GEOFFRION, CLAUDIA CARLSON, MARIA and JAKE STINEHELPER, CAROLE and LARRY LUSHBAUGH, JAN PERALA, SALLY ROHLFING, JEANINE and PETE CECCIO, PATTY SHERWOOD, BILL and MAYETTA BEHRINGER with SUSAN, KIM and SCOTT and guest LUCIA ZALAZQUETTE from Chile, DALE GRAVES, GALE GLADNEY, PAT and JACK GLADNEY and RITA, MARY ANN and BOB PERSON, WILLY GARDNER, MARION BARNICK, HELEN MURPHY, VERA and SID ARNOLD, OSCAR and EVELYN LUNDSTROM, ARLIS LUNDSTROM and JOHN NICHOLS, LONESOME LLOYD PETTY (whose Ninety-Nine, JACKIE, was in the Sierras on AWTAR R & R).

Unhappy news came our way recently with VERA ARNOLD'S announcement that her husband SID has received an irresistible job offer in Portland. They'll be moving there soon, taking Cessna 3314 Yankee along, of course. We're happy for Sid, but

saddened to be losing a personable, active Ninety-Nine to Columbia-Cascade Chapter.

JEANNE McELHATTON is recuperating quite nicely, thank you, from her recent "major." Her FAA medical was never in jeopardy, we're pleased to report . . . IRENE LEVERTON and DES STUART-ALEXANDER now occupy several pages of the chapter scrapbook, thanks to great features about each in San Jose newspapers. IRENE's story of the Great Race was featured, complete with photo and inches and inches of fascinating copy, on a front page. Two features on DESIREE logically ran during the Apollo 15 flight, since DES' assignment with United States Geological Survey is moon mapping. DES reports that she has the lettering forms available for an airmarking expedition now, if a crew will volunteer. The letters read: HADLEY RILLE . . . SALLY, having sailing through the commercial written, is now chandelling her way across our valley.

That long-long one is now in MAYETTA BEHRINGER'S logbook. The 200-nautical mile instrument cross-country, that is, all signed off by CFI-LAYNE HACKETT, as the newsletter reporter happily read a book in the Cessna's back seat.

Off to a CFI revalidation clinic in San Mateo the week of August 16th were PAT GLADNEY, MAYETTA BEHRINGER, ANN GEOFFRION, JANET HITT and your reporter.

LAYNE HACKETT figures she has only 766 hours to go for her ATR! She logged 55 all-for-fun time in the month of July.

Lunching at San Jose Municipal's terminal building with Mt. Diablo chapterites on July 16th were DALE GRAVES, MAYETTA BEHRINGER, PAT GLADNEY, MARION BARNICK, JEANINE CECCIO, SALLY ROHLFING, IRENE LEVERTON, PAT ROBERTS, EVELYN LUNDSTROM, VERA ARNOLD, DES STUART-ALEXANDER, ANN GEOFFRION, JANET HITT and MARDO CRANE.

SAN JOAQUIN VALLEY CHAPTER DOROTHY McALLISTER, Reporter

We all hope THELMA HANSEN has recovered from the shock of having *twenty-one* of us descend on her (both literally and figuratively) for an elegant lunch and meeting at Silverado August 10th.

Piloting into the Napa airport were MARIE McDOWELL with LAVERNE GUDGEL: HELEN McGEE bringing DIANE KAUFMAN and JEAN MURRAY; CHARLOTTE RYAN and EV HENDLEY and BILLIE WYATT; LEE ROESCH with SHIRLEY MILLER; BARBARA GLANTZ with her two daughters and TRIXIE CLAYTON; CHARLENE KIRK; DOTTIE McALLISTER with new pilots SHARON ABRAMS and INA WADE, and student pilot CAROLYN HOUSTON. RENE and VAN NEALON were vacationing with the HANSEN'S at Silverado so RENE was on hand to help THELMA with chauffering duties. Meanwhile ELWOOD and VAN escaped for the afternoon in the HANSEN'S Skymaster.

If anybody needs to hire a one-woman rooting section with the enthusiasm of a whole grandstand, LEE ROESCH is your gal! LEE went into absolute rapture over every plane zooming down for the Chow-chilla fly-by on the Palms-to-Pines Race. Also on hand were Chief Timer SHIRLEY MILLER with assistants EV HENDLEY and JEAN MURRAY; hostesses TRIXIE CLAYTON, CHARLENE KIRK, BARBARA GLANTZ, DIANE KAUFMAN, HELEN RECEK, and DOTTIE McALLISTER; and LAVERNE and BOB GUDGEL doing their usual great job of organizing.

We're proud to report that HELEN and CHARLOTTE bagged another trophy for our group, placing second, besides winning two leg prizes and tying for another.

TUCSON CHAPTER GINNY COOK, Reporter

"The Long Hot Summer"—actually this year TUS received a real break! This is the first time we have had it so cool, so long, in twelve years! June 14th was the first day you 'had' to turn on your air-conditioning. Some one up there likes us.

"Cat on a Hot Tin Roof", is not really appropriate but, sorry bout that. BARBARA WELSH, JANET ROBERTSON, JAYNE HUNTER, and VIRGINIA EDWARDS painted over the name RYAN on the hanger roof at a certain nearby airport. A free bucket of paint to the first correct answer. We were able to entice the TV cameraman up onto the roof-top too, and as no one spun in, the morning was voted a success.

TUS was very well represented in this year's PPD by the team of BARBARA WELSH, and JAYNE HUNTER in the WELSH'S Comanche and LORRAINE YOCUM, and DELORES DAVIS, sporting the YOCUM'S Bonanza. Neither came in "in the money", but they did what they set out to do for their sponsors the TUCSON INN-KEEPERS, NORMA'S FLIGHT SCHOOL, CHASTAIN BUILDERS, PRECISION MOTORS, and DICK ROSE. They advertised, promoted and left a good impression of aviation and sportsmanship for TUS and best of all, they qualified!

SHERRY BOICE and DOT JENKINS flew to Las Vegas and attended the Flight Instructor's Clinic and both renewed their CFI's. Our incoming chairman, NORMA WILCOX, our great-grandmother CFI is busy doing her thing. Not satisfied with teaching her daughter TWILA WEBER, who is our newest 99 member, she is currently preparing for his flight test, her grandson GREGORY WILCOX with the written already out of the way, the flight test to be taken any day now, hopefully on his 17th birthday. All this action is taking place at Tucson's newest flight center, NORMA'S FLIGHT SCHOOL at RYAN FIELD. NORMA'S Cessna 150 pulled 2 G's in the Palms to Pines Air Race recently! The 2 G's being 'two grandma's' Great grandmother NORMA and grandmother daughter TWILA. That little 150 made a plus 11-8 score too!

The Ninety-Nines Inc.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

International Headquarters — Will Rogers World Airport

Oklahoma City, Oklahoma 73159

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