

OFFICIAL PUBLICATION OF

LOTS

99 NEWS



Beechcraft Introduces New Line

DECEMBER 1971

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Contents

Beechcraft Introduces New Line3
Flight Plan Includes Meeting	
With 99's in Helsinki	.....4
What is the "Talent Bank"?	.....4
Lorraine Emmerson Receives	
Certificate of Appreciation	.....5
Winterize Your Flying	.....6
Operating Practices for	
VFR Night Flying	.....7
Toronto Plans Great Event for '72	....8
"Duke" to Munich	.....8

REGULAR FEATURES

President's Column	.....1
Headlines from Hazel	.....2
Backward Glance	.....4
Ninety-Nine News Award	.....10
Amelia Earhart Scholarship Fund10
Committee Reports11-12
Chapter Reports12

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President's Column

This communication is like the old Piccolo Pete song—low notes, high notes, blue notes, even a few lost notes. (Such as my October News which I never got.) (Egad!)

HIGH: Merry Christmas! And then—a new year. Don't forget January 10 deadline for news copy; be thinking about nominations for international officers and Board members and AE scholarships and resolutions to make our organization fly higher and faster.

HIGH: We surely hope you are happy and excited with the tremendous possibilities inherent in the "new" News. Break with tradition? So did Amelia Earhart . . . let's keep the pioneering spirit alive and dare to try new ways in the organization she founded!

LOW: How is the roster getting into unauthorized hands? More and more we are hearing about mail solicitations using the roster. Recently a member received a magazine subscription addressed to "the Ninety Nines, Inc.," and her street address!

As you know, the listing may not be used for commercial purposes without permission of the executive board. Requests for use of the roster are fairly numerous; many seem quite justifiable, but bowing to the express wishes of the membership, the E.B. has never released the roster for commercial use.

Of course we print 4000 new ones every year; by now there are tens of thousands of them, old and new, in existence, but who????

HIGH: Chapter news letters are really great. They take much time, much effort, and again I say, I wish everybody could see every one.

GRACE NOTE: One of our chapters had a blood-typing meeting as a safety activity! And it certainly is one, isn't it!

A trio of **HIGHS:** Three sections I have attended this fall—Southwest, South Central, Southeast. It's thrilling to meet Ninety Nines in the far corners of our nation.

We **FLAT** one: Nicole le Cozannet will probably be listed as a member at large. She is from Guadaloupe, which makes her a member of the **FRENCH SECTION!** Apologies, Nicole and the French Section!

LOST: FAA Air Traffic Survey postponed by its instigators.

TWO HIGH NOTES: MIGHT MAKE AUSTRALIAN FLY-IT-YOURSELF SAFARI! Even my non-flying 49 1/2er is excited about the prospect.

And . . . **DO** read Fran Nolde's article on the **TALENT BANK.**

My mailing address is Beachwood Drive, Panama City, Fla. 32401. Thus endeth my song.

Betty McNabb, President



I'm sure that you all feel the same as I do after reading the first issue of the News with its "new look." My first impression was "WOW!!" Much credit for the success of the new issue must go to Heritage Press for the extra hours in getting this first one put together. It has not been without problems. The biggest as usual is the pesky post office and getting the 2nd class permit changed. However, I understand that this is squared away and hopefully all is well. I must give a special thanks to Fred Zimring who prepared the contract and had it typed and delivered on Sunday for us. He is an active pilot, my favorite lawyer, aviation safety counselor, and he certainly went the extra mile to help us get launched on this new endeavor. We are going to be trying some different things. We are going to salute an outstanding member each month and in this regard if you have an outstanding member that you feel should be saluted, send her picture and tell us about her. We are going to have some articles on unusual places to fly by people that have been there. We are going to have some technical reports for experts. We would welcome any concrete suggestions you may have. We are trying to come up with a workable solution to the repetition of information from chapters in the same section. One board member suggested having the governor compile the information and forward it to the news. Lee Keenihan, the publisher, first thought this would be better, however she thinks the present format is more than acceptable. I compiled the news a little differently this time in that I put it together by sections and tried to cut out the duplication.

I have had several letters asking

Ninety Nines' Museum Report

By Doris Renninger

Flying East? Traveling West? Skiing North? Sunning South? Chart your course through Oklahoma City and visit the International Women's Air and Space Museum of The Ninety-Nines in Ninety-Nine Headquarters at Will Rogers International Airport.

Amelia Earhart, Ninety-Nines' first President and Charter Member, is the subject of the Museum's first display. Amelia, a legend in her own time, belongs to all people and to history but she seems especially to belong to women in aviation. She flew, and set records when aviation was dominated by the male heroes of the day. She flew and encouraged other women to fly for "The Fun Of It."

Through contributions by friends of Amelia Earhart, Ninety-Nine members and chapters; Zonta members and the aviation community, the Museum has been able to bring together an exhibit of memorabilia of and about Amelia Earhart.

Step into the Museum area of Headquarters during daily business hours and hear, *We Were There*, a taped series of interviews by friends of Amelia. (The first is an excellent interview by Charter Ninety-Nine, Louise Thaden, with many sidelights of these two famous pilots not heard before.) See the books by and about Amelia and interesting and unusual photographs and pictures not previously published. Touch the overalls Amelia wore, or the rheostat from the Vega she flew. Many, many, other items of interest, like her grades from school in Des Moines, or the

about sponsoring members overseas. I do not have any information on this right now, nor the time to research it. As soon as the news is stabilized, I will try to determine how best this can be done. We will report on it later. Now, we are trying to stay on top of all the new and different things going on with the new format.

The El Cajon Valley Ninety Nines are preparing a 'money tree' for Helen McGee who was critically injured in an aircraft accident. They have declared December 1971 as "Honor Helen" month. Anyone wishing to participate should contact June O'Neill, Secretary, El Cajon Valley Ninety Nines, Box 138, Spring Valley, California 92077. Cards for Helen should also go to this address.

Do not be a statistic—Read carefully the "Winterizing your Flying." Have a safe holiday. Get APT. Let's make the coming year the best ever for the Ninety Nines.

lovely Carl Hubel lithograph of Amelia and the Electra. The whole Carl Hubell original paintings of his *Women With Wings* series has been promised for loan to the Museum by TRW.

All Ninety-Nines have made it possible to create this Museum, to preserve the irreplaceable material, documents and memorabilia of women in aviation. Each can help by taking an active interest in the Museum. Remember, a Museum Trust has been established and all contributions and donations are tax deductible. Through these funds we can grow and make acquisitions of important additions to the Museum. Remember also, you can assist by suggesting where important material or data is located, or you can personally solicit material for the Museum. Just address all contributions to Grace Harris, Ninety-Nine Museum Treasurer, and all Museum information to Curator Page Shamburger, c/o Ninety-Nine Headquarters, Box 59964, Oklahoma City, Oklahoma 73159.

"Wheels Up" on Australian

Fly-Yourself Safari

"The response has been terrific," states Darlene Gilmore, International Flying Activities Chairman, who is handling the inquiries from Ninety-Nines regarding the Australian Fly-Yourself Safari in April 1972 which has been arranged by Marie Richardson of the Australian Section of the Ninety-Nines.

She reports that eight members have requested the Australian Pilots examination booklet so that they may start studying for their Australian Pilot's license exam upon their arrival in Sydney.

Darlene is coordinating stateside arrangements in order to expedite the flow of information and reduce the expense and delays necessarily caused if correspondence had to navigate the 8,000 mile trip between the United States and Australia.

Write to Darlene at 7580 Sierra Drive, Roseville, California, 95678, and she will send the information kit on this spectacular 4,000 mile air tour of Australia where 99s will have an opportunity to meet with Australian women pilots at their annual meeting at the end of the tour.

RESOLUTIONS AND AMENDMENTS TO CONSTITUTION TIME:

Now is the time to prepare your resolutions and amendments to the constitution and by-laws:

Send THREE copies to:

Eleanor Bailey

415 Willow Grove Crescent, SE
Calgary, Alberta, Canada

Beechcraft Introduces New Line



If sales this year are in relation to the Beechcraft Show held recently in Wichita, it will be a great year. Approximately 500 people attended the "nuts and bolts" sessions. Seventeen Beechcraft dealers were honored for multi-million dollar sales achievements. Outstanding guest speaker, Professor Jack Eggspuehler, delivered an enlightening film presentation on the aviation program at Ohio State.

Mr. George Humphrey opened the show with the announcement that Mrs. Olive Ann Beech had received two awards during the past week. The first was presented at the 58th Semi-Annual meeting in Miami of the Aviation Dealers and Manufacturers Association and was the ADMA's Award of Merit. This is the eighth such award to be made in the 29 years of the organizations history. Mrs. Beech is the first woman to be so honored. United Aircraft of Canada presented Mrs. Beech a trophy made of parts from a PT-6 Engine. This trophy represented the 2000th PT-6 Turbo Prop Engine used by Beech in the King Air Series.

From all indications Beech expects 1972 to be a great year. Mr. Roy H. McGregor stated "A new era is dawning and the important thing is that Beechcraft must be ready for it. We must be ready to capitalize on a new decade of growth which can be the biggest this industry has ever experienced." He predicted 1972 to be a great year if everyone shifts their attitude to the positive. "Those who cannot be flexible enough to meet these changes will not survive," he stated.

Beech Aircraft Corporation's 1972 line of corporation aircraft consists of four models . . . Beechcraft King Air A100, the Beechcraft King Air C-90, the Beechcraft Queen Air B-80 and the Beechcraft Duke A-60.

With the introduction of the new 260-hp. Bonanza G-33, the Bonanza line has been expanded to four models, all with new interiors and exterior styling plus money-saving IFR avionics packages. Beech is the first general aviation manufacturer to acquire IFR approval on factory installation of area navigation equipment on production aircraft. Among safety features introduced on the Bonanzas are a three-light strobe system and safety shoulder harness for front seat occupants. The new four-place Bonanza G-33 fills a price and performance category between the top of the Beechcraft light airplanes and the high-performance Bonanzas. It offers Bonanza-class performance with comfort and styling at lower purchase and operating costs. It's 260-hp. fuel injected engine provides cruise speed of 193 mph with maximum range of more than 1,200 miles and service ceiling of over 16,000 feet. Useful load is 1,365 pounds. Entering its 25th year of production in 1972, the classic V-tail Bonanza V-35B continues as the most popular Beechcraft of all time. A recent survey by an independent research firm indicates that of the 9,273 Model 35 Bonanzas built, 7157 (more than 77 per cent) are still licensed in the active aircraft fleet.

The hospitality at Beech was tremendous and the door is always open to 99's who would like to tour their facilities and learn more about their wonderful Beechcraft airplanes.

The only thing better than being in love with flying is sharing flying with those you love.

-- Jack Eggspuehler

Backward Glance



By Josephine Wood Wallingford
Charter Member

I am very proud of being one of the charter members of the Ninety-Nine Club.

When Lindbergh made his famed flight to Paris, I was living in Los Angeles attending Marlborough School for Girls. He came through Los Angeles on his subsequent trip around the country, staying at the Ambassador Hotel where my grandmother was spending the summer to escape the pre-airconditioning-Texas-summer heat.

Thinking I would be in a prime position to see the new idol, I went to call on my grandmother only to find the hotel jammed with hero worshippers who were thwarted because Lindbergh escaped down a service stairway and few were able to see him.

But the flying bug had bitten me, and, when I was just a little older, both my sister, Frances, and I learned to fly at Clover Field in Santa Monica, California. I received my Private Pilot's License, number 9129, in September 1929. Burdette Fuller, who was a pioneer aviator and grandfather, gave me my instruction in an OX-5 powered Swallow.

Eventually I received A Limited Commercial License at Ponder Field, Mangum,

Oklahoma which I renewed for the last time in 1932.

During the Chicago Air Races of 1930, I believe it was, a group of lady pilots met at the Drake Hotel and it was there that the Ninety-Nine Club was named. To honor the women pilots, the Chicago Air Races supplied a fleet of Cord automobiles for our transportation to the airport from downtown Chicago, and it was my great good luck to ride in the car with Amelia Earhart.

Aside from taking part in two air races at Love Field in Dallas, the trip to Chicago Air Races and the founding of the Ninety-Nine flying club were the highlights of my brief flying career.

I married in 1936 and have a son, F. M. Wallingford of Houston and two grandchildren.

I am truly grateful that the Ninety-Nines made Life Members of all of us charter members, and I would like to take this opportunity to express my admiration for all the present day pilots who have made an international organization of the Ninety-Nines.

Flight Plan Includes Meeting with Ninety-Nines in Helsinki in May, '72

By Darlene Gilmore, Chairman
International Flying Activities

Over 100 Ninety-Nines showed an interest in making the tour of the Scandinavian Countries when it was proposed in May 1971, and many of them made firm reservations to take the exciting flight aboard Scandinavian Airlines to Copenhagen, Stockholm, Helsinki, Oslo, Lake Tyin, Stalheim and Bergen. Many others indicated that had they been given more notice, they would have been able to take part in the tour. So, reluctantly, the tour was postponed until May 1972 to enable the Ninety-Nines to make their vacation plans well in advance.

The tour will depart on May 15, 1972, and return on May 29, 1972. Arrangements are also being made to meet, if at all possible, with Turi Wideroe. As you know, she is the only woman airline pilot who flies for Scandinavian Airlines, and she is a Ninety-Nine. The Finnish Section of the Ninety-Nines has invited us to be their guests while in Helsinki and other aviation groups there have invited us to meet with them in Scandinavia!

Total cost of the tour is only \$830 from New York, and only \$990 from Los Angeles. These prices include roundtrip air transportation based on a minimum of 15 persons from one or both of the above gateways, all transportation as per the itinerary, rooms with private bath at first-class hotels, two meals daily with three meals daily during the three-day tour from Oslo to Bergen—plus many more extras such as a welcoming cocktail party, handling of baggage, a professional tour director, etc. Air fares may be reduced by May 1972 which will result in a lower total cost.

All Ninety-Nines, their families, and friends are eligible to participate. American Express is handling all arrangements for the fortunate Ninety-Nines who will share this thrilling experience in the land of Hans Christian Andersen.

Write to American Express, Travel Division, 1438 Euclid Avenue, Cleveland, Ohio, 44115. They will furnish detailed information about the Scandinavian Tour and coordinate the exciting events planned especially for Ninety-Nines. Ask Santa Claus to put a Ninety-Nine Scandinavian tour package under your Christmas tree!

What is the "Talent Bank"?

By Fran Nolde

Twenty-four national women's organization, representing several million members, comprise the Talent Bank, which was conceived by the National Federation of Business and Professional Women's Clubs, Inc.

The objective: appointment of more women to top level, policy-making positions.

Talent Bank members range from academic deans to women pilots—and include the Ninety Nines, Inc. The organizations include AAUW, American Dietetic Assoc., the Home Economics women, the Medical Women's Assoc., Women Certified Public Accountants; Women Dentists, B'nai B'rith Women; Church Women United; International Insurance Women; Legal Secretaries International; the Negro Business and Professional Women's Clubs, Inc., Women Deans and Counselors; Administrative Women in Education; Catholic Women's Council; National Home Fashions League; National League for Nursing; Professional Women's Caucus; Quota; Soroptimist; Zonta Club—and Ninety Nines.

(In the interests of brevity we have not used the full titles for all these organizations.)

Numerous women have been proposed for consideration, and by September 17, 1971, President Nixon had named 225 women—a record number—to part-time advisory boards and commissions. The White House reports that the Talent Bank has been highly instrumental in bringing about an all-out campaign to locate these women.

Equally outstanding have been results in full-time positions for women. As of this writing, 43 women have been selected for GS-17 level and up, including presidential appointments. This record far surpasses the two previous administrations which had no formal Talent Bank to aid them.

President Nixon showed further interest by naming Mrs. Barbara H. Franklin "Staff assistant for executive Manpower." Her chief duties are to find and recruit women for top Federal jobs; the Talent Bank is working closely with her.

Mrs. Franklin stated that she felt stronger in her position knowing she could count on the Talent Bank as a source of potential candidates. She continued: "Continue to help me by doing two things: get as many names of women you know into the Talent Bank as soon as possible; be on the lookout for outstanding women, let me know who they are as soon as your spot them."

Without a doubt there are many Ninety-Nines eminently qualified for membership on Federal and State Commissions and Boards, as well as middle and high-level government or other positions.

In the next issue we expect to publish a Talent Bank questionnaire which we hope many of you will complete and send in. If our plans work out, we will announce a Ninety Nine Talent Bank Committee to whom you may send the questionnaires.

Lorraine Emmerson Receives Certificate of Appreciation

By Selma Cronan

Lorraine Emmerson, wet-eyed but smiling, convinced us that "this is truly one of the happiest days of my life."

The occasion was the presentation to

her, of the Ninety-Nines' Certificate of Appreciation, signed by the International President, and an A.E. medal from the Greater New York chapter, donated by Felicity Burnelli. All of this was in recognition of her continued interest and efforts



Left to right: Julie vom Saal, Lorraine Emmerson, Selma Cronan. Presentation of Certificate of Appreciation and A.E. Medal to Lorraine.

Ninety-Nines, On Your Mark—Get Set—Ready to Go—for TRANSPO '72

The first International Transportation Exhibition to be held anywhere in the world will be Transpo '72 which opens on May 27, 1972 and runs through June 4, 1972 at Dulles International Airport, Washington, D.C. It will provide the most dazzling display of advanced transportation systems ever assembled in a single place, in a single Trade Fair. It will demonstrate that the United States remains a world leader in transportation technology, and it will also stimulate sales of American equipment to foreign countries and companies.

We will see prototypes of cars that drive themselves by means of electronic devices hidden in the roadway; an air-cushioned track vehicle; trains that run at 300 m.p.h. on a magnetic field; amphibious vehicles that skim the surface of land and water; newly designed planes and missiles; and modular and other freight handling equipment that will move commodities more cheaply and safely.

Paralleling the North-South runway, the Transpo '72 grounds comprise a spine-like area along a mile-long axis where the grandstands will be located for the air shows. Also paralleling the runway is a huge channel which will serve as the locus for four different "people movers" — new types of urban mass transit systems that will carry people to the exhibits (two will be ground level, and the other two will be elevated).

There will be 320,000 square feet of

display space in four steel structures, each of which will be one and one half times the size of a football field. In fact, there has been no place in the world where all the latest developments in transportation technology of all kinds have been brought together so that people can see the way they dovetail, or fit together.

A number of foreign companies have signed up already, and the Russians have been invited to participate by sending their SST, the Tuplov 144, as well as other space hardware.

In addition to the daily air shows, there will be daily helicopter rescue demonstrations, auto air bag testing and truck rodeos to entertain as well as to inform.

Logistics problems are receiving top attention. A minimum of 500,000 is expected from the public sector, plus 350,000 business and trade-oriented visitors including 50,000 foreign buyers and salesmen. Parking is planned for 49,000 cars and 600 chartered buses daily on peak attendance days. Hotel reservations must be made at the earliest, as the Washington area will soon be saturated for that period, according to the Washington Visitors and Convention Bureau.

The Ninety-Nines have offered to assist the officials, and we will soon be hearing from them as to where and how we can be most helpful. If you have any thoughts, send them to Fran Nolde, 99 liaison for Transpo '72.

on behalf of the aviation community.

Although a pilot before 1929, founder of the first all-woman flying group in the Boston area and a friend of Amelia Earhart, Lorraine did not become a 99 until 1932. She, and her flying club were invited to the first 99 meeting but a physical disability prevented her from attending. This same disease, unhappily progressing, has her now, permanently confined to a hospital bed on Welfare Island in New York.

By the end of this month and for the first time in years, Lorraine will be able to leave her bed for short periods of time. With help from the Ninety-Nines and other friends, she has acquired a motorized stretcher and already soloed; she is working on her driver's license.

The walls in her corner of the hospital room are hung with photos of A.E. and other aviation personalities, going back as far as the twenties. The Certificate of Appreciation, suitably framed is now hanging among them.

Never one to take it lying down, Lorraine keeps busy dictating her autobiography into a tape recorder and continuing an extensive correspondence with old and new friends that reads like a Who's Who of Flying.

The Whirly-Girls

The Whirly-Girls, international organization of women helicopter pilots, today announced the membership of the Committee which will select the winner of the fifth annual Doris Mullen Whirly-Girls Scholarship.

Serving on the Selection Committee will be Congressman Don H. Clausen of California; Karl G. Harr, Jr., president of the Aerospace Industries Association; C. W. Moore, the American Helicopter Society; Dr. Francis X. Sommer, president of the Flying Physicians Association; Glenn W. McPherson, president of the Helicopter Association of America and Louise B. Kaiser, Chairman of the Board, Medical College of Pennsylvania and Whirly-Girl No. 126.

The \$500 Scholarship, which will go to a deserving woman to assist her in obtaining a helicopter rating, will be presented during the annual convention of the Helicopter Association of America on January 9, 1972 in Las Vegas, Nevada.

The Doris Mullen Whirly-Girls Scholarship was established in memory of Mrs. Doris Mullen, Whirly-Girl No. 84, who was fatally injured in an airplane accident on July 24, 1966.

Binder for 99 Newsletter

White vinyl, 3-ring binder with the Ninety-Nine News cover reproduced on front cover in blue. A small 99 Compass Rose printed on the post and an insertion window at the bottom of the post for the year. Each Cost: \$4.00. Order from Adelle Baker, Houston Chapter 99s, 5902 DeMoss St., Houston, Texas 77036.

Winterize Your Flying

Weather is one of the primary causes of accidents, resulting in many fatalities every year. The worst flying weather comes during the months of November, December, January and February. These are the Danger months! Be careful; take these extra precautions!

Freezing temperatures are encountered regularly throughout these months and if you fly through clouds, thick haze, rain, sleet or wet snow at or below this temperature, you are pretty likely to pick up a load of ice and find yourself in real trouble—unless your ship is equipped to handle the situation. If you have wing, stabilizer and fin de-icers, a good windshield anti-icer, de-icers (with full tanks) for propellers and carburetors and heated venturi and pitot tubes, you can probably get up over or down under the icing zones. If not so equipped, you have no business flying in this kind of weather.

Carburetor ice, on the other hand, can be experienced with air temperatures as high as 70 degrees F, so it is not solely a cold weather problem.

Operating, maintaining and even storing of aircraft becomes more difficult in cold weather. Here are a few standard precautions which, if taken, can minimize these difficulties and make your operations easier and safer. These suggestions apply for the most part to operations of light single engine aircraft.

Maintenance Precautions

1. Remove wheel pants. They catch in soft snow, or accumulate ice and succeed only in locking wheels and causing noseovers.

2. Check cabin heaters and manifolds before installation and inspect every 50 hours thereafter. Carbon monoxide in the cabin can be deadly.

3. Lag the oil lines (crankcases in wet sump engines) so that normal oil temperatures can be maintained. In some climates partial closing off of oil radiators and/or cowl cooling openings will bring about the required operating temperatures. This latter step should be taken only if your engine is equipped with cylinder head temperature gauges.

4. Install de-icer equipment on wings, tail surfaces, propellers, windshield, carburetors, pitot heads, and venturi tubes if you intend to fly any "weather."

5. If air ventilators cannot be closed tightly, re-rig to favor the closed position.

6. Clean and wax all outside surfaces. Deterioration will be lessened and snow is less likely to stick and pile up on the airplane. Whether the ship is to be stored or operated, a good cleaning and waxing is well worthwhile.

Storage Precautions

1. Whether storing your ship for the winter or just overnight, pick a hangar in which no maintenance work is done and where the source of the heating facilities, if any, is in a separate building or behind a fireproof partition.

2. Where hangaring is not possible, tie the ship securely in a protected location, but not where drifts are likely to form.

3. Covering your ship with a tarpaulin is not recommended. It increases the weight on the wings and the snow will stick and pile up readily on this rough surface. Too much snow will break the wings.

4. Snow should be swept off the ship while still dry. If allowed to melt off, water may back up inside, freeze and cause extensive hidden damage.

5. Exposure to the elements—wind, rain, hail, snow, ice, and even sunlight—is the principal cause of "ringworm" in fabric, dry rot, and general deterioration of airplanes. Hangaring is strongly recommended. It is usually more economical to hangar the airplane during the winter months than to leave it exposed to the elements.

Ground Check Precautions

1. Dress according to the capabilities of your cabin heater. Keep warm. A pilot reacts more slowly when cold than when comfortable.

2. Double check all gasoline sumps, bowls and filters for water and sediment. Keep tanks full—there's less chance of condensation which will freeze and possibly block or restrict the flow of gasoline to the engine.

3. Wipe the airplane clean of any moisture, frost or snow—even the thinnest layer—before attempting takeoff. Moisture may turn to ice; frost or snow will destroy life, and make take-off hazardous or impossible.

4. Check freedom of control movements in all directions before take-off. Accumulations of ice on cables, hinges, etc. can restrict movement of controls and sometimes make it impossible to use them at all.

5. Make certain your footing is secure before turning over the propeller by hand. Slippery footing has caused many a serious propeller accident.

6. Pre-heating of engine may be desirable. Consult your engine manual for proper procedures.

In-Flight Precautions

1. Keep R.P.M. fast in glides and clear engine frequently. Remember small engines cool rapidly and may not take hold when needed most. Keep them warm. Avoid prolonged or power-off glides.

2. Be generous with carburetor heat. It takes much more heat and time to remove ice than to prevent its forming. Use of carburetor heat on takeoff, however, is not always recommended. Consult your engine manual.

3. Depth perception on snow-covered fields is difficult and seldom accurate, especially on grey days. Snow banks are sometimes not easily seen. Be extra cautious under these conditions. A long approach *under power* is the best way to avoid these difficulties.

4. The quantity and rapidity of ice formation is proportionate to the moisture content of the air and the worst conditions can be found just below freezing temperatures. Ice forms faster on propellers than on wings, therefore deicer fluid should be applied to props before encountering icing conditions.

5. If your ship becomes "iced up", keep your head and your speed. Maneuver gen-

tly and land at a higher than normal speed because of the resulting decreased lift and increased weight.

6. Open a side window at first signs of ice, before it freezes shut and all visibility is lost when the windshield freezes over. A light, rigged to shine on the wing leading edge, is helpful in detecting early formation of ice at night.

Winter Flying

Winter flying is not particularly hazardous if you, the pilot, will use a little extra caution and exercise good judgment in analyzing weather situations.

By observing the following precautions, winter operation of your aircraft will be a lot safer.

1. Thoroughly familiarize yourself with your aircraft and engine handbooks in order to know intimately all systems and the recommended winter operation procedures.

2. Know that winter's low temperatures can change the viscosity of engine oils, reduce the effectiveness of the storage battery, and precipitate metal failures in various component parts of your aircraft with little or no warning. For this reason, engine preheat is essential for the *engine* as well as the *cockpit* area.

3. Conduct your preflight planning and flight preparation with thoroughness to detail and appropriate to the intended operation.

4. Remember that winter daylight hours are few and plan your flight accordingly. If your night experience is limited, be aware that night operation in winter can impose a special hazard all its own.

5. Don't gamble with the weather!

6. In making your business appointments, always give yourself an out by informing your contact that you intend to fly and will arrive at a certain time, unless the weather conditions are unfavorable.

7. Remember that a VFR pilot should avoid taking chances if the weather is marginal. Stay on the ground! A marginal weather operation in the winter is doubly hazardous since a pilot may be severely handicapped in selecting either an alternate course of action or change in destination.

8. Study the trend of the weather religiously in order to operate with maximum safety. Check all available weather information.

9. Never fly into snow or rain showers which obscure the terrain. Use your good judgment and the 180 degree turn before you lose forward vision and become a statistic.

10. Do not attempt to fly on instruments or on top of an overcast if you are not instrument rated, current, and flying a properly equipped aircraft.

11. Never attempt to take off with frost, ice or snow on the windshield, or on the wings and control surfaces of your aircraft.

12. Be forewarned that many pilots have inadvertently been placed on instruments, following a takeoff in beautiful VFR weather, in aircraft that had been parked outside overnight. The condensation of moisture in the heater ducting completely covered the windshield from the inside. When conducting such an operation, make

sure that the heater and air vents have purged the moist air prior to takeoff.

13. Never be too proud or ashamed to ask a local operator for advice about local flying conditions. They are probably more familiar with the local flying conditions than you.

14. Have the following items checked for winter operation: Cabin heater system for operation and leaks, (Carbon Monoxide can be deadly), exhaust system, windshield defrosting system, engine idle speed, carburetor heat, brakes, etc.

15. Remember that during let-down, it may be difficult to keep the engine warm enough for high power operation, if needed. It may be desirable to use considerably more power than normal during approaches to avoid excessive engine cooling. Remember that a rapid throttle operation may result in engine failure.

16. Be alert during winter months for white-out conditions. Due to snow-covered terrains, haze, and falling snow, you could find yourself on instrument conditions with a complete loss of visual contact.

17. Remember that depth perception is faulty when attempting to land on unbroken snow-covered surfaces or at night in marginal weather conditions.

18. Remember that you, the pilot, have complete responsibility for the Go, No-Go decision based on the best information available—Do Not let compulsion take the place of good judgment.

FLY WITH SAFETY!

Powder Puff Derby

Reporter: Marion Andrews

For those of you who have not read Mardo Crane's book "Ladies, Rev Up Your Engines," we now have a supply at AWTAR Headquarters. This novel is based on the Powder Puff Derby and contains many true experiences of women who have flown the race. I am sure it will bring back many fond memories of your own experiences if you have raced and it is surely an insight for those who have not. Mardo has kindly donated proceeds from the sale of the book to AWTAR. For your copy send \$2.95 plus 25 cents for mailing to AWTAR Headquarters.

We have just received the happy word through Pam Vander Linden that Aero Publishers, Inc. of Fallbrook, Calif., will again print post cards for the 1972 Powder Puff Derby and that the Palomar Chapter will handle the distribution of them as they did last year.

Barbara Riggs, Route Director is presently off on the initial route survey with Chairman Kay Brick. The airports along the route are: San Carlos Airport, San Mateo County, California; Winnemucca Airport, Winnemucca, Nevada; Lucin, Utah (NO-Stop Indent only); Ogden Municipal Airport, Ogden, Utah; Rock Springs Municipal Airport, Rock Springs, Wyoming; Scottsbluff Municipal Airport, Scottsbluff, Nebraska; Sioux City Municipal Airport, Sioux City, Iowa; Quad City Airport, Moline, Illinois; Baer Field, Ft. Wayne, Indiana; Westmoreland-Latrobe Airport, Latrobe, Pennsylvania; Robert J. Miller Airpark, Toms River, New Jersey.

Operating Practices for VFR Night Flying

1. Check flight planning documents for airfield lighting at your destination.
2. Allow for a minimum of 30 minutes reserve fuel.
3. Decide on *your* VFR minimums of ceiling and visibility. If weather conditions below *your* minimums are known or forecast, don't go.
4. Plan your navigation carefully, and select only those surface checkpoints that can be seen in the dark.
5. File a flight plan.
6. During your aircraft preflight inspection be sure that you:
 - a. Have a flashlight - it can save your life as emergency cockpit lighting, or as a signaling device in case of a forced landing.
 - b. Clean your windshield - a dirty windshield can lead to all kinds of visual confusion at night.
 - c. Make sure your position and cockpit lights are working.
7. When starting engines, or while having engines running while parked, take all possible precautions that may prevent ground personnel from walking into a rotating propeller that can't be seen.
8. Taxi more slowly at night. Your perception of obstacle clearance (such as posts, buildings or other aircraft) can be very much in error. Use landing lights while taxiing, if practicable—especially on unlighted taxiways.
9. To the extent possible, check flight instruments, instrument power source, and radios while taxiing.
10. Take all possible precautions to be sure your aircraft does not creep forward while making your engine run-up.
11. Keep cockpit lights down as low as you can. Don't have them any brighter than is necessary to read the instruments. The more light you have in the cockpit, the less you can see outside.
12. Be prepared for a complete loss of horizon at the moment you leave the runway on takeoff. Be sure you establish an immediate and positive climb when the wings level.
13. While en route:
 - a. Make frequent weather checks by radio.
 - b. Fly at an altitude that will give you at least a 1,000 feet terrain clearance. Low flying is out of the question!
 - c. Remember that clouds may be difficult (if not impossible) to see at night. Be prepared to get out of them without delay. The time-honored 180 degree turn may be your best bet.
 - d. If you are unable to see the natural horizon, it may very well be too dark for you to make a safe flight. You should consider returning to your departure point if you don't have a clear natural horizon.
- e. Pay closer attention to check points than you do in your daytime flying. Getting lost at night is usually a very serious matter.
- f. If you sense that the aircraft attitude is different from the indications of the flight instruments—beware! You may be getting a case of vertigo. Trust your

flight instruments! Try not to make any abrupt maneuvers.

- g. Remember that beacons at military airfields have a split beam. This may help you in your navigation.
- h. If you observe a halo around ground lights or your aircraft position lights, it is an indication of fog forming or that you may be flying into clouds.
- i. If you see another aircraft collision course with you, take evasive action early. Distances are difficult to judge at night.
- j. Monitor engine instruments frequently for indications of carburetor ice or other malfunctions.
- k. Keep abreast of surface wind conditions as much as you can. If you should experience an engine power failure you can at least land upwind, even if you are unable to see the ground (or water) surface. This can make a tremendous difference on the outcome of your "adventure."
- l. Check your charts along the way for the nearest lighted airport. It's possible that you may need to head for one in an emergency.
- m. If you feel really "bushed" on a cross-country flight, don't risk falling asleep - and don't turn on the auto pilot! Land, and rest!
- n. If you have oxygen available, use it at all times - it will help your night vision.
14. When starting your approach, be particularly mindful of your position and terrain clearance. If you are instrument rated, it may be a good idea to follow the regular instrument approach procedure, especially at strange airports in mountainous areas.
15. At airports without high-quality facilities, be alert for obstacles in the approach path. There are many lighted airports in the United States that have unlighted obstructions in what would be considered as a normal approach path.
16. Be sure of the wind direction when landing at airports without a control tower. In many cases, wind direction indicators are unlighted. Be prepared for a go-around if you should realize you're landing downwind.
17. Make a normal power approach. Be alert for undershooting—a common (and often disastrous) tendency at night. This tendency is easily corrected by either a little dual instruction or by maintaining your night proficiency.

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Toronto Plans Great Event for '72

TORONTO—the exciting Convention City, was the site of an important meeting on October 7th. Your International Vice-President, Susie Sewell, and Pat McEwen, Executive Board Member, were special guests for the occasion to help plan this first 99 convention to be held outside the United States.

We were met at the airport by Executive Board Member, Edith Denny, who waited while we cleared customs and then whisked us off to dinner, with 15 members present. Chairman Jean MacDonald and Convention Co-Chairman Shirley Allen spoke alternately, presenting the convention schedule. As each Committee Chairman reported the progress and plans of her committee, it was easy to see that the Canadian group is blessed with many talented members! Enthusiasm was running high and ideas for different and exciting events filled the time. Julia Trent has designed a logo to carry out the theme, TORONTO FOR YOU IN '72, which pictures the beautiful new City Hall in Toronto with a traditional Maple Leaf for background.

A highlight of the evening came when Treasurer Brigitte Schulze began her discussion and was presented a check for \$500.00 by Pat McEwen on behalf of the Kansas Chapter, for the convention fund.

The new Regency Hyatt House Hotel will be headquarters for the convention and is located in the heart of things to see in downtown Toronto. Pre-registration, available again this year, means . . . reduced cost . . . you avoid long registration lines . . . no confusion! So, take advantage like most members did last year.

An Air Tour was discussed but awaits someone interested in the U.S. to get it organized. Customs will be made as easy as possible (with help coming from friends at NATA and AOPA in Washington) for departures from Canada to USA on Sunday, July 16. A fashion show with five garments to be given away during a luncheon; an International Dinner, and an "outdoor party," at Heather Sifton's being called a Hunt Club Party at the moment, are all included in the registration! An A.E. Luncheon, Chapter Chairman's Coffee, a sumptuous banquet, a Fly-Away Breakfast . . . are all in the planning too; tours of various kinds are being worked on, door prizes and mini-bus transportation between airport and hotel should encourage you to think about how many people you can put in your plane to join in the fun.

After leaving the meeting in the wee hours, we spent a short night at Edith's. The next day found us meeting again several hours, talking right through lunch, with Jean MacDonald, getting down to the infinite details. Just prior to take-off on Saturday we met again with Shirley Allen. It was a fast trip but much accomplished. Thanks to all of the Canadian members.

While circling for an hour 100 miles out of Chicago, enroute, Pat and I vowed to beat her private weatherman in Wichita . . . the sky was gorgeous. We left in VFR, returned to VFR weather . . . it was the junk in between he was right about.

Three of our hard working committee members are shown standing with one of our Mounted Police in front of our beautiful City Hall (more about that later). The members are (left to right): Julia Trent—(patting the horse) our artist and co-ordinator of the Program Book, Gillian Holden—Center, Transportation and Airport reception and Shirley Allen—(with the sunglasses) our very capable Co-Chairman.



"Duke" to Munich

As is true with new equipment in any field, sometimes a new airplane is not quite ready to go when it should be. So it was with the Beechcraft Duke which was going to Munich, W. Germany for delivery to the Macedonian Government. I had checked the Ocean weather on Sunday, and mentally planned to leave Wichita, Kansas on Monday about noon and arrive in Munich on Thursday about noon, as I seemed to have reasonably good weather and about a 40 knot tailwind most of the way at FL230 (23,000 ft.).

Bright eyed and bushy tailed I approached the lovely thing for our test flight. Ah, me—within 20 minutes I had found enough gripes to keep everybody working for two days. Finally got away late Wednesday, and spent the night in Kansas City. Thursday, there was indeed a tail wind and the Duke whizzed me into Buffalo at a smart 250k at only 55 per cent power. Cleared customs with some delay, as they are not accustomed to aircraft and spare parts departing for foreign shores, but we were off again in just over one hour. Next stop was Sept Iles, Quebec for fuel.

This being the first stop in Canada also meant customs—and I must be the first airplane ever to clear into Canada at that airport, as the poor man had no idea what to do, and kept consulting his book. He finally told me that if I went anywhere else in Canada, I would have to come back to Sept Iles to clear out. Since I was planning to stop at and depart from Goose Bay, (I hadn't enough fuel to go from Sept Iles to Narssarsuaq) I had visions of spending my life between those two points! However, I

really knew there would be no problems at Goose, so just smiled at him.

Early on Friday morning we jumped over to Goose, fueled up and called the weather office, at which point everything came to a screeching halt.

The lovely tailwind and good weather of Tuesday had been supplanted by a low pressure center approaching the coast of Greenland, and Narssarsuaq was forecast to go sour just before my ETA.

Narssarsuaq is a VFR airport at the end of a 40 mile lone fjord; their weather can deteriorate quite rapidly, sometimes unexpectedly, and they only send the report out every 3 hrs. If one is flying an aircraft with limited range, one must be very sure that it will remain open, as there is no reachable alternate. Since the Duke has a range of 6:00 maximum at 55 per cent, it would not be possible to get back to Goose, so I would be committed. You may ask, why not Sondrestrom where there is GCA and all the other goodies. Sondrestrom is USAF and our Armed Forces are very inhospitable to us taxpayers. They require prior permission, fantastic insurance coverage, \$250 landing fee and \$4.00/gal-fuel. All this makes it highly impracticable for the ferry pilot.

By 10 a.m. Friday, the airplane was tied down, and I was trying to get myself into the VOQ at Goose Air Base, because the Happy Valley hotel is such that after you spend one night there, you would rather sleep in your airplane. Finally I succeeded, although the other 3 ferry pilots went to Happy Valley. One was flying a Thrush Commander with no instruments and had

already been in Goose for 9 days, one had a used Cessna 180 and had arrived the day before, and the third had a used Mooney and had been there 4 days.

Up at 5 a.m. Saturday to check weather; still bad at Narssarsuaq, so read paperbacks all day and listened to the 40-60 knot wind blow.

Up at 5 a.m. Sunday and this time Narssarsuaq was good and forecast to remain so, but the wind was NNW and averaging 50k, so it would be a minus component. Off at 1202Z and crabbed all the way at only 180k. However, I was very glad that I had a Duke and could go to FL230, because the weather was solid under me most of the way, and those clouds were full of ice, so I knew the other 3 pilots were stuck still.

The fuellers were waiting, and the nice Danish operations man got me a box lunch while I filed the flight plan for Reykjavik, and said Goodbye to my friend, the weatherman, who was going back to Denmark after 3 yrs at Narssarsuaq. Although the groundspeed was only 177k with almost a dead headwind, I was :10 early at Reykjavik; so, on the ground at 2115—in the rain, what else. The Loftleidir Hotel at Reykjavik airport is one of my favorite stops, because the hotel is quite comfortable, right next door to weather, AIS and tower, and the reception people are always glad to see me, plus the food is delicious.

Since a stop at Prestwick for fuel was necessary, there was no possibility of getting to Munich before they went home for the night, so I decided to go to Brussels and call a friend, but when I checked the weather at Prestwick on arrival, I discovered that the whole North Coast of Europe was fogged in, so there was no choice but to stay at Prestwick.

Within walking distance (if it is not raining and you are not carrying a suitcase) is a delightful little hotel. In early November—it was now Nov. 1—there are not many tourists, so in the bar were only 3 people. The other 2 were a couple from Aberdeen who had come to meet their daughter and granddaughter coming from Canada the next morning. We had a very pleasant drink and dinner together as they told me how wonderful they think the U.S. is! Very nice to hear.

Tuesday morning I took off before dawn and with about 20k help from the wind arrived in Munich a little before noon. The weather at FL230 was almost all good, but down below FL100 it was almost all bad, and much of it containing ice, so was happy to be pressurized, although normally I enjoy the lower altitudes where you can see the wonders of the earth. The glorious icecap of Greenland remained hidden.

Arrived with everything working well, and thinking what wonderful airplanes are Beechcrafts. This was crossing number 172.

If only one didn't have to use airlines to come home, delivery flights would be quite perfect.

BOAC has a flight from London to Phila. which arrives several hours earlier than the Lufthansa flight from Frankfurt. So I elected to go from Munich to London and London—Phila. I knew there had been a strike of ground personnel at London, so I asked BEA if it was over; they assured me it was and all flights were on schedule. Ha! After we were all on board and taxiing out for takeoff, the Captain said there was a strike! and we would go to Luton and bus down to Heathrow, but the strike was only BEA personnel. There were about 25 people making connections to the U.S., and we all could have left from Munich or Frankfurt had we known in advance. Luton is not really an airline airport, so there was wild confusion with baggage, customs, and "what hap-

pens now?" Eventually, we got to Heathrow on bus, to find that only Air France and Lufthansa were flying — spasmodically — to Europe. Nobody was flying to North America, nor were PanAm, or TWA making any arrangements for their passengers. BOAC was more considerate, but had no idea when the airport would be in operation again.

I ended up on Lufthansa back to Frankfurt, after standing by all afternoon. I didn't pay any extra fare, so some airline lost money—but it took me 12 hrs. to go 175 miles! from Munich to Frankfurt.

It is still a mystery to me why airlines insist on doing such stupid things; they lose money and make the customers angry.

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99news award



Louise Sacchi

1939—June First flying lesson-Nassau Airport, Hempstead, N.Y. (300 x 600 ft. field, 1 J-3 & 1 J-4) Sept. Private license.

1940—June-Flight Instructor Rating (instructed without pay, but good experience!)

1941—Ground Instructor Rating.

1942—Navigator Certificate—after course at Merchant Marine School, N.Y.C. also was teaching evening Ground School at Grumman Aircraft Flying Club.

1942—May-Telegram from Major Bill Long, Dallas, Tex., offering job as advanced Navigation Instructor in RAF school, Terrell, Tex. Gave up job as Medical Technologist and went to Terrell.

1942—August-Commercial license on special eye flight test.

1944—Sept. RAF school out—returned to N.Y. Night course in mechanics at Casey Jones School in Newark, N.J. also worked as run up mechanic at Newark Airport.

1945—Went to Socony-Vacuum as engineering assistant and mechanic on Navy fuel test program (Wright R-2800 engine). Weekend flight instructing at Sussex, N.J.

1946—Instrument Rating.

1947—Seaplane rating—manager & chief pilot of seaplane base at Pennsville, N.J. (G. T. program)

1948—Wings Field, Phila. Pa., as flight & ground instructor. In December, sold Bonanza to a company with myself as pilot.

1950—Multi engine land rating.

1955—Airline Transport Rating. Started evening ground school for Commercial & Instrument.

1958—Bonanza job becoming part time. Sold Aero Commander to another company—myself as pilot for one year.

1962—Went to Europe with Marion Hart in her Bonanza as Navigator.

1963—1965—On emergency call to ferry companies for Transatlantic, not very profitable, so in.

1965—Started Sacchi Air Ferry Enterprises. As of November, 1971 have 15,000

hours covering U.S., Canada, parts of South America, Europe, Africa, and Pacific to Philippines with 172 Ocean crossings in light planes—single & twin.

In my pursuit of a career in Aviation during the last 30 years, it appears that much of the time I have been the first woman to tackle certain projects.

First woman allowed in Merchant Marine School Navigation classes.

First woman to teach in RAF school.
First woman mechanic in New York area (Newark Airport)

First woman Corporation pilot (except one or two daughters of company owners—Essex Wire).

One of the first women with ATR.

First (and only) with ferry pilot.

Gradually, aviation careers, other than instructing, are opening up to women, which is very good. However, in the U.S. we still have a long way to go.

There are women airline pilots, both captains as well as co-pilots in England, France, Italy, Germany, Sweden, Columbia, S.A. as well as in Iron curtain countries.

Coming Events

January 15, 1972—Picture Hunt, Maggie Burch, 1225 Hillside Drive, La Habra, Calif. 90631

Feb. 8, 9 & 10, 1972—FAA Flight Instructor Revalidation Clinic (Airplane) at Airport Marina Hotel, Lincoln Blvd. at Manchester Ave., Los Angeles, CA 90045. Sponsored by Long Beach Ninety-Nines. Fee \$35.00 including materials and lunches. Contact Joyce W. Jones, 511 Ave. B, Redondo Beach, CA 90277. (213) 378-4758 or 398-5766.

February 19, 1972—Vixon Frisk, Maggie Burch. (See above for address)

April 7-9, 1972—Southwest Sectional, Maggie Burch (Same address as above)

May 5-7, 1972—South Central Section, Omaha, Nebraska

July 12-15, 1972—Internation Convention, Regency-Hyatt House, Toronto, Canada

Amelia Earhart Scholarship Fund

By Jean Pearson, Chairman
Board of Trustees

All Ninety-Nines who contribute to the A.E. Memorial Scholarship Fund have the satisfaction of knowing that they are helping women to advance in aviation careers.

But it is a special pleasure to hear from a recent award winner and to learn how she is progressing personally. When the letter comes thousands of miles from another continent—and below the equator—there is not only the pleasure of a progress report but a refreshing reminder that the Ninety-Nines is truly an international organization with a united membership all around the globe.

For that reason we'd like to share some notes the Board received from Yvonne van den Dool, of South Africa, who received an A. E. Scholarship in 1969 for multi-engine and instrument ratings.

She reports that she has regained the ratings "which I lost due to the upheaval in the Belgian Congo several years ago.

"I would like to place on record that the Amelia Earhart Scholarships are a wonderful opportunity given to Ninety-Nines to help them to advance their licenses, ratings, etc., and I personally am deeply grateful to you all for the help you have given me. I hope that one day I can repay you all in some way."

Two weeks later, she wrote another letter. In it she said:

"As Governor of the South African Section I want to thank the Amelia Earhart Memorial Scholarship Fund for presenting a scholarship to one of our section, Ann White. We are naturally very happy and proud that Ann has won this award, and I know we shall all be proud of her further achievements.

"At the Sectional held during September, we voted the sum of \$40 to be forwarded to your Fund to assist another Ninety-Nine with her flying. This amount was to be sent by our Treasurer from Durban, Natal. If you have not yet received this, you should be doing so very soon."

A check of the Ninety-Nine Directory shows the Section has 17 members. This started our brain clicking at its usual slow rate when handling mathematics. If every one of the more than 4,000 members of the Ninety-Nines were able to contribute \$2 each to the fund each year, how many \$1,000 scholarships could we award our members to further aviation careers during a 10 year period?



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Nominating Committee Report

The three forms printed in the News are copies of the official nominating forms and may be used as such. Each chapter chairman, or section where no chapters exist, will be receiving these forms by mail around January 1st. However, you can work out your nominations at a more leisurely pace by using these in the 99 News. Merely make five copies of the history and the three-part form, one for each candidate.

Be sure that your candidates each send 6 copies of their history to the Nominating Committee Chairman. And do note that the forms must be in the Chairman's hands by no later than February 15. The reason for all the duplication is that the Chairman in turn sends a copy of everything to each committee member, and they are spread out this year not only across the United States, but the world.

Our President, Vice-President and Treasurer have all served for two years and are ineligible to run again for their present office. Secretary Pat Jetton is an eligible incumbent but does not choose to run again for Secretary.

This is the ONLY Format accepted by the International Nominating Committee—Nominee's acceptance forms must be attached.

OFFICIAL NOMINATION FORM THE NINETY-NINES, INC. NOMINEES FOR THE INTERNATIONAL BALLOT

From the _____ Chapter (or Section where no Chapter exists)
of the _____ Section.

We the above, submit the following names for consideration for the International Ballot of _____.

President: _____

Vice President: _____

Secretary: _____

Treasurer: _____

International Nominating Committee Member: _____

Signed: _____ Chapter or Section: _____

Address: _____

1. Fill in the blanks above after your Chapter (or Section where no Chapters exist) has decided whom to nominate and has the nominee's consents.
2. Attach the acceptances to this form.
3. Mail to the Chairman of the International Nominating Committee, Gene Nora Jessen, 2814 Cassia St., Boise, Idaho 83705 in time to arrive BEFORE FEBRUARY 15, 1972.

FROM: _____ Chapter or Section where no chapters exist.

Chapter or Section _____
Nominating Committee _____

TO: _____

The Nominating Committee of the _____ Chapter or Section of the Ninety-Nines, Inc., requests your consent to submit your name to the International Nominating Committee of The Ninety-Nines, Inc., for consideration for the 19____ ballot for the office of International _____.

Signed: _____ Chm.
_____ Chapter/Section
Address: _____ Nominating Committee

Nominee: Circle ACCEPT/DECLINE - Return to the Chapter or Section Nominating Chairman who will send this form to the International Nominating Committee Chairman with her Official Nomination Form.

Chapter or Section Nominating _____
Committee Chairman _____

I hereby ACCEPT/DECLINE your request that I be a candidate for the office of _____ on the 19____ International Ballot.

Signed: _____
Chapter: _____ Section: _____
Address: _____

I have sent my _____
history to the International _____
Nominating Committee Chairman _____
For the use of the International Nominating Committee Chairman

To: _____ Chapter (or Section where no Chapter Exists).

The name of your nominee _____ for the Office of _____ has _____ has not _____ been placed on the 19____ International Ballot.

Signed: _____ Chm.
_____ Int'l. Nominating Committee
The Ninety-Nines, Inc.

PART I
RETURN COMPLETE FORM TO THE INT'L. NOMINATING COMMITTEE

International Nominating Committee
The Ninety-Nines, Inc.

MAXX SIX COPIES
Return to: Gene Nora Jessen,
2814 Cassia, Boise, Idaho 83705

HISTORY FORM

NAME _____

CHAPTER _____ SECTION _____

99MEMBER SINCE _____ RATINGS _____ HOURS _____

OFFICES HELD: _____ COMMITTEES: _____
Chapter _____ Chapter _____
Section _____ Section _____
International _____ International _____

Membership in Aero-orientated organizations and offices held: _____

Awards: (Aviation orientated)
Ninety-Nines _____
Local _____
National _____
International _____

Flying Activities: _____
Races _____
Business _____
Pleasure _____
Travel _____

Specific training and/or experience related to the office sought: _____

Occupation: _____

Nominee's Signature _____
Dated: _____

NIFA News

The National Intercollegiate Flying Association Air Meet plans are in full swing. Nine or ten Regional Air Meets are being held throughout the country and the best teams are getting geared for the competition in "The Tournament of Champions" to be held at Purdue University in May. But they need our help.

Under the enthusiastic guidance of Gene Nora Jessen and Page Shamburger the 99's have sponsored the Woman Pilot Award and contributed to the trust fund for continuing support of this activity. I am sure that you agree that this is one of the 99's more important projects. It is indeed thrilling to see these young people have the opportunity to meet in friendly competition, good fellowship and grow in knowledge all at the same time. Now that the Regional Meets are being held around the country, hope you will each have the opportunity to see them in action.

If your Chapter and Sectional hasn't contributed this year to NIFA, I urge you to take action now. To promote and encourage aviation is the 99's purpose. To support the NIFA Air Meets is the most effective way we can accomplish this goal. Please show these young people, who have the same goal, that we are rooting for them. Whether you help by contribution or assistance at the Regional Air Meets in your area, I do hope you will let me know.

Fran Sargent



Hours of handwork create this beautiful antiqued wooden plaque, featuring the world-famous poem by John Gillespie Magee, Jr. It measures 11½" x 16" and is mounted on mellow, hand-rubbed ponderosa pine. We will mail it to you postage paid for \$8.95. 2 for \$16.00. Send check or money order to:

Claude A. Smith

Rt. 2, Box 154-D

Sedalia, Missouri 65301

Dealer inquiries invited: Phone (816) 826-3870

Chapter Reports



Pollie Pinkard, Reporter

An introduction to Sheila Scott at this point in time would be rather moot; however, for the benefit of new 99s over the world, Sheila is a slender, silvery blonde with guts and determination of 20 women and a personality that makes one take to her immediately! An ex-actress, this gal started flying in 1959 and hasn't quit since. She's gone on to break world records which have been held for 30 years. If we were to list her accomplishments, awards she's won, organizations she actively participates in, we would be taking up all the space in the newsletters for the next year!

Rather, let's talk about her recent flight: One and one half times around the world, starting in London and going to Nairobi, then back from the Equator and via Norway over the True North Pole to Alaska—making her the first person proven to fly solo in a light plane over the True North Pole from continent to continent. From Alaska, it was on to San Francisco, across the Pacific to Australia, and then on to the Middle East and Europe, a total of 34,000 miles.

Although breaking countless records in her flight, including reaching her 100th, this was also a hand in glove type job with NASA doing some scientific experimentation. Special equipment on board the aircraft monitored Sheila's physical condition. This information was fed back to the satellite, Nimbus, which fed the information on to NASA's Maryland computer center. Analysis of these reports will provide vital information to those involved in the field of aviation medicine and environmental research. The flight also tested and proved successful this particular system of satellite communications.

In such a short span of time, Sheila broke aviation records of long standing and aided science with some important discoveries which undoubtedly will benefit the whole of the aviation world.

Just talking of Sheila's recent flight has taken up most of the space allotted us, so you can see that if we spent more time just briefly covering her past experiences, we would run out of room, adjectives and everything else.

Record breaking flying is not all that Sheila has involved herself with: She was one of the founders of the British 99s, the first Governor and is still active in helping to guide the group; she is Whirly Girl 79 and believe it or not, helped to found the British Balloon and Airships Club! None of us see Sheila often enough as she is so busy with engagements all over the world, including television appearances, lecture

tours, social functions, etc. But, we are glad that if we have to share one of our members with the rest of the world, we can proudly share Sheila of the golden hair and personality with you!



Shirley K. Allen, Reporter

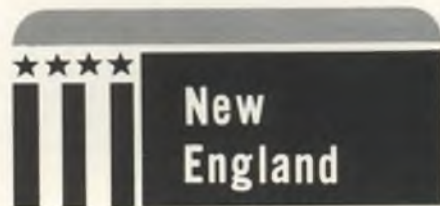
Another milestone for Canadian Ninety-Nines! C.O.P.A. (Canadian Owners and Pilots Assn.) requested a representative from East Canada Section. New Governor Hilda Devereux and her Council appointed Edith Denny who was officially accepted on the C.O.P.A. Board of Directors at their first Winter Meeting—First Canadian Chapter members were very much in evidence at the Dinner that evening. Among notables present Tom Williams, Canada's oldest active pilot, 84 years young, and still flying. His original International flying license was signed by Orville Wright.

Beginning in December another series of Pilot Refresher Courses will be held the first Thursday of each month for six months, in co-operation with the Course Director of Aviation and Flight Technology at Seneca College Auditorium, 1930 Hours GMT.

Lois Apperley is hoping for a VFR day so that she can take her Commercial ride.

Back to earthly matters—Chapter business meeting—the main subject on the Agenda was a complete briefing on Convention 72. It was gratifying to see such a good turnout. Over 30 members listened to a "Report-In" from the Planning Convention Committee Chairmen. A lot of ground has been covered—many exciting plans now underway.

The Denny's are off to Arizona for the Christmas holidays. WE ALL send you WARM GREETINGS of the HOLIDAY SEASON (belated or not) and "See You in '72."



CONNECTICUT — MAINE
MASSACHUSETTS — NEW HAMPSHIRE
RHODE ISLAND — VERMONT

CONNECTICUT CHAPTER
Connie Mac Leish, Reporter

Sun shone bright and warm during our

October social/business meeting. Teddy and Ted Kenyon were our gracious hosts aboard their motor sailer on which we cruised up the Connecticut River admiring the autumn foliage.

Under the able chairmanship of Peg Davidson we enjoyed a successful poker party and bake sale despite typically fall windy conditions. Successful in more ways than one — Cynthia Kemper's son, Steve, won top prize of an AM/FM radio, and Evelyn Kropp's anti-flying twelve-year-old son became a convert. We don't know whether he enjoyed the five stops, all within a two-hour period, the refreshments at each airport, or the fact that he won a prize, but he can't wait until the next party. In addition, Connie Mac Leish, Bobbie Herbert and 49 1/2ers manning Oxford Airport were treated royally by Uniroyal (no pun intended) which donated prizes as well as coffee and a delicious variety of donuts to all participants.

Our November meeting was held on a bleak, snowy day which signalled the beginning of fewer and fewer flying days until spring. However, it was well attended and much was accomplished, including the decision to go ahead on our famous "Happy Flying" calendar towels, since they were so well received at Convention. We will, therefore, be working on a new design for the 1973 towel to be sold in Toronto at the July Convention. These can also be ordered by referring to the roster.

Marcia Spakoski announced plans for a program of aviation films to be presented by John Graham, F.A.A. Accident Prevention Specialist, to pilots at Trumbull Airport. This will be the first of a series of aviation movie nights at various airports coordinated by Connecticut chapter members.

Laurie Spence is our first member this fiscal year to become APT after completing an F.I.A. refresher course sponsored by the F.A.A.

Nina Hetman had a "bird's eye" view of our spectacular country flying to A.O.P.A.'s Plantation Party in Reno, Nevada, via the southern route going out over the Grand Canyon and returning by way of the northern route. Mary Scribner and 49 1/2 er Charlie also attended the party but flew commercial.

Most children are ferried to school via bus or station wagon. Jerry Gardiner has been commuting to Blairstown, New Jersey, and Norwood, Mass., dropping off kids, luggage and forgotten items via plane as though it was a local bus stop.

EASTERN NEW ENGLAND CHAPTER **Lucille Flynn, Reporter**

E.N.E. has been a-visiting! Gov. Fran Porter, E.N.E. Ch. Virginia Bonesteel and Lois Auchterlonie brought our best wishes to W.N.W. Ch. Ann Pringle who expects to be in Arkansas for a year or so. Va. Bonesteel and family, Dot Butler and Helen Rhodes participated in Conn.'s Flying Poker Party on Nov. 6. Dot placed in the top ten. Small Fry Elizabeth Bonesteel's prize in the Treasure Hunt was a round trip ticket on Pilgrim Airlines, New London, Conn. to JFK!

At our chapter meeting on Nov. 13, held at Beverly Airport, Mass., we had the pleasure of hearing Jim Rutherford, Instruc-

tor, FAA Examiner and Pres. of Omni Beech. He described his latest ferrying trip to Europe and made it all sound very enticing. Our newest member, Madeline Caron, was pinned. We got acquainted with our guests, Sue Lindsley, who flies a Musketeer out of Norfolk, and Pat Thrasher and Pat Schneider who both own Bonanzas and call Marshfield home base. Other guests were Janet Copestake, a student at Beverly, June Kelly, student from Bedford, and Marie Guy, who is working on her Commercial License.

Lola Madden, our Activities Ch., received her Commercial License this month. Lola is busy planning a Poker Run for us in the Spring. We congratulate our Secretary, Georgia Pappas! On Nov. 10, FAA gave her a National level appointment to the Women's Advisory Committee on Aviation. Millie Doremus, chairman of our Nominating Comm., will have Judy Gillis and Cora Clark to work with her. Billie Downing is now on the Section Nominating Comm., and Chris Seaver will be on the Comm. for the Woman of the Year Award.

Weather permitting, some of us will journey to Gardner Airport on Nov. 23, to do our bit with paint and brushes. Dot Pulis and 49 1/2 Cliff, and Ripley and Ken Miller are all doing their bit in the Bahamas this month.

During the next few weeks, Carol Stites will have fewer hours in her Cessna 150.

WESTERN NEW ENGLAND CHAPTER

Mary Shea, Reporter

After a truly magnificent chartering on April 10, the Western New England Ninety-Nines began official operations with an air-marking stint. On May 8th, with the welcome aid of the Eastern New England Chapter and assorted 49 1/2s, the runway at LaFleur Airport, Northampton, Mass. was marked. The job was finished only moments before the passage of a squall which drenched the area.

Even though the E.N.E. Chapter had generously fattened our treasury, ways and means demanded immediate attention. On Memorial Day weekend W.N.E.'s first ways and means project, a hot dog stand at a tail-dragger fly-in at LaFleur, proved a reasonable success even with intermittent rain showers and a low ceiling until late Monday afternoon.

A combined E.N.E./W.N.E. meeting was held at the Publick House in Sturbridge on Saturday, July 24. The 23rd of August found some members at Tanglewood, the summer home of the Boston Symphony. August also brought another E.N.E. effort in behalf of the W.N.E. Chapter . . . a flying Poker Party and Bake Sale at Sterling, Mass. Poker Party Day, Sunday, Aug. 29, dawned hot and hazy, but a hardy group of New England "haze busters" found their way around to the five airports, returned to Sterling, and brought and bought "goodies" in abundance. Once again E.N.E. royally boosted our treasury. Bless them!

September 17th and 18th found W.N.E. working hard at another tail-dragger fly-in at LaFleur Airport. On the following Thursday evening a dinner meeting was held at the Highpoint Motor Inn in Chicopee Falls.

John Graham of FAA spoke to us about flight safety.

Two W.N.E. members, Sue Stidham and Alexandra Taylor, placed seventh in the New England Air Derby in Sue's "racy" Zero-Nine-Lima on October 9th, and October's last activity was a flying visit to Old Rhinebeck, New York to see the replicas of The Great War. The smell of castor oil and the clack of the old rotaries left us all thoughtful and painfully aware of the courage and vulnerability of the men who flew them.

On Sunday, November 7th, we, our guests, and the 49 1/2s enjoyed an exciting tour of Westover Air Force Base under the able guidance of Col. Andrew Pringle, our Chairman's 49 1/2. The morning found us touring operations, the radar facility, the control tower, the front office of a KC-135 and the front offices of a B-52. After lunch we were treated to a few minutes at the controls of a B-52 . . . simulator! It was . . . Well, it was some kind of ride for a single engine pilot!



GARDEN STATE CHAPTER

Mary Rose Myers, Reporter

November fourteenth turned out to be a nice flying day . . . for a meeting held at the Sheraton-Deauville, on the Boardwalk in Atlantic City. The guest speaker of the day was Mr. Harvey Ferer, Procedure Specialist at the National Aviation Experimental Facilities. He is assigned to the Eastern Region with home base at Kennedy Airport. Our members and 49 1/2ers enjoyed the very informative talk on IFR Navigation and Landing Procedures.

Three new members were welcomed into our Chapter at this meeting. The three new members are Bea Cloverdale, Flo Casterlin, Eileen Freeman and also a transfer from New York, Agnes Zweidinger. We have a very unique member in Eileen Freeman . . . she is totally deaf since birth. She has recently earned her private pilot rating and is now proceeding on to the commercial rating. Eileen is one of just forty such pilots in our country to hold a flying license. We truly are very proud to have Eileen as a member of our Chapter.

Winnah Somers earned her APT button and is also the proud owner of a Cherokee Arrow.

Hope Jerry Roberts brings home lots of treasures. She and 49 1/2er Hal winged their way down to the Bahamas to participate in the Treasure Hunt.

Our December meeting will be at Toms River, N.J.

GREATER NEW YORK CHAPTER

Lisa Hebo, Reporter

Selma Cronan and Page Shamburger flew in the Bahamas Treasure Hunt after a quick trip to Disney World in Florida.

highly recommended for a future re-scheduling.

**NEW YORK CAPITAL
DISTRICT CHAPTER
Sally Downes, Reporter**

Our initial planning meeting was a chili and wine dinner at the home of our new Chairman, Jo Ann Perko. Our other new officers are Lillian Roylance, Vice-Chairman, Peg Weiss, Secretary, and Pat Jandron, Treasurer.

On a crisp Saturday morning in October, our group met at the Schenectady County Airport for a "Pre-Flight Accident Prevention Seminar." It was presented to us by Mr. Reese Mitchell, Principle Maintenance Inspector with the Albany FAA. Mr. Mitchell removed the cowl from Pat Jandron's plane and went over the entire engine with us, showing how and where to look for stress and wear points. It was the first time anyone had really explained and identified airplane parts and their weaknesses so that a non-mechanic pilot could understand.

Our plans for a holiday party in December were announced by a clever "Christmas Party Flight Plan" put together by Ruth Green. This will be a great opportunity for our new group to know each other and our 49 1/2ers better.

With the weather that the Northeast winters bring looming in the not too distant future, we are trying to get as much flying time in now, while the sky is clear and blue.

**WESTERN NEW YORK CHAPTER
Peg Pieper, Reporter**

Marcia Gitelman flew in from Rochester, N.Y. with guest speaker Mr. Charles O'Neill, Accident Prevention Specialist Rochester GAPO Office. Loading all the equipment for the meeting in their Commanche caused them to rewrite the procedure book. To lower or raise the gear Julie Doughty and Linda Walker in the rear seat had to watch the head lever while Mr. O'Neill raised the 4'8" movie screen and Marcia operated the gear switch. That's team work for you.

Nell Dutcher flew in from Massena, N.Y. with co-pilot Buck Boatwright. Kathy Potoczak attended the Fall Section meeting in Toms River, N.J. A very enjoyable time reports Kathy. Jane Van Buren made the Elmira meeting in October. Plans for the 1973 Powder Puff Derby Terminus were finalized. Terri Pirrung is keeping busy instructing and getting some twin time in her Apache. Betty Lambert meanwhile is trying to keep current. Arlene Lo Presti new pilot of just six weeks is hoping to purchase a plane shortly so that she can keep current.

Ethel Fedders, membership chairman, reports 8 new members—3 re-instated! Marcia Gitelman made a motion that Arlene Bray, Kathy Potoczak, Betty Healsloop and Virginia Sweitzer be appointed head committee to get plans in the making for the Powder Puff terminus in Elmira—1973. It's going to be a really big ending! We are happy to welcome Linda Walker to our chapter. Linda transferred from So. Dakota Chapter. Before you decide to fly next time ask yourself this question "Weather to Fly?"



**CENTRAL PENNSYLVANIA
CHAPTER**

Joanne Blair, Reporter

Our Meeting for November was held at the Kar-Mel in Bellefonte, Pa. In attendance we had 11 members and 1 prospective member, Kay Martin, a student of Alice Fuch.

We would like to welcome Carole Windsor as a new member. Carole is a second grade teacher at Coudersport.

Martie Owens is spending three weeks flying through the Caribbean area with three Pan Am Hostesses. Flying a Piper 200 Arrow painted with the same paint scheme as the Pan Am jets. The group will land at airports on various islands, doing publicity work for Pan Am.

In October Champ Pool, Martie's 49 1/2er, entered the National Aerobatic Contest at Oak Grove, Texas and came in 4th out of 27 entrants in the Intermediate Category. He borrowed Bill Thomas' Pitts Special, (single place) for the competition. Champ is going to the International Aerobatic Competition in France in July 1972 as team Physician to the American Aerobatic team.

**EASTERN PENNSYLVANIA
CHAPTER**

Louise Sacchi, Reporter

Three members, Anne Shields, Kate Macario, and Joan Zaharly attended Sectional Meeting at Williamsport. New chapter, Greater Pittsburgh, received its charter. After lunch, an interesting talk by Joe Diblin of Lycoming, on aircraft engines. He is always interesting, and one always learns something new from him.

Last two weeks of October, Elyse & Linc Chapman flew their Aztec to San Francisco, Los Angeles, Las Vegas for an Electrical Contractors Convention, then to Ft. Lauderdale to rest before coming back to work.

Beth & Clyde Sturtevant flew commercial to the West Coast, and we hear that Beth did a bit part in a movie for Universal.

Gail & Jack Lingo have gone to the Bahamas in their newly acquired Navion.

On Oct. 28th, Marge Bryant and Dottie Miller showed their slides of the 1971 PPD to the Pottstown Aircraft Owner & Pilot Assn.

Nov. 13th was the first good Sunday in 10 weeks—so the Macarios and the Parsons joined with the Chester County Aero Club and Pottstown group for a fly-in to Tangier Island in the Chesapeake.

Anna Spivey is in charge of the APT program of our Chapter. For those who, like me, have wondered what it is—it means either getting a new rating, or having an Annual Flight Check to ensure continuing proficiency.

Any flight instructor can check your proficiency, but we understand that Marge Bryant has offered a free flight check to any member. If interested, contact Anna Spivey for more information.

I took a Duke to Munich two weeks ago, and was glad I could go at FL230, as the weather below was unpleasant looking. No tanks, so had to stop at Narssarsuaq as well as Reykjavik. Left 3 low level aircraft waiting at Goose, and passed a Westbound Islander waiting in Reykjavik. Sometimes presurization is wonderful.

Next week am off to England, and because of the dock strike will take my Christmas mail for Europe and Africa to post in Ireland or England.

Welcome to our newest member—Nancy Oberle.

MARYLAND CHAPTER

Our thanks to Joan Bates, who hosted our November 13 meeting. It was a fun day of airplane talk and good food. Weather was good so there were fly-ins to Aldino Airport (NNE of Friendship) and those who flew survived another one.

Best wishes from the Maryland Chapter to all 99's for a wonderful Christmas and a New Year filled with good flying weather.



CAROLINAS CHAPTER

Buzz Taylor, Reporter

When the Carolinas Chapter began planning the Section Meeting for October at Hilton Head, there was a touch of trepidation over the decisions. No tours, no prizes, a casual schedule and even an "Un-Banquet." But the retrospect is rosy! We had a fine turnout and even the hostess Chapter had a wonderful time.

Virginia Proctor and Everett stayed over for an extra day and said: "The manager of the restaurant at the Sea Crest was highly complimentary of the Ninety Nines - said he had never had a nicer group. Then I asked the manager of the airport on Monday if he got all those women pilots off the ground on Sunday and he said, "Sure, I never have any trouble with Ninety Nines." It's nice to be a member of a group with such a good reputation."

So, all you other chapters, an informal Section Meeting might be your answer to having fun at your own party. "Try it. You'll Like it!"

FLORIDA GOLDCOAST CHAPTER

Elaine Ruby, Reporter

Be Stall Conscious — After viewing a film on "Safety," old business included a report on the Southeast Section meet at Hilton Head. We were represented by Virginia Britt, Ruth Fleisher, Fran Sargent, Mona Budding (whom we claim as our win-

ter visitor member, although from the New England Section), and Mina Elschner. Mina has recently moved here from New Jersey where she was Chairman of the Greater New York Chapter. We are delighted to have Mona and Mina join us, and also to learn that Alberta Peterson from Eastern Pennsylvania Chapter is now in the Gold-coast area and hope she will be transferring to our Chapter. Comment: Sure do enjoy those "barefoot" type Section meetings!

Fran Sargent is busy getting her Flying Team of Miami-Dade Jr. College-South ready to go to the Sectional Intercollegiate Air Meet in Tennessee in November.

New business under discussion: fly-ins, hopefully some safety clinics, selection of our A.E. nominee, getting APT, and suggestions for locations for the 1974 International Convention which will be held in the Southeast Section.

Items of interest: Helen Smith, Chairman of the Florida Women Pilots Association, has announced that the 1972 Angel Derby will start in Ottawa and terminate in Fort Lauderdale, May 15th through 17th. Kattie Strehle, our newest rated A.T.P. is now Chief Pilot for Opa-Locka Flight Center, Inc. and is so busy she hardly has time to fly her new Cessna 182.

Interesting flying activities of the members: Miriam Davis has a new flying fun project which involves flying the coaches of the University of Miami to various colleges to scout for football talent and also flies some of the players and/or students to the games.

Enjoy your flying and — Beware of Propellers!

FLORIDA SPACEPORT CHAPTER **Juanita Blumberg, Reporter**

Engine problems, anyone? Now you can call on the Spaceport gals. Through the kind cooperation of the Piper Aircraft Co. in Vero Beach, Fla., and Mr. Art Hollan, Technical Representative for Lycoming Engines, the entire chapter was given a marvelously instructive short course in aircraft engines: their components, operation, and performance. We were shown how to best give that engine the TLC that's so important to it's long life. Those major overhauls are mighty expensive, you know!

First, we were shown a disassembled engine and the function and operation of each component was thoroughly explained. Then, we examined a fully assembled model in order to better understand the relationship between parts. A question and answer session was equally informative. Questions regarding leaning procedures, effects of racing at full throttle on engine performance and life expectancy (the engine's life expectancy, that is!), breaking in new and newly overhauled engines and recommended types of oil were fully and clearly answered for us by Mr. Hollan. Our thanks to him, the Piper Aircraft Co. and our hostesses, Joan Davis, Betty Knight, Lavina Taber and Ann Walker for making this excellent program available.

We are busy getting geared up for our Annual Flying Treasure Hunt, which will be held on February 9th.

Our December meeting will be our annual holiday get together with the other two

Florida 99 chapters and the Florida Grasshoppers - a statewide, strictly for fun, ladies flying organization. This is always a much anticipated fun meeting and will be held this year in Daytona Beach. The General Electric Company will show a film explaining their new computerized simulator which they have developed for NASA. John Ellis, whose wife, Barbara, is a Spaceport 66er, is an engineer with GE and is in charge of this project. The computerized simulator is the most highly sophisticated simulator ever developed, capable of presenting a wide spectrum of weather and obscuration phenomena with rapidity, precision and realism. But, the film we are to see isn't the best part . . . in January, we'll return to the GE facility and be allowed to take test flights in the simulator. I've already promised everyone that I will not accurately report the number of crashes!

Since this is the last issue before Christmas, we'll take this time to send our best wishes to all Ninety-Nines for a happy holiday season.

FLORIDA SUNCOAST CHAPTER **Betty Hood, Reporter**

The November 10th meeting was held with our new Chapter Chairman Florence Beamon presiding. A photographer was on hand to take pictures of our group of 14 gals. Past Chairman Ethel Gibson reported that we initiated three new 49 1/2ers at our year end dinner. Chairman Florence Beamon gave a report on the Southeast Section meeting held at Hilton Head S.C. Oct 15-16.

Those attending the meeting were Florence Beamon and husband Bill, Dottie Birdsong, Thelma Dawson, Ethel Gibson and husband Hoot, Betty Hood and husband Doug, Mason Lykes, and Mary Lou Shapiro and husband Ed. Chairman of our annual poker run Ethel Gibson, announced a tentative date as the 3rd Sunday in January for this activity. In order to make money for our chapter it was agreed that all pilots could participate in this event. Mildred Lafferty was appointed chairman for the "Wings for DRF." Judy Larkin pinned new 99 member Karen Meinjohans who we are delighted to have. Grandma Marcella Klotter and her 49 1/2er George flew to Fort Rucker, Alabama. Our gals became typical females as they watched Ethel Gibson pull out her 3 yards of material that she had folded in half twice — cut out a crotch and presto wrapped herself into what turned out to be flowing sexy harem pants.

GEORGIA CHAPTER **Judy Hall, Reporter**

Although having no regularly scheduled meeting for October, our group did get together for a short business meeting at the Southeast Sectional meeting at Hilton Head, S.C.

Those present: Alyce Strong, Betty McNabb, Shirley NeSmith, Jenny Preetorius and Judy Hall. Also with us was Sue Clark from Long Beach, California Chapter, living temporarily in Pensacola, Florida and attending Georgia meetings.

Events Planned:

November - Greenwood, Fla. with Joyce Toman and Indiana 99, Virginia McKee. Betty McNabb has volunteered to APT



Left to right standing: Shirley Swimmer, Marion Foskett, Marcella Klotter, Karen Meinjohans, Florence Beamon, Ruby Sadtler, Carol Silvernail, and Judy Larkin. Kneeling: left to right: Ethel Gibson, Betty Hood, Mary Lou Shapiro, and Dottie Birdsong.

anyone desiring it at this meeting.

Spring of '72:

February - Fly-In Pancake Breakfast.

March or April - Airmarking at Metter, Ga.

"LET'S DO IN '72"

MISSISSIPPI CHAPTER **Wanda Garson, Reporter**

The turnout was great for our November 13 meeting in Ocean Springs. After the spot landing contest which was won by Ethel Radzewicz, we went to the home of Janet and Don Green. We were delighted to have Cy Beers, SE Section Governor and her husband Don with us. Business meeting included report of the SE Section Meeting. Other guests were Glorice Wills and Evelyn Lyons with 49 1/2er David from New Orleans Chapter, and Ann Rhodes of Miss. Members and 49 1/2ers were Carloine Cheek, Kitty Green, Bernice Kelly, Peggy McCormick, Ernestine Mahan, Ethel Radzewicz, Charlotte and Parker Rhett, Ruby Williams, and Wanda and John Garson.

Kitty Green is the new APT Chairman. Peggy McCormick passed the written for Instructor.

NEW ORLEANS CHAPTER **Evelyn Lyons, Reporter**

New Orleans began the new term with great plans for the coming year. We've voted to air mark one airport a year, to try to get a N.I.F.A. group started at LSUNO and to give as much financial help as possible to one of our members each year towards a new rating.

We're sorry to report the loss of our newly elected chairman, June Herrington, to the state of Wyoming. June is a talented gal and a great worker and an asset to any chapter. We gained a new member, Pam Holly, to whom we'd like to extend a warm welcome to the group.

Patsy Carbonette and Glorice Wills supported the air show at Stennis, Pascagoula and Jackson, La. Rose Mancini journeyed North to Richmond Virginia and Baltimore, Maryland on Nov. 17 thru the 21st.

Our new chairman, Ginny Smith, and husband, Lanky had quite an experience recently on their way home from Ark. It seems that a dirt dobber decided to take up house keeping in their vent line to the fuel tank of their plane. That's when they discovered what the median on 155 was good for. It made an excellent landing strip and also gave all the motorists a surprise.

Fortunately there was no damage to their plane or to the Smiths except for a slight strain on their nervous systems.

NORTH GEORGIA CHAPTER

Peggy Husby, Reporter

The October meeting was held in conjunction with the Flying Rebels 600 Air Race at Calloway Gardens, Oct. 9-10th. The meeting was informal. Pauline Mallory and Carolyn Steel were the only ones from our chapter to fly in the race. The 1st place winner was Loretta Jones, Independence, Mo. 2nd place winner was Carolyn Steel. So we feel the girls did a great job of representing the 99s in the race. The visiting 99s in the race were, of course, Loretta Jones, Sandra Ridgeway of Topeka, Kansas and Jean Lennertson of St. Louis, Mo. Pauline Mallory presented Carolyn Dunn a chapter trophy for the best performance in our chapter.

Pauline Mallory met with Herb Schaef of the FAA and John Bennett with the Georgia Dept. of Trade and Industry. They felt that they could use the chapter's help in their Flight Safety Program. We hope that all of the members will do everything they can to help this worthwhile program.

On November 9th the chapter met at Pauline Mallory's home for a business meeting. We had three guests. They were Patricia Adamson for her 2nd meeting and Dr. Jackie Werner. Jackie is a Flight Aviation Medical Examiner and she would be happy to give you gals your flight examinations. This is great and we feel proud to have Jackie with us.

Our third visitor was Pat Lyddan of Louisville, Ky. who is planning to transfer to our chapter. Pat, it's great to have you with us.

We are going to have a rummage sale at Bremen, Ga. on November 20th.

TENNESSEE CHAPTER

Ruth W. Thomas, Reporter

APT? You bet - eleven of us. Edna Broyles was the first to get her check ride in - first one in the Southeast Section, too.

Evelyn Johnson has been appointed an Aviation Safety Counselor for the FAA Accident Prevention Program.

New License: Nancy Fisher has her Commercial.

Chairman Fran Davis has made the following appointments: APT Chairman, Lady McReynolds; AE Scholarship Chairman, Edna Davis; PR Chairman, Jo Chandler; and Flying Activities Chairman, Donna Bower.

Schedule for the next three monthly meetings: Christmas Party, December 11, Knoxville; January 8 meeting at Jasper Airport; February 5 meeting at Morristown Airport and March 4 meeting at Tri-Cities Airport.

Meanwhile, if you see a Tennessee 99 anywhere at any time, sign her specially designed logbook - she's out to win friends and win a prize - ask her about it.

PLEASE send all items suitable for SCS Scrapbook to:

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ALL OHIO CHAPTER

Isla Haas, Reporter

Congratulations to Ruby Mensching, who was the recipient of the All Ohio chapter achievement award. Ruby, not letting major surgery hold her back, went on with a host of aviation activities; among them being named FAA Pilot Examiner for Private, Commercial and Multi-engine.

Marian Moyer, pilot and Marie Wolf flew Michigan SMALL race. Marie has also received her CFI and basic Ground Instructor ratings.

Clara Tharpe visited a former All Ohio member Evelyn Arnott Talbot.

Donna Fulks and 49 1/2er Jim flew their Comanche 250 to Sebaaco Bay, Maine for 4 beautiful days of golf & fun. After the October meeting in Dayton, they flew to Atlanta, Ga. for a three day post graduate course for Jim.

Congrats to Janice Kuechenmeister who was re-elected North Central Governor; and to Joan Mace who was elected to the Section Nominating Committee.

Janie Kuechenmeister placed 2nd in the Fair Lady race.

Edy Maxin, Joan Hrubec, Clara Tharpe, Janice Kuechenmeister, Vi Blowers, Virginia & Charles Thomas attended N. Central Section in Moline.

Joan Shelton placed 7th in SMALL race, and Connie Luhta flew it solo in a Yankee. Bernice Barris flew the race with her son, Robert as co-pilot.

Ruth and Merrill Love are hop-skipping around Ohio having a look at all the fine new airports we have.

Caroline Snell was on TV teaching a simple ground school to about 100 8th graders from the Dayton area. Also gave 40 of them their first airplane ride.

Joan Mace recently has had the opportunity to fly and instruct in a Cessna 310.

John and Margaret Wellington are planning to spend their Wedding Anniversary by flying to Nags Head, N. Carolina. They will spend a week seeing Kitty Hawk and the first flight location.

Vi Blowers and 49 1/2er bought Terry Shofstals Cherokee 140. We understand she allows him to fly it now and then.

CAPE GIRARDEAU AREA CHAPTER

Nell Rice, Reporter

Nov. 13 was our regular meeting date and five members went to Malden, Mo. to meet with Hostess, Norma Norrid. Lois Feigenbaum, Evelyn Braese, Mary Boyd, Charmaine Freeman & Nell Rice. Nell informed the chapter that we had been asked to assist in the 1972 Angel Derby by having a stop at Dyersburg, Tenn. Evelyn Braese was appointed to serve as chairman and

Millie Limbaugh & Norma Norrid will serve as timers. More about this in later newsletters.

We are extremely proud of our own Mary Boyd, who had an article published in the November Redbook magazine. Mary tells how she and husband, Joe, fought City Hall and won, with regard to air pollution, caused by burning rubbish on the city dump. Our chapter hopes to help fight air pollution by cooperation with the Mo. Air Conservation Commission. We have been asked to fly their inspectors around our area to spot sources of pollution by burning of fields, etc. Details yet have to be worked out on this.

Sue Burford was unable to attend our November meeting as she was Chairman of one of the committees for the Heritage Ball which was held on the same date in Cape Girardeau. This is an annual event and was very successful this year. Representatives of 8 states attended, with Gov. & Mrs. Warren Hearnes of Mo. topping the guest list. Sue is also busy flying recently, getting ready for her Commercial check-ride.

Nell & Dick Rice were guests of the Cape Girardeau Pilots Club on October 28 when they flew their Tri-Motor Stinson up there and took several members for a ride. Dick also spoke to the group about how they acquired the plane and how he restored it to its present beautiful condition.

Our next meeting will be on Jan. 8 in Dyersburg, Tenn. with Evelyn & Bill Braese. They have just completed a new garage-game-room addition to their home and we will try it out for them.

CENTRAL ILLINOIS CHAPTER

Jayne Schiek, Reporter

Clear and Cold Weather brought a record turnout for our November meeting in Danville with 10 planes, 17 members, one 66 member, six 49 1/2ers, and four guests. Following the meeting Bob Young of Danville showed movies of his construction and flying of his homebuilt, a T-18. Afterwards we all adjourned to his hangar to view "in the flesh" a very beautiful airplane. Libby Kaiser is the proud one-half owner of a 1956 Cessna 172. It is based at "Greater Monticello Municipal" . . . find that on your map! Ruby Andrews says that their Mooney is sold and they are now in the process of "tire-kicking" and hope to have a new bird perhaps as a Christmas present. New member, Virginia Wheeler, says that the 99's did nudge her to take some dual and get into action again as a pilot instead of a rusty-co-pilot. Helen Lewis flew to Lincoln, Nebraska this month. Kathleen Wood flew a business trip to Westchester County Airport in New York in late October with 49 1/2er Jean. She piloted out and co-piloted back. Barbara Jenison is not about to rest on her laurels. Now that they have an airport under way in Paris she is in the process of getting a heliport for their new hospital! Libby Ann Dunseth flew to the National Pilots' Convention in Sun Valley, spending three days grounded in Pocatello, Idaho due to bad weather. She is still flying "IFR" with Jean McLaughlin and thinks she may be the only one with a million hours before she receives that coveted dating. Bobbye Kesterson writes that some 22 men from the Salem, Effingham, Centralia, etc.

area are forming an E.A.A. chapter. Their Luscombe is back in the air as of September 26th having been repaired after wind damage at Fondulac, Wisc. Jayne Schiek and Doris Ann Norcross have been taking advantage of good weather for some "last of the season" flying in their homebuilts... neither of which are equipped with cabin heat!

CENTRAL MISSOURI CHAPTER

Patricia Calabrese, Reporter

Our regular October meeting was cancelled in order that our members might attend an educational safety clinic at "Cotton" Woods Memorial airport in Columbia, sponsored by the FAA. About 120 persons attended this clinic; pilots with their husbands and/or wives. The program included a movie entitled "Weather to Fly," and filmstrips showing airplane accidents and explanations on how they could have been prevented. Most of us left this meeting with the idea that those FAA fellows really do wear white hats and are not (as some pilots believe) the bad guys who only show up when there is trouble, or when you have "goofed."

In keeping with our plans to be well-educated pilots as well as having fun in flying, later in the month we enjoyed a Sunday afternoon "Poker Run."

CHICAGO AREA CHAPTER

Sandy Klock, Reporter

Our October meeting was held at Playboy-Lake Geneva—it was even IFR driving! Barb Doepel was "guest" speaker, with her marvelous slides of a family flying trip through Alaska. On their latest adventure, Barb and Bob flew to Eagle, Colo., then Taos, New Mexico, where they climbed Wheeler Peak (13,161 feet). On their return, they had a high pressure area from Colo. to Chicago, with a beautiful tailwind (at times 60 knots!).

The biggest news here is that Chicago Area Chapter will be hostess for the 1972 fall sectional for North Central Section. Gail Wenk is sectional chairman, and all kinds of plans are in the works—more on this later.

At last word from Sylvia Sheldon, she and 49 1/2er Bayard were off to England, where they had their 1904 Maxwell entered in the 75th running of the "Brighton Run," in which all the cars are vintage 1904 or older.

Sandy Klock spent Halloween at Wings & Wheels air museum at Santee, South Carolina. Another recent trip was to the Air Force museum at Dayton, Ohio. Love those old planes!

Our chairman, Nita Fineman, just earned her CAP "Emergency Services Mission Pilot" rating.

Welcome to new members Helen Barmesberger and Mimi Stitt!

Our latest APT members are Carolyn Collins for private and Jeanine Tellekson for private and centerline-thrust.

Jeanne Icenogle recently passed both her commercial and instrument writens—Cheryl Hook is a new mama, with a little boy born September 26th.

Diane Zelnick has passed her instrument written, and is working hard on her rating.

Phil and Joan Van Reeth flew their Cessna 195 down to New Orleans for the 195 Club fly-in. They no sooner got home

than they were off again to Washington Island, Wisc. (approximately 2,000 miles in the 195 in less than a week!)

Virginia and George Coffeen spent 2 weeks flying in the Ozarks, both Missouri and Arkansas, in some beautiful flying weather.

GREATER KANSAS CITY CHAPTER

Frances Dunfield, Reporter

Our November Meeting took place at the home of Nita Irwin and the meeting and refreshments took place after the twenty-six members present boxed and labeled our Wine and Dine with the Ninety-Nines cookbook. They will make fine Christmas presents for your friends. Won't you get your order and \$5.00 plus \$.50 handling and postage to: Coleen Drummond, 9210 W. 71st, Shawnee Mission, Kansas 66204.

The above mentioned Coleen Drummond and 49 1/2er Dale have No. 7 of the new production Pitts Special, the only modern-day biplane licensed aerobatics!

Theda Benningfield has received her Instrument Instructor's Rating. She has also been helping plan an FAA Pilot Education Clinic, sponsored by the Greater Kansas City Area Pilots, at the TWA Beech Training Academy November 10th. Theda will be master of ceremonies and speakers will be Willard L. Pederson of the Safety Coordination Division of the FAA and Richard W. Hanlon, Accident Prevention Specialist. Theda also took the time to give a group of thirteen six and seven-year-olds, from underprivileged homes, a close look at and inside of her plane. It was an interesting experience for them, except for a few who cried because they thought they were going to have a ride.

Loretta Jones did it! She entered the National Pilots' Association Race—Rebel 600 Race—and was the first woman to place first. This was at Calaway Gardens, Georgia, October 9th. It was a triangular proficiency race, secret route until the night before the race. She did it all in her 182, winning a silver champagne bucket trophy, a camper trailer, set of Encyclopedia Britannica, and trip for two to San Salvador. Copilot Toni Ciarlelli!

IOWA CHAPTER

Marcia Grismore, Reporter

Every year Iowa State University holds a day long General Aviation Seminar which we try to attend as a group. It also gives us a great opportunity to have a weekend and spend a little more time together than usual. It is always a success, thanks to the Ames gals. This year Captain Robert N. Buck of T.W.A. and author of Weather Flying was one of the speakers at the seminar. He was fantastic! Don't miss any opportunity you might have to hear him. That evening after cocktails and dinner (a rare treat for our chapter), Kitty and Cliff Hach showed slides of their recent trip to Europe. Most interesting! Sunday morning we had breakfast together, followed by our monthly meeting while the 49 1/2 toured Hach Chemical Co. Our meeting was fuller than usual since we are fortunate enough to have a refueling and identification fly by at Sioux City during the 1972 AWTAR. Started making some preliminary plans. We have sent a large picture of Amelia Earhart to the 99's museum. A letter was read

acknowledging receipt of it and discussing plans for the proper framing to be done. Lois Grange has been busy gathering articles and pictures for the museum. Our chapter has been asked to help with an aviation display at the Des Moines Science Center.

MICHIGAN CHAPTER

Gloria Wildbur, Reporter

The Michigan Chapter held their annual 49 1/2'er initiation the weekend of the SMALL Race. The Chairman of the 49 1/2'ers, Becky Thatcher, bestowed the honor to these husbands.

The speakers program has come along very well. Bonnie Krentler has taken over from Marilyn Sidwell. Bonnie has incorporated singing as well as discussion in her programs. Jackie Debbs has been working for Warren YMCA and Indian Guides. They have been getting statewide support and are giving more programs than they have time for.

Martha Winnard is now a commercial pilot as of August and Babe Ruth is APT.

Dorothy Reid is now Mrs. Charles Pratt, as of August 6th.

We are happy to welcome three new 66's to our Chapter. Sharon Rode, Marge Snider and Maggie Zerst are working hard to become full-fledged 99's.

... and a very Merry Christmas to all.

QUAD CITY AREA CHAPTER

Ellen Thiel, Reporter

Sad news from our area this month. We received word that Yvonne Boone's son, a pilot in Vietnam, was killed in combat. Our Chapter donated \$10.00 to the Amelia Earhart Museum in his memory. Both of his parents are pilots, and they shared many happy hours together before his going into service.

Our October meeting was "typical" 99 weather, with Pekin, Illinois Airport fogged in.

Skinned knuckles and broken fingernails were the order of the day, as our November meeting found us in Neil Pobanz's hanger, tearing down an old Franklin engine. Engine was courtesy of our local FAA man, Joe Svec, who's official title is "Assistant Chief of Airway Facilities Director." He is better known among the "beautiful people" as Joe, the "Friendly Bartender" at our Sectional, and without whom we could never manage. Neil Pobanz did a great job of showing slides and explaining the working parts of the engine, and while we could never qualify as an A & P, we came

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away with a little better understanding of what makes it go.

Sharon Enrich has started instructing for Hill Brothers Aviation, both ground and flight. We're really proud of her.

Mary Davis entered her instructor's name, Leo Cozzolie, for "Instructor of the Year" Award, by the Iowa Aeronautics Commission, and he won. He gave Mary her Commercial instruction, and I understand Mary has been getting some Instrument from Leo lately.

WISCONSIN CHAPTER

Toney, Reporter

The November meeting was held at Capitol Drive Airport, a small "grass-roots" field West of MKE, so the fly-ins were able to practice some short field landings. The first plane to land was Carolyn and Al Arnold's Cessna 170 for which a trophy was awarded. Pat and Debra Weir came in a Cherokee, as did Cassey and Charles Specht. Guest Sue DeWulf and husband flew in with a handsomely restored Stinson. Poor pre-noon visibilities precluded other fly-ins, but with the temp reaching 70 degrees, 30 "99s," "49 1/2ers" and guests appeared! A record high.

Dr. Anne Roethke made a flying trip to Winnipeg, Canada to attend a medical meeting. She's been busy moving to a new location nearer the hospital and close to Mitchell Field where she has her Command base.

Marie Hight, former Wis. 99, visited MKE the end of Oct. She now has her Commercial License.

When Peggy Mayo was in Canada this summer she took the writtens and received her Canadian Pilot's License.

We, as pilots, are especially privileged to view the beauty of God's handiwork, both on the earth and in the sky. May you have a Blessed Christmas and a new year full of flying "to touch the Hand of God."



LAST FLIGHT

Belle Hetzel, member of the Nebraska Chapter and past international president of the 99's, passed away this month.

ALBUQUERQUE CHAPTER

Wanda Cothran, Reporter

Lots of news to catch up on. In the way of ratings, Bev Styes earned her multi-engine and instrument rating in her twin Bonanza. Claudia Beckner now has her commercial. We have two new members Bobbi Jansson and Joy Van Vleet.

At our last meeting Shirley Jansson and Johnnie Hickey told of their trip to the sectional at Whicita Falls and the trip through the pressure chamber.

Our deepest sympathy goes out to Becky Lutz whose 49 1/2er Ed was killed in a car wreck recently.

Nov. 14 the New Mexico Aviation Association sponsored an Air Plane Rallye Race and the winner was none other than our newest member, Bobbi Jansson flying her mother, Shirley's Cessna 150.

The chapter's Outstanding Member Trophy recipient is Berniece Swartz, our airmarking chairman until her heart attack. She did a great job and well deserves the trophy.

DALLAS CHAPTER

Betty Hundley, Reporter

We air-marked 30' runway numbers at Dallas North Airport on Sat. Oct. 23. Painters were headed up by AM Chrm. Jan Wahrer and one of her CAP cadets, Peg and Kathy Ong, Bob and Lil Tafel of the Red Bird Chapter, Edna Wright, Doris Weller, Bev and Harold Taylor, Sue and George Andrews, Hazel Corry, Elinor Johnson, Pauline Winthrop, Sue Wieman and Betty Hundley. All present were duly "pinned" with the 1971-1972 airmarking pins. Remember, your chapter airmarking chairman can order these from Barbara Powell of our chapter at just 25 cents each.

Our entries in the 13th Annual Doll Derby made a fine showing with pilot Jerrie Glenie and co-pilot Barbara Powell taking home the first place trophy. Sandra and Harold Simmons came in third; Gloria LaRouche, fourth; and Carol Morris and Lou Ryan, sixth. Sandra Simmons achieved her instructor's rating. (Took the check ride in her 310!)

The November meeting was held at the home of Ruth Stults with 49 1/2ers and guests present to hear the Fire Chief from Love Field. Our annual Christmas party will be on Saturday, December 11, at Helen Wilke's home with Dallas Red Bird Chapter.

DALLAS REDBIRD CHAPTER

Arabella Broadbottom, Reporter

The best laid plans of women and airplanes were rent asunder when the weather would not cooperate and the Redbird chapter was defeated in its fly-away meeting to Houston to meet with Ann English. Undaunted they held their meeting at Redbird Airport and Ann got to participate via long distance phone.

An Accident prevention seminar was held in Pat Jetton's hangar at Addison Airport. The new film "Weather to Fly" and the "old" speaker Hazel Jones assisted Clyde deHart in the seminar. Helen Wilke and Kathy Long, accident safety counselors, were there to assist in the question and answer period. Kathy Long advised she is available for APT rides for anyone interested.

GADO-2 FAA Accident Prevention Specialist Clyde deHart introduced Ann Nobles the new Accident Prevention Specialist assigned to the Dallas office. She is the first woman in the Southwest Region to be selected for this important position. She is a former member of the Austin chapter and Redbird is delighted to have her as a prospective member of our chapter.

Hazel, we understand, is still doing her thing. She spoke at Rockwall to a safety meeting and will be the M.C. for the Wright

Day Dinner to be held in Ft. Worth on December 17th.

EL PASO CHAPTER

Deloris Dyvad, Reporter

Our November meeting was held at the home of our Treasurer Norma Kudiesy, Dr. David Gonzales of the FAA Air Traffic Control from El Paso gave a very informative session on the new computerized air traffic control system which will be in use in El Paso in the not too distant future.

Since our Chapter is interested in further information on the 99's project to shuttle medicine, Chapter Chairman Hester Oakes appointed Emma Udovich as Chairman of the Committee to look into availability of drugs in the El Paso area to be shuttled.

Several members plan on attending the Alamogordo Aviation Association's fly-in breakfast on Nov. 21 at Municipal airport in Alamogordo. The Alamogordo Aviation Association is sponsoring a weather seminar in Dec. and the El Paso Chapter of the 99's are invited. Marilyn Cragin and her 49 1/2er George and Mary Fran Seidl and her 49 1/2er Hank attended the El Paso Instrument Pilots Assn. tour through the Art Center at Albuquerque.

Marilyn Cragin and Doris Shreve flew Cragin's Cessna to Alamogordo to visit Deloris Dyvad at their Midway Airport.

Our December meeting will be a Christmas Pot Luck Supper on Dec. 10 at the home of Mary Fran Seidl and her 49 1/2er Hank.

HOUSTON CHAPTER

M. E. Oliver, Reporter

Another page was added to the history of aviation on Thursday, Nov. 4th, when Anesia Machado, presented films and memorabilia of Alberto Santos-Dumont, Brazilian pioneer of aeronautics, to the History of Aviation Collection and Humanities Research Center of the University of Texas at Austin. Houston 99's attending the event included Mary Able, Betty Fritts, Alice Seaborn, Louise Bickford, Mackie Fusilier, and Joyce Johnson. Austin 99's served as hostesses.

Chairman Adelie Baker and 49 1/2er Jerry attended the TSAA fly-in and fishing trip at Corpus Christi early in November and will fly down to Valles, Mexico, for Thanksgiving at the Covadonga.

New member Linda Turk was officially pinned by Membership Chairman Trudy Cooper.

And speaking of CAP, one of our gals received the coveted Falcon Award at the Texas Wing Conference in San Antonio. Janet Prestridge was presented the certificate by Region Commander Col. Luther C. Bogard, who explained that there are only 93 Falcon Award winners in the whole country. Congrats, Janet!

Pat James and co-pilot Peggy Dailey flew this year's Dallas Doll Derby and had a ball.

Mary Able headed up an FAA safety seminar for approximately 100 area pilots at Houston's Andrau Airpark recently. This is the first of many to be held throughout the greater Houston flying district.

Let's see . . . by the time we read this issue it'll be half past Christmas and New Year's. Holy Magnetoës, Orville! Well, Happy Whatever-Comes-Next.

NEBRASKA CHAPTER
Mary Conley, Reporter



Lou Stockton supervising the last lap ... the number 6 on the blacktop at the end of the gravel runway at Yucca Valley Airport.

Vera Bartunek, Jan Heins, and Shirley Amen airmarked "Grant" in twenty foot letters and "Jones" Ranch near Stapleton in ten foot letters. Vera Bartunek and Milly Barrett airmarked Wayne. Milly Barrett is the new chairman for the eastern part of the state. Dottie Adcock and Paulie Perry are in charge of the western part of the state.

Vera Bartunek is also working on her Flight Instructor's Rating. She passed her written; now for the flight check.

Our new APT chairman is Martha Purdy.

Jeanne Given loaned us a teaching aid. Pertinent questions about flying technique and etc. are displayed on a program and individually answered. It was well received at the last meeting and it will be brought to future meetings until as many members as possible get a chance to use it.

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SANDRA SORRELS
PHYLLIS BAYLIFF

Our chapter is getting ready for a holiday party. Seasons Greetings from the Nebraska Chapter to all the Ninety-Nines.

OKLAHOMA CHAPTER

Little Annie, Reporter

Oklahoma Chairman, Jan Million, earned first place in the Fairview Fly-Lady Derby and a leg prize besides! Her co-pilot was a student pilot who had quit her lessons. (flying a race with a winning pilot is a good way to get re-interested in flying) Billie Kinnard placed second, also getting a leg prize. And third place went to Chapter secretary Marge Hudson. The third leg trophy of the three-leg derby/race went to Lee Brown of Tulsa Chapter. Ruby Knight was presented a two-foot loving cup for landing at an unknown-lucky spot during the race.

Kansas knows how to invite you to lunch at a "different" place. Wow! Kansas, thanks! We were invited to lunch at the Beaumont Hotel. Beaumont is a teeny-weeny town in the middle of lots of wheat fields and wide-open spaces. Depends on how the wind is blowing whether you land on the runway or the road; south wind prevailed, therefore, we landed on the runway—just before it (the runway) curves. Taxie through the gate and up the road downtown to the hotel parking lot. I stopped 2158T at a stop sign to give a pickup truck its right-of-way, but the driver motioned me to go first anyway. Great. Food was beautiful.

Dr. and Norma Wynn flew 350 pounds of pharmaceuticals and medical equipment from OKC to Santa Fe for the non-profit Direct Relief Foundation. Joan McArthur, a Michigan 99, brought it to Norma. Other 99's will individually carry the goods to other progressive points before it is dispatched overseas to 1600 needy hospitals.

Marge Hudson got her commercial.

Norma Wynn has a shiney-new 210.

Susie Sewell has been speaking at Management Seminars at Universities. And speaking of Susie: Susie is accepting nominations for the International Presidency. We, who have worked closely with Susie on 99 projects, who know her love for 99's, and who know firsthand her tremendous efficiency and capability, are thrilled! A vote for Susie will be a vote for the 99's.

Please get APT. The mistake you do not make might effect me.

OMAHA AREA CHAPTER

Georgiann Rynearson, Reporter

Rosemary Block hosted our regular meeting at her home again, with Lucille Uleman, Shirley Risk, Helen Ehrlich, Verdane Menze, Claudine Kean and Georgiann Rynearson present. Rosemary has graciously offered her home for our meetings, and her recreation room is filled with table favors, centerpieces, materials for same and door prizes. The spring sectional meeting is our main concern now and we are open for any good money making projects.

Plans were made for our annual Christmas dinner party. Again, Margaret and Guenter Soback will be our hosts.

Verdayne Menze took off enough time to fly to Chicago one weekend. Burtis and Del

Aufenkamp flew to Clovis, New Mexico for the New Mexico Flying Farmers' convention and Georgiann and Bill Rynearson headed their Skylane toward Norfolk to visit relatives. Meanwhile, Charlene Taylor keeps working toward that instructor's rating.

Betty Jarvis, Lucille Uleman, Rosemary Block, Helen Ehrlich and Georgiann Rynearson helped the Stratus Seekers Flying Club with their flight breakfast at Flightland Airport. Then, the following Sunday, those same girls, plus Inez Stocker, Verdayne Menze, Margaret Soback, Lavonne Tripp, Shirley Risk, Charlene Taylor and Barbara Krejci tried to turn pancakes into dollars by sponsoring their own pancake breakfast.

Let's all ask Santa to bring us skies of blue in '72.

PIKES PEAK CHAPTER

Marion Hein, Reporter

Pikes Peak Ninety-Nines have an exciting and instructive day scheduled for December 16th at the Physiological Training Unit (Altitude Chamber) Lowry Air Force Base, near Denver. This instruction is especially helpful for mountain and high altitude flying.

Muriel Leland and 49 1/2er Wally, of the Aloha Chapter, formerly one of our charter members, visiting in Colorado Springs, dropped in at the glider port in Black Forest.

Flying is great in Kitzingen, Germany, reports Dorothy Meyers, Pikes Peak Chapter member, who is active in the Kitzingen Flying Club, along with 49 1/2er Rudy, who is stationed there for a 3-year tour.

Our Aero Space Educational Program in the schools is moving along and gathering momentum. Arlene Feldman has given lectures to four classes at Grant School in Colorado Springs, with gratifying response from students and teachers alike. Shirley Marshall puts in long hours on this important program in an effort to introduce it to more schools in the area.

Our chapter has selected Janie Oesch as our candidate for the Amelia Earhart Award. Janie is the manager of the ENT Aero Club, ENT Air Force Base, in Colorado Springs, and working at present on her instrument rating.

SAN ANTONIO CHAPTER

Marian Burke, Reporter

The Nov. meeting of the San Antonio 99 Chapter was held at Gen Aero at San Antonio International Airport. Gen Aero graciously offered our chapter a corner of their Ground School classroom for a permanent meeting place and a spot for our chapter treasures as well as space for a file cabinet. We now have a permanent place to call "home." Isn't that great!

Pam Crane and Stella Preist attended the History of Aviation collection display at the University of Texas in Austin on Nov. 4th.

Welcome new member Anne White. She's an ex Wasp and real anxious to make contact with any sister Wasps! Her Address: 8535 Greenbrier, Apt. 131, San Antonio, Texas 78209.

And welcome new member Laura Richter! She's a transfer from St. Louis Chapter and helped work the 1971 St. Louis

Powder Puff Derby stop.

Let's all become APT and get prepared for a safe flying "coming holiday season!"

SHREVEPORT CHAPTER

Evelyn Snow, Reporter

Our chapter airmarked the old home base, Shreveport Downtown Airport, this month. Hoping to eliminate confusion with nearby Shreveport Regional Airport, we painted Downtown on the taxiway. Thanks to great chapter participation and the help of our 49 1/2ers (Bless 'em), we were finished in two hours.

We've found another way to beautify our airport and help our weathered-in pilots and passengers, by taking our old magazines to the terminal building. At Helen Hewitt's suggestion, we purchased a rubber stamp which the airport manager uses to stamp each magazine "Courtesy of the Shreveport Ninety-Nines."

Our November meeting was held at the home of Mary Jo Voss. We welcomed our newest member, Joyce Sheridan, and a guest, Sandy Jones, a private pilot from Washington, D.C., who learned to fly while coping with the Washington TCA.

Elaine Snow reported on a Medical Auxiliary project, "Wings for International Health," a relief operation which is still in the formative stage, for transporting drugs airpony-express style. We enthusiastically voted to take part in this project.

FAA's Operation Rain Check—a 12 hours course in the principles of Air Traffic Control for general aviation instrument pilots—is currently being offered in Shreveport.

Here and There In The Air: Mary and T. W. Wheelock flew to Hope, Arkansas to visit friends—this was a trial run to see how their family would fit in the 172 they will fly to Oklahoma for Tanksgiving . . . football season found Helen and Charley Wray flying to the Arkansas games, and Martha and Ray Christy to Mississippi for the LSU game there . . . Helen Hewitt cranked up her Bellanca for a couple of "mercy" missions—to BTR to bring home son, Clark, and to Jonesville to take Ann King to pick up her plane . . . Elaine Snow and Jere Saur flew two "fraid to fly" friends to the Flying Fish Inn for lunch.

Flash!! This reporter's cup runneth over—my husband is returning from a 15 month tour in Southeast Asia with the Air Force, and our daughter, Betty Heise of the Abilene Chapter 99's, just presented us with a brand new granddaughter!

MERRY CHRISTMAS!!

SPANISH PEAKS CHAPTER

Ruby Lee Ballantyne, Reporter

The chapter's regular November meeting was held at the home of Anne Courtright on the third. A very pleasant hour was spent in reminiscing and reading correspondence relating to the very successful fly-in sponsored by the group on October 24th.

Fifty-eight persons from around the state participated in the fly-in and brunch at the Pueblo Country Club. Everything turned out beautifully, including the weather.

The group found the original games directed by Gertrude Howard hilariously funny. Those winning door prizes of ingenious nature included Major Mary E. Baker, Bruce and Zola Smith, and Mark

Yoder. George Rabatin was in charge of the program, and he narrated film slides depicting the fun side of flying.

Ann Frink continues work in the CAP, specifically ground school instructor, school teaching, piano playing, and has added a few academic night classes.

Your reporter is in a frenzy to leave for Russia to attend the Winter Educational Festival.

TRI CITIES CHAPTER

Chairman Nancy Teel presented a program on "How To Run An Airshow" to the local CAP which included film on the Blue Angels providing encouragement to many of the Young men of that unit to join the Navy. Our Chapter along with Mizzou Aviation is hosting an FAA Pilots Educational Clinic on December 2. We are expecting in the neighborhood of 200 persons. Our wandering "at large" member, Robin Daws has been ever more so the past two months as her 49 1/2 J. D. is off on a good will tour with the Blue Angels in the Far East.

TULSA CHAPTER

Lydia Gutierrez, Reporter

Guests at our last meeting in October were Shirley Baker and Katie Boyd. Congratulations to Marty Landers on her election to Secretary of the National Association of Air Traffic Specialist. Lee Brown finally got the Annual on her Bonanza 81N which she and 49 1/2er Doug flew to the Fairview Fly-In. They won a First Place Trophy for the leg prize from Chickasha to Fairview and also placed fourth overall. To top it off with a key to the City from the Mayor himself. Betty Pritchard is flying co-pilot with Jim Talbert in a Cessna 414. Carol Brown gave us some fun happenings at the Air Show last month in Collinsville Airport, which she and her husband operate. She participated in the flour bombing contest. Safe Flying!



ALASKA CHAPTER

Dorothy McCulloch, Reporter

Our Nov. meeting was hostessed by Margaret Snider with 15 members and guests Judi Llewellyn, and Marty Yuknis. Guest speaker was John Rogers husband of Betty and a top mechanic with Aircraft Rebuilders. The topic was care and proper maintenance on propellers. Larry Williamson with Alpha Eta Rho extended an invitation to attend the Aviation Safety Clinic and gave a rundown on their program.

Ruth Hurst, Anne Wilbur, Marilyn Griffin and Ruth O'Buck attended the FAA Flight Instructors Seminar Oct. 26, 27, & 28th.

Marion Zaegel, Ruth O'Buck, and Jan Pessel are enjoying Skiing along with some

Flying. Pat McGee is planning a vacation to Mexico with her family. This will be her first in 5 yrs. Jan Pessel and Ruth O'Buck met with the Wing Patrol of the Girl Scouts and report they have 6 very interested girls.

Margaret Johnson, Ruby Pappas, Betty Rogers, and Dorothy McCulloch attended the Aviation Safety Clinic at Anchorage Community College on Nov. 13.

Oct. 18th, Margaret Snider, Betty Rogers, Ruby Pappas, Margaret Wagnon, Jan Reinbold plus one guest visited the RAPCOM at Elmendorf AFB. Tower Operator Chet Williams explained the operations and the girls watched the landing of a 747 via radar and instrument approach. Ruth O'Buck is going to Washington D.C. on Nov. 29 to attend WACOA meeting. She has been doing a great deal of flying in her new position with FAA GADO.

Our weather is quite unsettled at the beginning of winter and everyone is busy installing skis and winterizing their aircraft. Winter is a wonderful time to fly in our area, sightseeing and photography, and the ice fishing if your bird is ski equipped. We in the Alaska Chapter extend our Best Wishes for a Happy Holiday Season and Safe Flying throughout the New Year.

EASTERN WASHINGTON CHAPTER

Helen Shanewise, Reporter

Ten members and one guest enjoyed a luncheon meeting in October at Pasco, Washington. Reports were given on the successful Safety Seminar held on Saturday, September 16 in Spokane, Wn. This seminar was jointly sponsored by the local FAA office, the Spokane Chamber of Commerce and the Eastern Washington Chapter of 99's. Irene Anrode, Lygie Hagan, Meg Hatch, Leona Heberling and Helen Shanewise helped with registration.

Plans were made to assist the Washington State Medical Auxiliary in its Wings For Relief program. Several members have volunteered the use of their planes and their time to collect surplus medical supplies from outlying districts of our state. The November meeting was held in Pullman, Wn. at the home of Minnie and Carl Boyd.

A short business meeting was held to plan for the day we will spend at Fairchild Air Force Base to go through the Altitude Chamber. Again our husbands will be invited so this should be fun as well as educational.

GREATER SEATTLE CHAPTER

Pamela Holm, Reporter

Fran Bryant was the inspiration and organizer of our November meeting at Fort Lewis. Here is the report she sent me. "Although the girls had received permission to land at the base, the weather was uncooperative and fifteen gals made the drive some 40 minutes south of Seattle. We were met at 10:00 by the Base Aviation Officer and briefed on the base facilities we would be seeing. We were split into four groups, each put under the able guidance of a Captain. In the Maintenance Department we were shown the T-42 (Beechcraft Baron), T-41 (Cessna 172), helicopters, etc. that are in use at the base and receive minor repairs in that department. In the Link division a few gals tested their talents in the transeddyne. We heard a few stall war-

ning bells! Although Ft. Lewis is primarily a helicopter base, the simulators are basically for fixed wing aircraft and are used as instrument trainers. In Airfield Operations the Military flight plan was explained. The base tower handles some 17,000 to 18,000 operations per month and thus restricts the base from civilian traffic. Weather is in the hands of the Air Force at this base and the study behind a five day prognosis and the methods used in obtaining detailed weather information was explained. As we departed the Weather Office the lighted sign by the door indicated VFR was the present condition. Nonetheless, our steps quickened as we headed outdoors toward the tower to avoid being drenched by the rain. In the tower's Radar Room a GCA approach was in progress and the headphones were passed around in the darkened room and we listened in. Up another five or six flights of stairs on the top floor we watched the controller handle fixed wing traffic for the runway and taxi way (used as a parallel runway) as well as the helicopter traffic. He's a busy man. This brought us to the end of our tour and all four groups met near the tower for a helicopter demonstration of a rescue operation. The MAST program that operates at this base is responsible for many a civilian rescue as citizens are lifted from mountainous areas when stranded, accident victims carried to hospitals and so on. Three cheers fellows! What you're doing is great! We had lunch at the Officer's Club and returned to the Conference Room for our monthly meeting. A fabulous day and no question about it—informative!"

Betty Denney is now APT and Charlotte Kamm is working on her instrument written.

IDAHO CHAPTER

A full day of Physiological training at Fairchild Air Force Base in Spokane, Washington, was held on August 6, 1971. Those flying in were Lynn Clark and her student Ann Johnson from McCall, Florence and Don Watkins, Beth and Harold Dougal, and Jo Anne Campbell all from Boise.

On September 5th, Joy Lou and Dick Waite were hosts again at their cabin on Petit Lake. The fly-in to Smilie Creek was attended by Lynn Clark, Louise and Jack Rencher, Chet and Mable Moulton, Bob and Gene Nora Jessen, Norma Hettinger, Twin Falls, Vince and Carol Cooke.

The Northwest Sectional Meeting in Portland, Oregon, was attended by Gene Nora Jessen, Chief Pilot, and navigators Dorothy Fender, Jacque Batt, and JoAnne Campbell. The half-time entertainment was hilarious, especially when everyone finally realized that the waiters belonged to the coffee union (could only pour coffee, that is) and were actually a group of business men from Portland called the Rainmakers.

The September meeting and going-away luncheon for Eloise Stover was held at the Kitty Hawk room in the Boise Air Terminal. Flying in from Jerome were Joy Lou Waite and Carol and Vince Cooke. Our new member, Carolyn Bixby from Nampa and from Boise were guest-of-honor Eloise Stover, Gene Nora Jessen, Lucille Taylor, Frances Brown, Claire Justad, Florence Watkins, Janet Thomson, and JoAnne Campbell.

Lynn Clark flew in to Boise for some radio work on October 5 and 6 so an executive board meeting was held at the Stagecoach Inn on October 6. Lynn proposed an Airport marking campaign and will check with the State Aeronautical Director for more information.

The first chairman of the Idaho 99s, Barbara Hornback, died October 10 after an extended illness.

MT. TAHOMA CHAPTER

Bonnie Baker, Reporter

The November meeting was called to order by chairwoman Betty Portnoy. Karen Krieger was voted in as a new member. We all join in welcoming her and congratulations on getting her private license. Alice Buttler reported to have finished a check-out in a Cessna 150, and managed such a full stall landing that the paint on the bottom of the tail was scraped off.

Mary Lyman Kirk is getting back into aviation activities after a long absence.

Your reporter, Bonnie Baker, had to abandon the Chapter's November Fly-In when water in the Carb-heat tube caused an engine failure on take-off. Good thing my broom-stick was working, but a swift quick landing was executed back as Olympia Airport.

PUGET SOUND CHAPTER

Betty Curran, Reporter

Our first airport meeting at Willard's Flying Service was a big success and everyone felt that the airport atmosphere was very conducive for our 99 Chapter meetings. Rock and Jennie Wiggins are the owners of Willard's Flying Service and both are wonderful Fixed Based Operators and recommend anyone flying into Paine Field, Everett, Washington to pay them a visit. Our program consisted of a PenZoil film showing Art Scholl doing aerobatics. Lorna Kringle was our program chairman and we were obliged to her for bringing this fantastic film. We highly recommend everyone see it. Mildred Pearson returned from a marvelous New England fly trip and was elated with everything she saw. We lost three of our members to the E.A.A. auxiliary because these girls are interested in antiques and they felt the E.A.A. gives them more on the kind of flying they like. Marchine Dexter is still working on her J-3 and hopes to have it flying before too long. Yours truly made a flying tennis trip to Las Vegas and came home with a trophy. We all like meeting at the airport. (Let's Race... Ed.)

SOUTHERN OREGON CHAPTER

Shirley Haussler, Reporter

Seven members and three guests were present at the November meeting in North Bend, Oregon. Those present were Chairman, Rose Ellison of Roseburg, Maxine Pike and Aline Sharp, both of Grants Pass, Carolynn Terry, Betty Glines and her guest Ann Zabriski, all of Coos Bay, Merlene Lanham of Canyonville, Ginny Walsh of Ashland and her two guests Hermion Clower and Betty Fordyce.

Our special guest was Mr. Wallace Knight of the FAA. He spoke on the services offered by the FAA and also on some changes that are in store for our part of the

area. It is always interesting and educational to learn new changes and we really appreciate all the help these people give us.

Rose Ellison presented Maxine Pike with a new charm to add to her bracelet.

Ruth Oliver is recuperating from surgery and we hope to see her at our December meeting.

Happy landings to all.

UTAH CHAPTER Eleanor Irvine, Reporter

"While strolling thru the auction one day," Jane Patterson and daughter Valerie happened upon a homeless Cessna 120 and bought it.

On Wednesday September 25, with winds up to 47 m.p.h., a rather unsuccessful attempt to airmark Utah Skypark was made by Barbara Barlow, Darla Townley, Wilma Nichols, Vivian Yardley, Barbara Whitaker, Jane Patterson, Darlene Suelzle, Joan Barton and Yours Truly, Eleanor Irvine. Also helping were some out-of-state 99's, Lyn Clark from McCall, Idaho and Judy Eggleston from Nebraska. A week later under very pleasant weather conditions the job was completed using up 18 gallons of paint, one day and seven 99's.

The Ogden Airport Advisory Board has asked Eloise Wilcox to join them on their Board.

Celebrating the Utah 99's Birthday Dinner on October 13, complete with balloons, popping of Champagne corks, and model airplanes were: Eloise Wilcox, Donna Odekirk, Jane Bailey, Jackie Grandia, Jeane Freestone, Margery Peterson, Kay Howells, Maurine Shurtleff, JoAnn Winterling, Jacquelyne MacCabe, Lucile Christopherson, Flo Kelly, Eleanor Irvine, Teri Wojcik, Jane Patterson, Wilma Nichols, Gini Streeter, Virginia Wilkinson, Barbara Barlow, Joan Williams, Nancy Reuling, Darla Townley, Barbara Whitaker, Betty Hayward, Dee Ricord, Joan Barton.

Dale Uppinghouse, Federal Aviation Agency Accident Prevention Specialist, showed us a film on "Weather to Fly" at Alberta Nicholson's on November 10. Attending the meeting was: Wilma Nichols, Barbara Barlow, JoAnn Winterling, Darla Townley, Teri Wojcik, Kay Howells, Nancy Reuling, Vivian Yardley, Gini Streeter, Barbara Whitaker, Joan Barton, Joan Williams, Eleanor Irvine, and guests Jean Powell and Judy Eggleston.

We are all "a flutter" here, trying to get Chiefs (Chairmen) selected for the Powder Puff Derby, which is scheduled to come thru Ogden this coming summer.

JoAnn Winterling reports that she has sold her 170B and has been shopping around. Kay Howells and 49 1/2er have bought a newer Cessna 310. "Fantastic" says Nancy Reuling about her AOPA trip to Africa. Barbara Whitaker, Jane Patterson and Judy Eggleston had a lot of fun flying to Provo and back.

Joan Williams flew to Jackpot for lunch and back. Vivian Yardley and this reporter attended the maiden flight of a Cassutt racer at Salt Lake City Airport on November 12.

Barbara Barlow has made a trip to Canada and a trip to New Mexico as copilot while working on her Lear Jet rating.

This reporter has been flying check pilot for 49 1/2 er while he has been working on his Instrument Rating. When we switch places, let's hope he is nicer and more patient.

We wish you all a Merry Christmas, a Happy New Year and Happy Flying.

WESTERN WASHINGTON CHAPTER **Mary Ellen Palmer, Reporter**

Our November meeting was held November 10 in the Washington State Aeronautics Commission's building on Boeing Field in Seattle. The commission has very kindly offered us the use of their conference room as a permanent meeting place. The offer is much appreciated because winter evenings can be pretty bad here and finding an address in the dark and the fog and the rain can be a little too exciting.

The program for the evening was a presentation by Priscilla Cook of slides of her family's summer trip to Alaska. Priscilla flew their newly refurbished J3 Cub while the rest of the family followed in their Widgeon. The Cub was left part-way up and they flew as far as Barrow in the Widgeon. It was a five week trip and sounded fabulous.

Our fledgling whirly-girl, Joanne Hull, recently soloed.

WILLAMETTE VALLEY CHAPTER **Bonnie Bradford, Reporter**

Since it has been sometime since anyone has had any news from The Willamette Valley Chapter, I will attempt to briefly bring us up to date.

In September our group met with the Chamber of Commerce at Independence Oregon to see if we or they had any suggestions for the annual Palms to Pines Air Race. We enjoyed a lovely luncheon as guests of these same gentlemen and discussed at length the past and future Air Races and decided to make no changes at this time.

Our October meeting was held at an all day Flight Safety Seminar at Lane Community College. All who were able to attend agreed it was a very enlightening and interesting meeting.

Chairman Byers Jones spent the summer traveling in Europe.

Happy Holidays, Happy Flying To All.



ALAMEDA COUNTY CHAPTER **Petrine Lockhart, Reporter**

Anne Bloxham enjoyed a visit with the hospitable Aloha Chapter back in August.

Adelaide Morris and 49 1/2er Don flew to Nome, Alaska via Penticton, B.C., Prince George, Watson Lake, Whitehorse, Fairbanks and Nome. They covered about 6000 miles and had such an interesting trip, that they plan to return in June of 1972.

Beverly Davis and 49 1/2er Don spent two weeks touring Ireland. They were disappointed to learn that private flying is almost non-existent in Ireland. There are only 300 pilots there, and flying is confined to clubs at the major airports.

Jaunda Bigelow flew her father to Bakersfield and again the weather was not cooperative. The flight was completed in spite of fog, low ceilings, and rain squalls. The following Sunday, she flew three guests to Tahoe, and the weather was fabulous and the flight beautiful.

ALOHA CHAPTER

Jane Kelley, Reporter

THE CHALLENGE! Nov. 14th became the day for the first annual Aloha Chapter 99's vs. General Aviation Council of Hawaii cross-country proficiency contest. It all began as men vs. women, but ended as a plane vs. plane contest as many couples wished to fly together. With scoring based upon estimated time enroute and estimated fuel consumption, eleven assorted general aviation aircraft winged their way from Keahole Airport, Kona Hawaii, over the blue Pacific toward Honolulu, midway checking timing over the VOR on the island of Lanai plus a touch and go on the runway that sits amid the pineapple fields.

Arriving in Kona two days early was Corrine and Keith Briten (who planned to compete against each other). Pat Kelley threw a get-together party with pupu's and drinks at the Kona Inn Saturday night.

There was lots of laughter, cursing, and congestion as all made the mandatory fly-by's over Lanai VOR and the touch and go at the airport, and a half hour later all birds were safe on the ground in Honolulu. FSS bravely put up with "all those women in all those small planes," but it was too much for them and soon after the race left the island they declared the Lanai VOR "inoperative!"

Dot and George Read and Rose Marie and Wally Burkett timed the planes landing in Honolulu, and Dick Yeakel of Aeromarine Flight School topping off all tanks. Pat Davis, all-over chairman, flew a CAP T-34 in the race, and is still trying to recover from her duties!

Recently returned from roaming the globe is our chapter photographer, Winn Miller. On her photographic tour of the Orient, Winn flew aboard the Royal Nepalese Airline into Katmandu. What most impressed (or depressed?) her was finding that there are no nav-aides leading to the city . . . "in bad weather you just turn around and go back!"

Corrine Briten showed the P.P.D. film to her 7th grade science class studying Aviation and Rocketry.

BAKERSFIELD CHAPTER

Florence Moody, Reporter

Flying their planes to Santa Barbara, Joan Paynter and Patty Piper took more than 200 pounds each of supplies for Direct Relief. Mrs. E. W. Michelsen, committee chairman for Kern County Women's Medical Auxiliary, accompanied the pilots. They toured the facility and saw how the supplies are sorted and sent where requested. They returned so enthusiastic that they wish to deliver more supplies to Direct Relief.

Robert Asbury, GADO, Fresno, was the speaker at the November meeting. He presented Maude Oldershaw with her certificate and identification badge. She is counselor on the Accident Prevention Program.

Joan Paynter and Patty Piper viewed the Mojave 1000 race from the inside. Thursday through Sunday they assisted with registration of race participants, checking entry forms, issuing passes, getting autographs, and gazing at T-33's, Bear Cats, Corsairs, Hawker Sea Furys, and P-51's.

Christmas will be celebrated with Maude Oldershaw December 10.

BAY CITIES CHAPTER

Kathy Marquardt, Reporter

Our November meeting was a joint meeting held with Redwood Empire at Sonoma Joe's. We shared good food and slides of the past year's 99 activities.

Rose Sharp joined Myrtle Wright of Redwood Empire and Vivian Harshbarger of Golden West and 99s from other chapters for a tour of Castle A.F.B. The B-52's and the KC 135 were impressive. The RAPCON was the most exciting as it comes in handy for Gen. Av. pilots. Rose Sharp is moving and her new address is 18325 Sierra Dr., Sonoma, Calif. 95476.

Jan Dietrich is moving to 108 Putnam Park, Greenwich, Conn. 06830. Her phone (unlisted) will be (203) 869-2215. She has been hired as First Officer on a C-2 Jetstar for Xerox and will fly every other leg as Captain. There will be some foreign flights, mainly to South America with a few to Europe and Japan. Jan was one of the first four hired from over 3000 applicants another step forward for women in aviation. Congratulations Jan.

Joyce Wells recently combined a business trip with 49 1/2 Hal with taking a load of Medical Supplies to Santa Barbara.

Have a Happy Holiday.

COACHELLA VALLEY CHAPTER

Jean Patane, Reporter

HOORAY FOR US. We were notified that we were awarded the Airmarking Trophy for the Section. Fifty-six thousand square feet of airmarking we did last year and are we proud! A few Sundays ago we started on our second year of airmarking at Yucca Valley. Garnett Stockton and Bettye Manley promoted donations to cover the cost of the paint (they have homes off the runway). Garnett provided the nourishment while the painting was done by Jeanne Scott, Bettye Manley, Ilia Mae Carosell, Shirley Junker, Connie and Art Woolston, Jean Patane, Rita and Pat Polen, Chairman Rosella Kibbee, Lou Stockton and Belden Crist. Now pilots will have no reason to drop out of the blue and say "Where are we?" We added the elevation and numbered the runway. Our youngest members, teenagers Rita and Pat Polen are now instructing at Twenty-Nine Palms Airport and K Field adding hours to their already overloaded Log Books.

EL CAJON VALLEY CHAPTER

Vi Chambers, Reporter

Congratulations go to El Cajon Valley roadrunner Doris Taylor who passed her written private pilot exam.

Lynn Coulthard and passengers, Dr.

Brietbarth, D.D.S.; Alita Marks, RN, and Virginia Speller, San Diego Tribune, had a pleasant trip to El Rosario, Mexico, with the flying Samaritans on Nov. 13th. Virginia donated gifts presented to the school which will be distributed to the children at Christmas.

I understand several planes will arrive at Alamos, Mexico, for the Thanksgiving weekend, including Marge and Bruce Brown who are touring Mexico in their plane. A joint dinner meeting with San Diego Chapter was held on Nov. 15th at Casa Miguel, Montgomery Field. Approximately 50 members and guests attended and enjoyed the slides shown by Wanda Cummings.

Merry Christmas and a Very Happy New Year from El Cajon Valley Chapter.

LAS VEGAS VALLEY CHAPTER **Marie McMillan, Reporter**

The AOPA Convention in Las Vegas in October was a grand get-together for Ninety-Nines. Las Vegas Chapter welcomed a visiting new International member, Monika Gunther, from Darmstadt, Nicolaiweg, West Germany. Margaret Moore and sister, Frances Dickson, took Monika for a tour of the area and a visit into their home. Monika and I and both our 49 1/2ers went flying in a new Cessna 310 over Mt. Charleston and in a McCullough gyrocopter over Lake Mead. Very exciting! Monika had some exciting experiences to tell us of flying around Africa, to the Canary Islands and landing in a pea patch. The Las Vegas Chapter was thrilled indeed to visit with a 99 from Germany.

Honey Pyes hosted the November

meeting. Guests were Amy Koning, Captain George Roberts from Nellis Air Force Base, and Judy Mallis, owner-manager of the Sky-Knights. Joanne Nelson has resigned as Chairman to move to Phoenix. Marilyn Andrews is the new chairman. Air marking in the desert area will be our big project. First marking will be Sky Harbor Airport south of the City.

Give us a call when you fly in to Las Vegas.

LONG BEACH CHAPTER **Dorothy Waltz, Reporter**

Katy Boyd writes that she loves her new job with Ross Aviation, Riverside Airport in Tulsa, and that she is doing a lot of flying as well as ground school and simulator instruction. Katy, director of operations at ATE of California for 1 1/2 years, was called East because of illness in her family; Long Beach chapter will miss her. Her new address, after Nov. 10, is: 3811 East 36th St., Tulsa, Okla. 74135, and she extends an open invitation to any 99 going through.

Mary Lou and Howard Klein had one of those fine "tail winds both ways" flying vacations this summer, when they flew an Arrow to St. Louis and back.

Marie Hoefer happily reports she has 40 minutes in the left seat of a 737 Simulator which she got while on a trip with 49 1/2er Rick to Denver. Marie certainly is starting her future 99 off early.

Joan Dilley attended the Pilots Association Seminar in Long Beach this month.

Mary Pickney and co-pilot Ruth Nitzen are busy getting ready for the Kachina Doll Race. They will be going in Mary's Cessna 182.

Congratulations to Judy Wagner - 1st place winner of the Formula 1 Silver Class Reno Air Race. Judy's time was 208.857. Out of the eight planes entered two were piloted by women.

LOS ANGELES CHAPTER **Jo Ann Steiert, Reporter**

Rachel Bonzon and Dorothy Pepin report that they flew to Gillespie for a most pleasant weekend with Lynn Coutkard and Chuck and Doris Taylor to see slides and movies of the summer trip to Calgary (send-off for the PPD), Victoria, Canada and US Northwest. Betty Wharton met them there and Sunday the six-some joined forces with the Southern California Aviation Breakfast Club for their monthly meeting.

Barbara Nichols reports being thrilled to speak with Sheila Scott during a recent trip to London, England. Sheila had just had her picture in the London Times being presented her auto license by the Lord Mayor. Barbara wasn't telling tales out of school, because it made all the papers, but it was a major occasion because it was the FOURTH try!

November meeting was a work meeting, at the FAA building at Santa Monica, assembling work materials for the Instructors Recertification clinic, just before Thanksgiving. Lynn Oper has been our organizational gal on this one, and she's done a fine job. Also advance thanks to the gals helping at the Miramar Hotel, Nov. 22, 23 and 24th, with the clinic.

We'd planned a fly-in to Lake Havasu for the 14th of November, and found out coincidentally that it was also the weekend of the Desert Air Classic, an airshow, Poorboy Race, etc. etc. Sunday dawned clear, and cold and WINDY with the weather bureau reporting SIGMETS enroute, PIREPS of turbulence and 40 knot winds. The hopefuls that had gathered at the airport were too ready to go to chuck the excellent visibility for turbulence. We kept looking until we found a direction that had manageable winds, shorter distance and attractive destination. Santa Inez.

Norma Futterman is hostess again this year for our Christmas Party. We will see ya' there.

MT. DIABLO CHAPTER **Sharon Ketchum, Reporter**

Pajaro Dunes is the place to go for a great day by the ocean. In October, our 99s and 49 1/2ers were invited there as guests of Betty and Warren Boggess. The Watsonville Airport is nearby and you can easily get to Aptos and Pajaro Dunes. It was fun walking along the beach searching for Sand Dollars and other treasures. Everyone agreed this was one of the best trips yet. A special "THANK YOU" to Betty and Warren for making it possible.

Marty Graham and Buckie Johnstone chauffeured Marge Rogers, Liz Christian (guest), Sharon Ketchum, prospective member Pauline Wade and Nancy Richard (guest) to the Napa Airport. It was so nice having Liz Christian and Nancy Richard with us. These two gals are now Student Pilots working on their Private Tickets.

PALOMAR CHAPTER **Wanda Miller, Reporter**

Twenty-three members and guests flew



Las Vegas 99's attending the AOPA Luncheon, October 7th, 1971, honoring Monika Gunther, 99'er from Darmstadt Nikolaiweg, West Germany:

Seated, from left to right; Norma Gunderson, Linda Snyder, Marilyn Andrews, Chairman of the Las Vegas Chapter, Monika Gunther, Honoree.

Standing, left to right: Priscilla Alexander, Honey Pyes, Marie McMillan, Margaret Moore, Dr. James McMillan, 49 1/2'er.

The Luncheon was held at the Frontier Hotel, during the AOPA Convention, and Senator Howard Cannon of Nevada, was the featured speaker.

to Show Low, Arizona for our October meeting. Great flying weather, beautiful scenery and a grand time had by all.

Welcome to the fold: Rose Marie Wilson, our newest member.

Our annual AMPAR (All Men's Palomar Air Race) is set for Nov. 20th - entries are in and our male compatriots are silently revving their engines in great anticipation.

Our annual Christmas Party will be held Dec. 11th at the home of Hilda and Billy Pettross in Escondido. In lieu of gift exchanging we plan to hold a Christmas Bazaar with proceeds going to the Helen McGee (ECV '99) Fund.

Our Mexico hopping member and 49 1/2'er Nell and Pat Connolly have generously extended open house invites for our birds to fly south to their newly opened restaurant and cantina in Zihuatanejo, Mexico between Christmas and New Year.

Tentative plans have been made to hold our Jan. meeting in Fallbrook for the opening of the new two story AD Bldg. Congratulations! Fallbrook Air Park.

HAPPY FLYING!

PHOENIX CHAPTER

Beth Ussher, Reporter

This month's biggest news is the results of the Kachina Doll and Roadrunner races. The men actually outnumbered the women in the day's events and everyone had a tale to tell. The course was over the desert this year and the fly-bys included Goodyear Airfield, Kitt Peak, Ajo and Airforce Auxiliary No. 6 - what would we do without those old overgrown, hard to spot, closed Air Force training fields!

But everybody made it home and the winners were: Kachina Dolls - 1st, Sue Harper/Millie Dawe; 2nd, Darlene Brundage; 3rd, Agnes Liljegren. The Roadrunner results were - 1st, Richard Brundage; 2nd, Robert Margin; 3rd, Bill Harper/Kendall Dawe.

Congratulations for a well run race, and for a beautiful banquet, to the race board of Mary Lou Reed, Pauline Cessna, Melody Bohanon, Mary McPherson, Virginia Hash, Mary Batty, Millie Miller and Carol Borgerding, and especially the race chairmen



Sue Harper (left) and Millie Dawe receiving Goldwater Trophy as winners of the Phoenix Chapter's Kachina Doll Air Race, November 6th, 1971.

Becky Haynes and Beverly Powell.

Next year Millie Miller and Ruth Reinhold will chair the event and the special category race will be held Friday, with the regular races Saturday, November 4th. Save those dates everybody!

Future activities on the calendar are - another clothes lift to Window Rock on the Navajo Reservation December 4th; a remarking of Gila Bend which has been resurfaced on January 8th; and the Chapter Christmas Party at Millie Dawe's on December 11th.

Welcome to our newest member Ruth Olson of Scottsdale.

At our last meeting, Juanita Newell spoke on the Girls Ranch, to the Board of which she has recently been elected President.

Other girls on the go - Jessie Wimmers was in Las Vegas recently as an instructor in the AOPA clinic; Millie Miller helped search for, then photographed, the tragic crash of air pioneer Boman's plane from her new Cessna 182; and Agnes Liljegren found you can't fly with a small hole in a piston and make a successful emergency landing on a highway.

REDWOOD EMPIRE CHAPTER

Anita Worel, Reporter

October 23rd Pat Stouffer, Myrtle Wright, Olive Agron, Louise Ramsey, Nina Rookaird and 49 1/2 Dick Rookaird joined members of the Sacramento Valley Chapter on a tour of Castle Air Force Base. All had the opportunity to fly C-135 and B-52 simulators.

November 8th Anita Worel flew 200 pounds of medical supplies to DRF in Santa Barbara. She arrived there with 8 planes from the San Joaquin Valley Chapter.

November 12th we held a dinner meeting at Sonoma Joe's in Petaluma. Betty Worstell, Joyce Wells and Anita Worel showed

slides of the 1971 Powder Puff Derby. Anita Worel also showed slides of a tour donated by Page Aviation that she won at a Tucson Southwest Section Meeting. The tour and slides were of Monument Valley and Lake Powell in Arizona. Also present at the meeting were Kathy Marquardt, Gertrude Cherry, Hal Wells, Margaret and John Gerhardt, Rose and Donald Sharp, all of Bay Cities Chapter, and Hazel Bertagna, Pat Stouffer, Olive Agron, Louise Ramsey, Sharon Hitchin, Theron Vaughn, Brenda and Gordon Littlefield, Nina and Dick Rookaird, Louise and Mel Montero and Jack Worel.

RENO AREA CHAPTER

Hazel Hohn, Reporter

Those present at the November meeting at Katie Bolstad's were: Kay Schlinkman, Katie Bolstad, Barbara Mouchou, Phyllis Ahlswede, Lois Brown, and Elaine Brown. We all welcome new members Jane Logan, Kay Schlinkman, and Dell Haas.

Our chapter extends their deepest sympathy to Doris Eacret on the passing of her 49 1/2'er John. We will all miss him.

Elaine Brown reports that after getting their 175 in tip top shape, she and Stan received a directive that the nose wheel fork must be replaced. How can you win?

Mary Boles and Doris Eacret are escaping our wintry blasts by leaving this week for a tour of the South Seas Islands.

Our chapter sent a donation of \$25.00 to Helen McGee.

SACRAMENTO VALLEY CHAPTER

Barbara Goetz, Reporter

Two new members were voted in at the October meeting. We would like to welcome Jean Colombo and Ann Corder. We were also lucky enough to have Thelma Drew transfer from Southern Sierra Chapter.

The uniform accepted by 99 Headquar-

ORANGE COUNTY CHAPTER Maggie Burch, Reporter



ters and made by Juanita Bowler is available for order. A price list is available on request. The photograph shows some of the combinations possible. This is a really versatile, great looking outfit.

We were happy to have a guest speaker at the November meeting. Mr. Joe Hitch of the California Air Museum gave a talk on the museum to be built at Sacramento's Executive airport. Our own Thelma Cull is on the board of trustees. This is a very worthwhile and exciting project and we hope to participate as much as possible.

Committee members Maxine Northart, Barbara Goetz, and Audrey Snovel were instrumental in the planning of the proposed pilots lounge at Sacramento Executive Airport. The final decision will be made next month, but it looks as though Sacramento pilots will finally have a place to relax.

SAN GABRIEL VALLEY CHAPTER **Marie A. Hight, Reporter**

Marie Cawyer showed us slides of landing strips in Baja that were hard to believe! One strip disappears when the tide comes in! Her talk was very informative, humorous and interesting. She recommended we take a three day train tour to the "Grand Canyon" of Baja.

Naomi Wilden attended the Fly-In at Giant Rock and said it was clearer and cooler there in the desert, than it was at home. Also at the Fly-In were Portia Cornell and her family, Joan Winter and her husband.

Two new members of the 99s are Joan Winter and Starr Burr. We are happy to have them, and appreciate their active participation. Four new guests at our November meeting are Kathy Woolsey, Peg Rugg, Mary Pat Seifke and Mary Wisniewski. Attending again as guests are Marj Loomis, Eve Hunt, Bonnie Hadley and Dorothy Monsanto.

Pat Inwood presented APT awards to Margaret Lawson, Jane LaMar, Mary Sebelius, Nancy Gordon, Marie Cawyer and herself!

Raffle tickets are ready for ten free flying lessons. Our chapter is looking for some four place planes to rent (by the day) for 3 cent a pound rides with 99s. Members of our Chapter who live near Redlands will help plan and host a Clinic for Pilots which will feature the FAA Team from Oklahoma City who speak on various subjects.

SAN JOAQUIN VALLEY CHAPTER **Dorothy McAllister, Reporter**

Seven planes, laden with 1650 pounds of medical supplies flew our Chapter's first drug run for Direct Relief Foundation November 8th. Loading up at Modesto were Marie McDowell with passenger Trixie Clayton, Barbara Glantz with Rosie Hijos, Helen McGee with Dianne Kaufman and son Jimmy, Charlotte Ryan with Ev Hendley and Mrs. Ryan, Sr., Lee Roesch with Shirley Miller, Charlene Kirk, and Rene Nealon.

All landed at Bakersfield for lunch and a wait for improving visibility in Santa Barbara. When the weather didn't cooperate they settled for Special VFR, declining the gracious offer to see the DRF's facilities in favor of getting home before dark.

If you see a pilot flying along with a tiara on her head and red roses in her lap, that's Rosie Hijos, reigning for the coming year

as Queen of the California Chapter of the International Flying Farmers.

Jean Murray really does her thing when rummage sale time comes around. Thanks to her hard work and lots of helping hands we have almost \$300.00 for the AE Scholarship Fund, banquet speaker, and other worthwhile flying activities.

Twenty-four of us gathered at Helen Recek's home for our November business meeting. Welcome to two new members, Sammy Mercer and Norma Draper. Norma is a new and enthusiastic pilot, with about sixty hours, and being Helen McGee's sister, we're just surprised she held out as long as she did before she succumbed to Helen's missionary zeal! Sammy may be a new 99, but she brings 500 hours experience to our ranks, including jaunts to the East Coast, the Bahamas, and Canada.

Laverna Gudgel was back in her Chairman's seat, reporting that 49 1/2 Bob is recuperating beautifully, except for a bad case of cabin fever.

SAN LUIS OBISPO CHAPTER **Wanda Ewing, Reporter**

June Cunningham is our new chairman for the new 99 year. Business accomplished includes receipt of the air-marking kit, a contribution to the Amelia Earhart Scholarship Fund, and a certificate of membership for our chapter in the California Council of Aviation Associations (we wish all California 99 chapters would belong to the CCAA as this is the legislative council for the state of California with representatives in Sacramento and our only hope of having a voice to help protect the rights of general aviation).

Read at the business meeting was an answer from Senator Grunsky saying he will oppose AB-1954 in response to our chapter's plea. Commonly known as the guest statute law, unless this bill is defeated, we (as pilots) will be legally liable for civil suit by our passengers in case of accident.

Chairman June also pinned Jane Show, our first member of this year to receive her APT button (Annual Proficiency Training). Get your annual check ride! Jane also passed her instrument written examination.

Marci Barnett along with co-pilot Criss Moulin participated in three races this year with proud showings:

- 1) prize for best time for a team with less than 700 hours in the POWDER PUFF DERBY;
- 2) 7th place in the PALMS TO PINES race;
- 3) 12th place in the PACIFIC AIR RACE.

Emily Cletsoy, who also passed her instrument written examination, recently flew 185 pounds of drugs to the Santa Barbara airport to the Direct Relief Foundation; this is the newly coordinated program of the 99's working with the Women's Auxiliary of the San Luis Obispo County Medical Society.

Wanda Strassburg is continuing her fast pace as chief flight instructor for Swiftaire Lines at the San Luis Obispo county airport; in addition, she is teaching ground school at the local adult night school.

Grace McChesney flew to the Flying Farmers International Convention at Edmonton, Canada. Grace and husband (who is a member of the California Aeronautics Board) also attended the September

meeting of the California Aeronautics Board in Eureka. They were hosted by Humboldt county and Grace was very impressed on the aerial tour of that mountainous county to see the out-of-necessity airport locations — some on plateaus and others in canyons.

Barbara Gafner who flies out of the Paso Robles Airport is now proudly displaying a "Real Aviators Fly Taildraggers" bumper sticker.

Vel Kreider is our new Flight Activities Chairman. Chairman June is already planning on going in next year's Powder Puff Derby.

SANTA BARBARA CHAPTER **Virginia Lane Moser, Reporter**

November in Santa Barbara brought several interesting visitors to our meeting at Rachel Cowin's house.

Mrs. Ilse De Mott, through whom we've worked with Direct Relief Foundation, joined us, and brought with her Mary Tavena, a former pilot, whom she introduced as our new coordinator. Mary will notify us of any medical supplies she would like Santa Barbara chapter to pick up. We will also be more sure to hear now when some of you are flying in with a delivery.

Another guest was Mary Lewis, a past 99, a former WASP, holder of commercial and multi-engine ratings.

Callie Nickell, who is also a glider pilot, Judy Roeser, and Diana Dee, a new licensee, also came.

We were fortunate to also have Mr. Al Borella, Chief Pilot of Apollo Airways, come to explain the new Los Angeles Terminal Control Area (TCA) to us. After then quizzing the group on several important points to remember, Mr. Borella gave a good review and offered some safety tips.

Joanne Steinberger spent a busy weekend helping with registrations at the Mojave Air show. Weathered out of our planned fly-in to Catalina Island Saturday, November 13th, Marion Fickett and Rachel Cowin decided to go ahead and use the Cessna 150 they'd rented for the day, and see the Air Museum at Orange County. After mentioning to Erma Christian and Shirley Sendrak that they were going, the girls went putt-ing on their way. You can imagine their surprise when they were met at Orange County by all of those they'd left behind and more, who'd arrived by Mooney and Bonanza. There stood Erma Christian and husband John, Pat McConnell, Shirley and Ted Sendrak, and Pat Rowe.

MERRY CHRISTMAS!

SANTA CLARA VALLEY CHAPTER **Betty Hicks, Reporter**

"Seven thousand, one hundred and 90 pounds to date!" was the enthusiastic count of Jeanne McElhatton, as another DRF (Direct Relief Foundation) flight was readied for the San Jose-Santa Barbara route on November 19. DRF is the Santa Barbara organization which distributes medical supplies to in-need countries abroad, collecting from distant points and transporting many of the supplies via The Ninety-Nine air freight system.

The 7,190 pounds represent drug supplies flown by Santa Clara Valley Chapter pilots since August, 1970 . . . And no wonder Jeanne was smiling after the October

flight. She had flown a load of ancient dental supplies in Aztec N990DJ. Included in the cargo: tanks of laughing gas! . . . Pat and Sheldon Roberts had to buy their Aztec to keep up with their scattered sons. One elongated weekend saw Pat and Sheldon fly to San Diego for son Steve's graduation from Navy boot training. The next day they flew to Reno to watch another son give his all for UC-Davis against University of Nevada's football team. Then is was back to San Diego to give Steven back to the United States Navy, and thence home to San Jose on the 25th, four days after their tour began . . . Evelyn Lundstrom and Pat made a quick flight to Tracy one VFR day this month. Destination for their cargo of aviation books was the Deuel Vocational Institution. They delivered the books to the "residents" of the institution. An LOL in the Tracy airport office was struggling to keep her composure, reports Evelyn, so disbelieving was she that two women who were not apparently young and intrepid could fly an airplane.

An article on Des Stuart-Alexander will appear in the "Our Interesting Members" feature of an upcoming issue of the AOPA "Pilot" magazine. Des' mapping of Mars was postponed several days in November when the "sequence reports" from the planet reported visibilities zero in BD. Meanwhile, Desiree is busy plotting a postman's holiday-type flight for December. Destination is Mexico's Neo Volcanic Plateau where she'll research the many siesta-ing volcanos which are so responsible for much of what is Mexico. Adding another dimension to her trip, Des will be working on her multi-engine rating enroute, in a Beech Travelair . . . SCV's reporter is off to the November meeting of the Women's Advisory Committee on Aviation, as a new appointee.

A fly-in rummage sale is the innovative fund-raising idea of Golden West Chapter, to which Santa Clara Valley Chapter made many contributions, leaving some of us with not very much to wear. Treasures were flown from the San Jose Municipal collecting station to San Carlos, where they were tagged and destined for eventual sales to fund the 1972 AWTAR start.

Herma Hill Kay, undaunted by the continued masculine dominance of the U.S. Supreme Court, is hard at work on her commercial license. Herma was on a list of ten women considered qualified as a court nominee recently. Apparently her FAA medical certificate was her undoing. It reads: Age: 37; Sex: F. In that ball game, two strikes mean "Out!"

It was SRO for Jerry Widmayer, San Jose GADO's Accident Prevention Specialist, as a good chapter turnout plus this reporter's 50 guests listened to the now-classic Widmayer presentation on mountain flying. The horde of guests were from our Foothill College aeronautics classes, field tripping. Every student pilot, male or female, was our reasoning, should know what The Ninety-Nines represent, as a part of their aviation indoctrination.

TUCSON CHAPTER

Ginny Cook, Reporter

New Officers for 72:

Norma Wilcox, chairman, Jayne Hunter,

vice chairman, Lorraine Yocum, treasurer, Judy Preble, secretary.

New Licenses/Ratings:

Barbara Welsh/Commercial - Janet Robertson/Commercial

1971-72 APT members: Barbara Welsh, Janet Robertson, Jayne Hunter, Delores Davis.

Convention Participation:

Barbara Welsh, Ginny Cook

Races and other Events:

Virginia Edwards, and Maggie Schock in the PHX Kachina Doll Race. A trophy for 5th place. Whoopee! Observers at the Kitt Peak Fly By were Jayne Hunter, Janet Robertson, and Ginny Cook.

Sick List:

Sherry Boice is back home again after surgery and is all well now and thanks you all for your good wishes.

Out of town: Barbara and Jack Welsh - in Oklahoma City for the FAA Medical Doctor Training in which Dr. Welsh is par-

ticipating.

Clinics Attended:

CFI Renewal Clinic. Sherry Boice, Ray Schock, and Dot Jenkins

Travels:

Chris and Bill Ruck to Las Vegas and Mexico. Ken and Ginny Cook to British Columbia, (Kamloops) then to Banff. Jayne and Bill Hunter to San Diego, and Lum and Virginia Edwards to San Francisco.

Welcome To:

New Members, Carolyn Milkey, Phyllis Courtney, Delores Davis, Twila Weber.

(OK Ginny - How 'bout somewhere in between - ED)

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Modeling the new uniform are Dee Olson, left, wearing the wrap skirt, blouse, and jacket; Florence Breen wearing the slacks, and jacket; and Audrey Snovel wearing the coullottes and jacket.



Kirsti Pesola, Reporter

The first snow of this winter reached us in Helsinki on the 7th of November. We got about 15 centimetres of it. On the same day we visited Helsinki Airport, which is the largest and most modern one in Finland. We were 12 99's present: Raili Aronen, Riitta Blomstedt, Christine Hedman, Kaarina Hellemaa, Ulla Honkanen, K. Anneli Kokkola, Eira Kuorinka, Tuovi Laakkonen, Maire Paajanen, Marjatta Penttinen, Magdalena Skogfors and Pirkko Uusi-Eskola, in addition to that there were three 49 1/2's and five 23 3/4's, and all very interested in flying.

We had the possibility to visit the approach control and radar room, situated 12 metres under the ground, as well as the traffic control tower and the air safety service room. We really enjoyed this day very much, and what is more important, we really learned a lot of useful things!



Reporter, Maria de Botero

This article will be a collection of small news articles about our members and their activities during the past year.

Our reporter, Angelika Chand, has been very busy these past two months training for her Electra license. I am proud to report her promotion to Electra Copilot with one of the highest grades in her group.

Veronica de Ruehle was married to Guillermo Vasquez at the beginning of the year and they just had a baby boy. Speaking of babies, the stork has been very friendly to the Ninety Nines of this section: Myriam de Jaramillo also had a baby boy and Beatriz de Montoya is expecting her sixth for the next month. This past Mothers' Day is one that Beatriz de Montoya will never forget. She was presented by her husband and children with a Piper Tripacer, since then she seems to live in the air.

Consuelo de Escobar and her husband Gilberto, bought a Piper Aztec. She has been studying to get her multiengine rating.

Okay and I are thrilled because our three

ten is flying again, being grounded for a year due to radio and electrical problems. It sounds incredible, but that is how long it took to have it repaired.

Rosa Elena de Escovar received a decoration from the Colombian Civil Air Patrol on completing her twenty-five hours on missions.

We as a group have participated with the Civil Air Patrol on four welfare missions; flying to remote areas taking doctors, dentists, nurses and drugs as well as clothes and foodstuffs where people lack the most elementary things. We have enjoyed these trips very much because we have been able to do something we love in order to help people who badly need it.

Our flying has been very restricted due to the weather conditions that have prevailed all through the year; the amount of rain we have had is something you have to see to believe. We hope that next year will bring an improvement along this line.

Merry Christmas and a happy New Year to all the Ninety Nines.



Christine Henderson, Reporter

Welcome! to new Members—Pamela Lock, who lives across the Tasman Sea in Christchurch, New Zealand. Doctor Dorothy Herbert, who flies her Piper Twin Comanche on medical calls; based at Charleville, Queensland; which is the venue for our Sectional in April, 1972.

Rosemary De Pierres spent a few days with Robin Miller whilst the latter was on duty with the Royal Flying Doctor Service in the Outback. She reports a fascinating trip, one of the sorties being a day with the Aborigines—Robin administering vaccines, while Rosemary did the card indexing and earned herself the title of 'Matron' by the locals! Not the least of the excitement was the logging of quite a few hours, flying a Baron! Robin Miller's book entitled "Flying Nurse" is just out. It is a 'first' for Women Pilots in Western Australia.

Although the weekend weather in Melbourne and Berwick has been awful for months, Lady (Maie) Casey enthuses over the reliability of her Cessna 180.

Nancy Bird Walton was met at the Munchen Airport by the President of the Bavarian Women Pilots Eri Von Gresheim after flying by Qantas jet to Germany. Nancy met Herr Polke, who designed and flew a glider in 1908 and built ten for export . . . the undercarriage was the pilots own feet . . . Nancy brought back a message from him for the Australian Early Birds, who had their annual dinner on the 5th November in Sydney at Qantas House and for the

first time admitted and invited the Women Early Birds to attend. Nancy was one of eleven women, who included Freda Thompson, Peg Kelman, Marie Richardson, Margaret Kentley and Esther Mather, amongst some two hundred men.

At North-West Cape near Exmouth Helen and Justice Blackburn went over the U.S. Navy radio station Harold E. Holt from where the signals are sent by VLF radio to the Polaris Submarines cruising submerged. There are 13 giant towers, the central one is the tallest man-made structure in the Southern Hemisphere and is 1,271 feet high. Inside the transmitting station Helen felt it was like something out of science fiction, (especially seeing how they set-up the voltage). They also saw over the N.A.S.A. Space tracking station at Carnarvon where they were then preparing for the Apollo 15 Moonshot.

Olga Tarling who is a Department of Civil Aviation Supervisor of Air Traffic Control (A.T.C.) Field Trainees for Queensland, made a routine visit to Central Training College, Melbourne in September and attended an A.T.C. Standardization Conference—stayed with Esther Mather. Recently Olga instructed a R.A.A.F. group of Controllers for the last three weeks of their Civil course in Brisbane. Part of the training included a Route and Navigation familiarization flight in a R.A.A.F. Avro 748—a real "flying classroom." They carried out a flight in Civil Airspace and then to Amberley for TACAN let down and GCA approach. At the same time Olga was instructing a Civil group of trainees and marking 250 end of course projects!

After three wonderful flying months in the Darwin and North Australian areas Kathryn Henderson has now flown south just ahead of the Northern Monsoon season; based in Adelaide. In her luggage one giant set of Buffalo horns!

During her last week in the Philippines—late August, Edith Dizon renewed her Philippine Private License. Quite an experience flying out of Manila International Airport, which serves private, domestic, International and Military aircraft with more than 500 movements each day, (in and out). The landing pattern for Runway 13 had been reversed as the Airspace over President Marcos' home, the Malacanang Palace, on the banks of the Pasig River, is now a Restricted Area.

In 1931, Freda Thompson won an Air Race for Women over Melbourne—this same event has been revived and this year Freda was a Member of one of the competing teams.

Bozena Vrla recently gained her endorsement on the Victa 150 and is training hard in aerobatics.

It is four years since I enjoyed a White Christmas in Kansas City; whilst staying with Nona Martin and her delightful family. Wonderful to know that Alice Hammond and many others are planning to join the Australian Safari in April, 1972, and it would be grand to see many Ninety-Nine members at Charleville, making it a truly International Year.

Wishing you all every Blessing at Christmas and may 1972 be a year of Peace and Happiness.



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Proposed Schedules

WEDNESDAY, JULY 12, 1972		SUNDAY, JULY 16, 1972	
Leave Los Angeles	— 0800 PDT	Leave Toronto	— 1000 EDT
Leave El Paso	— 1145 MDT	Arrive Dallas	— 1210 CDT
Leave Dallas	— 1525 CDT	Arrive El Paso	— 1350 MDT
Arrive Toronto	— 1935 EDT	Arrive Los Angeles	— 1535 PDT
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My 49½'er Gus, and I will be co-ordinating the flight from LAX to YYZ and return.

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