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99news



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Wings for International Health (Page 2)

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Publisher Lee Keenihan
Managing Editor Hazel McKendrick Jones
Art Director Lucille Weeks
Production Manager Ron Oberlag
Circulation Manager Loretta Gragg
Contributing Editors
Arlene Dando
Becky Thatcher
Virginia Thompson
Dottie Sanders
Hazel Jones
Eleanor Bailey
Darlene Gilmore
Lois Feigenbaum
Barbara Bonnett
Edith Denny
Mona Budding
Ruth Thomas
Director of Advertising Paula Reed

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INTERNATIONAL OFFICERS

President Betty W. McNabb
3114 Beachwood Dr., Panama City, Fla. 32401
Vice President Susie Sewell
c/o Catlin Aviation Co.
Will Rogers Station, Oklahoma City, Okla.
Secretary Pat Jetton
Airport Flying School
Addison Airport, Dallas, Texas
Treasurer Virginia Britt
6121 Cypress Rd., Plantation, Fla. 33313
Executive Board Pat McEwen
16206 E. Central, Wichita, Kan. 67230
Edith Denny
439 Temagami Cres., Pt. Credit, Ont., Canada
Joan Hrubec
16902 Dartmouth Ave., Cleveland, O. 44111

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Mailing Addresses

Headquarters: Will Rogers World Airport
Oklahoma City, Oklahoma 73159
Editorial Office: P. O. Box 38499
Dallas, Texas 75238
Advertising Office: P. O. Box 4228
North Little Rock, Arkansas 72116

President's Column

LAST FLIGHT

THEA RASCHE, Charter Member Valentinesstr 1, Germany

That deadline makes you think, doesn't it! Another year! 1972!

Your Executive Board was delighted with the "new" News, and we hope you all are just as pleased. It really looked like a little issue of "Flying" or "Pilot", didn't it! We did slant a small criticism toward some typos — such as Shomburger, which marred its perfection, but we think it was a fine step forward otherwise.

Our Computer got excited and sent a few final notices to people who had already paid their 1972 dues — we hope you weren't one of them and if so, checked your records and just ignored it.

Membership is down a bit from this time last year. Let's not give up the Ninety Nines if you've had to sell your airplane, or if this current economy is cutting into your flying-time. We know you have some talents, and we need them in the Ninety nines — and if you think you haven't any — how about giving us one we know you have — moral support?

It takes a lot more people on the ground to make a flying organization go than there can ever be in the air — and flying or not, if you're a working Ninety Nine, like the old Uncle Sam poster, WE WANT YOU! Ninety Nine means more things than just exercising your wings. It means wonderful world-wide friendships, it means exchange of ideas, it means satisfying work assignments and exciting get-togethers.

SEND IN THAT RENEWAL, late or not. We need you! We hope you miss us!

As usual, the plums plucked from the news letters delighted me. More and more chapters are joining the Direct Relief Foundation relays, which Dell thinks she would like to call "Wings for International Health." Other chapters are doing their own mercy flights to missions and areas where there is need.

SEVEN of the ten new WACOA members are 99s. Read all about it in Betty Hicks' WACOA column. We had a grand time, and saluted that lovely lady of aviation, Blanche Noyes, who is retiring from her long-time Air-Marking job with FAA. Betty needed a list of 99s who were there other than WACOA members, and I gave her one, but may have left out some people and know one I did — Doris Langer, former WACOA, was there, and and I think I left out Alice Fuchs. Ah, the fallible human memory!

Hope many of you are working as Accident Prevention Counsellors in your Regions. This is a job Ninety Nines can do well. Meet with your specialists, your counsellors, and your local pilots, and let's put safety into a steep upward climb.

"Sky Tales of the Ninety-Nines", from the Long Beach Chapter, is always interesting. This time Wally Funk gave some highlights of two hours in the left seat of a Lockheed Lodestar. Golly, that sort of flying must be fun! And — the FAA APT and Safety Clinic at Santa Monica had FOUR HUNDRED in attendance. This staggers the imagination of us boondockers!

Interesting information about female-type pilots: In 1970 (last available statistics), there were 29,472 pilots. OF THESE 15, 787 were STUDENTS, not eligible for 99s. There were 11,409 private tickets, 1897 commerials, 79 ATRs, 6 helicopter only, 141 glider only, and 153 "other" whatever they might fly! Balloons? There were only 589 flight instructors listed on the distaff side.

Your Prez has adventures once in a while, too. Set out for Louisville, Ky., in a T-Bird to see Betty Mosley receive the FAA second highest award for her unselfishness in giving up her PPD race position to help a lost pilot.

But Betty got the award without benefit of Presidential presence. On take-off roll, we hit FOUR sea-gulls, had to abort take-off, engaged the arresting gear, and did quite a lot of damage to the T-33. By the time we got another one lined up and ready to go, it was too late. We arrived in Louisville at 2 PM — the ceremony was at 2 PM — in LEXINGTON.

Did have the extreme pleasure of seeing Betty Dillon (The Bettys' were "it" this week) — sworn in as the only woman member of ICAO — with the rank of minister — the US representative. Betty was a Ninety Nine and delighted your prez by asking immediately for more 99 papers.

South Central's governor, Marilyn Copeland, sent out a list of proposed "New Year's Resolutions" for Ninety Nines — wish everybody could see them. They are excellent. If there's room, Editor Hazel, let's publish them next month?

And so — the new year has started, and may it be all happy flying for you every one!

Betty McNabb, President



This issue should be one of the best issues we have ever put together. There are so many goodies in it. I trust you will all carefully read Dell Hinn's story. It sounds so exciting and the DRF cross country relays from coast to coast are a great example of women making a meaningful contribution. Just great!

Note to Reporters

It is not necessary to number your lines. You are all doing a great job in cutting down on the chit-chat and sending in good material. **DO NOT SEND IT TO HEADQUARTERS!** This only delays it and conceivably would prevent your material from being in the news. **DO NOT** send changes of address to me. Send them directly to headquarters.

Note to All Ninety Nines

I have gotten numerous requests from Ninety Nines to sponsor an overseas member so that they will get their news by airmail instead of by pony express or however. I have not had time up to this point to check on the best way to handle this. Since the cost will vary each month depending on the weight of the magazine, it has been decided that an account will be set up at headquarters. Here is the way it works. If you desire to sponsor an overseas member, send her name and address along with \$10.00 to headquarters. Our "dedicated public servant" Loretta will then notify Heritage Press. They will send the magazine to your member overseas and will bill headquarters for the amount of postage due. **DO NOT** send the money to me. Do not send the money to Heritage. Send it to headquarters.

Headquarters advises that we are now 3810 strong or weak depending on how you look at it. We should be twice that many or more. Let's all get busy and recruit new members.

If you have a picture that you want returned, please contact Loretta Gragg. Tell her what issue it appeared and give her a clue as to what the picture contains. She will then attempt to run it down and forward it to you.

Thanks to all of you who have taken the time to write and comment on the

Suggested New Year's Resolutions For Chapter Chairmen

... if you haven't already made them

1. Read International Constitution and By-Laws in the new roster, as these change each year due to voting at International Convention.

2. Re-read my local Chapter Constitution and By-Laws. If they need up-dating, appoint committee to do so. Be sure all members of the chapter have a copy of local Constitution and By-Laws.

3. Re-read Chapter Chairman Calendar sent by Governor. Revise the International officer candidate deadline from March 1 to February 15.

4. Be sure to read the International 99 Newsletter within a week after it arrives. It is the key to communication. Communication is our greatest helper as chapter chairman. Communicate with: other chapter officers weekly for best efficiency; communicate with immediate past chapter officers; communicate with long standing members who have had varied 99 experiences; communicate with Section Officers and Section Chairmen for advise and help; communicate with local chapter members through a monthly newsletter and a good telephone committee.

5. When valuable possessions, books, memorabilia, etc. is presented to chapter for museum use or other, be sure arrangements are made to store it in a bank vault or similar safekeeping (not a home, due to tornado, fire, theft, etc.). The Chapter would be very likely liable for such valuables and estates sometimes are not easy to settle. Let's be safe, not sorry. Often local bank officials are very understanding and will offer such storage, free. These valuables should be under the direction of at least two or more people — communication again.

6. Be sure Chapter expenditures are approved by chapter officers or membership, depending upon the situation.

7. Whenever new trophies and awards

are to be presented, be sure that the rules, regulations, selection committee, method of continuation, etc. have been approved by the local chapter first, then the Section officers, then International (if it is of that scope). Presentation should be in writing.

8. Institute a program to get more members flying — (APT, prizes, flour bomb drops, spot landings, AOPA Upgrading Course, etc.)

9. Get more new members than ever before in the history of my chapter. Be selective but not prejudiced. It takes all kinds to make a successful chapter. Flyers, typers, thinkers, telephone talkers, leaders, followers, liberals, and conservatives. Let's share our organization's benefits with more lady pilots in our area.

10. When saying or doing anything on behalf of the 99's, think not only of what it means to you and your reputation, but also its general effect on other 99's and aviation in general. Let's keep internal problems within the 99's. Good public relations!

11. Before sending in any IRS blanks or legal papers (such as incorporation) be sure to check with other chapter officers, immediate past chairman, and it also would be good to check with a 49 1/2er who is an attorney or accountant. Action taken in haste is often regretted by you and your chapter.

12. Write a short card to Gov. to relate Dec. and Jan. Chapter activities of my chapter by Jan. 5. The news should be of educational, safety, flying activities, etc.

13. "the conscious or unconscious goal of every person in every detail of his life is to maintain himself as free from anxiety as possible" — Dr. Camilla M. Anderson.

14. Have a **HAPPY NEW YEAR AND THE MOST MEANINGFUL YEAR OF YOU LIFE!!!!!!**

Sincerely,
Governor M. Copeland
South Central Section

new format. I'm sure that there are some of you who are not happy with it. Thank you for not telling me about it. I feel very good about the whole thing and am pleased with the progress so far. There have been some glitches but gradually they are being ironed out. I spent several hours in the Heritage Offices last week and am very favorably impressed.

Get APT. . . .Get your nominations in for International Officers. . . .Get new members. . . .Get your proposed changes in for the constitution and by-laws. . . .Get involved in DRF. . . .Get involved in accident prevention. . . .Do not become a statistic.

Congratulations!! Kay Brick has been elected to the Board of Directors of the National Pilots Association.

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, S.E.
Calgary, Alberta, Canada



99newsaward

Dell Hinn . . . and her Wings for International Health (or DRF) Flights



Dell Hinn loads up for another flight to DRF in SBA.

In 1971 DRF flights flew over 25,000 pounds of medical supplies, contributions, pharmaceuticals, medicaments, etc. to the DRF (Direct Relief Foundation) headquarters in Santa Barbara. These vitally needed supplies have been processed and delivered to needy hospitals in more than 50 countries all over the world. How and why did it all begin. Here is Dell Hinn's own words:

The whole thing started out on a rather selfish note in 1964 when I wanted to fly 200 miles south of our home to visit my mother in Santa Paula. It was pretty expensive to rent a Comanche to have lunch with Mother once a month or so, so my clever husband, Dr. George, suggested that I deliver some of his surplus sample medicines to Direct Relief Foundation in Santa Barbara which is :20 north of Santa Paula, and that part of the trip would be income tax deductible. That worked out fine.

I told our local Woman's Medical Auxiliary what I was doing and asked if they would collect samples from their husbands too so I could go more often. They were delighted because collecting medical equipment and pharmaceuticals for DRF was one of their major projects but they had been having a terrible time finding a way to get them to SBA.

Soon I was flying my "drug run" (and we had to stop calling it that for obvious reasons) once a month, and then the ladies from the San Francisco County Medical Auxiliary asked if I'd fly for them; then I received a request from Contra Costa County Medical Auxiliary, and about that time I knew that good ole George wasn't going to hold still for this much longer, so in August 1970 I thought it was time to "share the wealth" and I went to my neighboring 99 chapter to the north - Santa Clara Valley Chapter - told them my story and asked if any of them would like to fly medical supplies from their area to SBA. Seven of them signed up on the spot — in fact Jeanne McElhatton called me from SFO next morning and said "you really turned me on - when do we start?" So we flew a trip or two and the next month Jeanne and I went to

Sacramento Valley Chapter 99's meeting, and by this time I had made up a little presentation, an album showing before and after pictures of recipients of DRF's "good works," a copy of DRF's acknowledgment (for IRS purposes), letters of appreciation from recipients from all over the free world, and snapshots of us gals loading and unloading our airplanes with the boxes. (sounds glamorous, but those boxes get pretty darned heavy after 400 or 500 lbs. worth). The Sacramento girls too were enthusiastic, and I was so encouraged by my success that I started going to a different chapter each month until by January of last year we planned a mass fly-in to SBA with 6 chapters and 17 airplanes participating. We flew some 5,000 lbs. that day and MD's WIFE, a national magazine published by the Women's Auxiliary to the American Medical Assn., took pictures and published our story in the March, 1971 issue.

In arranging this fly-in I had occasion to talk to June Alder, Staff Editor of MD'S WIFE in Chicago several times, and she asked me to report back to her in a year to see how the project was going. It'll be a year on January 15th.

We continued to fly our own supplies and



Monterey Bay Chapter - 99's deliver medical supplies to DRF in SBA 1-15-71. (Left to right) Helen Shropshire, Dell Hinn and Helen Harrison. (How do you like the fancy cartons we use? Found the liquor cartons to be the sturdiest - hee hee).

I'm sorry to say that I only got around to 14 out of 23 California chapters before I became so engrossed in "Wings for International Health" that I haven't contacted the remaining 9 chapters in California.

The legal name of the nationwide program is now "Wings For International Health." Informally we call it "Wings For DRF" because it's shorter, easier and that's where we've taken the stuff so far.

When Powder Puff Derby time came this last summer I talked to Betty McNabb and anyone who would listen to see if the 99's across the country would be interested in using their airplanes and their time for this purpose. They all thought it was a great idea. Betty encouraged me to come to the convention in ICT in August and talk before the assembly. After the meeting quite a few came and gave me their names and addresses and requested more information about DRF and the new project.

I came home and composed a letter to all chapter chairmen and sent it with a copy of an article that appeared in Saturday Review, and a copy of DRF's Newsletter. Only had the 1971 roster so of course many letters did not get where they were intended and as a result I feel sure there are

many chapters who still don't know what's going on.

Vera Finlay, a 99/doctor from Byram, CT. and I spent much time planning and discussing ways to set up a relay system. When I returned from a trip the letters started coming in from 99's all over the country wanting to know more or just wanting to be included in the system. Really exciting.

So far the relays have been initiated by letters of requests to DRF from doctor's

wives or clinics somewhere in the U.S. Eventually, and soon, I hope, we will work with and for the various woman's medical auxiliaries. My next move is to write a letter to these women, explaining our service and giving each of them the name and address of the participating 99 nearest them.

Betty Hood, 99/Md's wife in St. Petersburg, Fla. has taken over the southeast section and she's doing a great job, visiting other chapters and talking anywhere and

everywhere promoting supplies and pilots. In fact she has a shipment ready to go now - we're trying to coordinate it with our 1-15-71 story and I think I'm going to have to call June Alder in Chicago and see if they wouldn't like to do a follow-up story with Betty's shipment. Also Jan Gammell in Denver — she has flown two loads from Denver to Santa Fe, New Mexico and she got us a store room at the Arapahoe

Continued on page 4

NEW ENGLAND SECTION

Connecticut Chapter

Mary W. Neil (David L.)
88 Dingletown Road
Greenwich, Conn. 06830

Eastern New England Chapter

Katherine Tompkins (Richard D.)
32 Hamilton Road
Arlington, Mass. 02174

NEW YORK-NEW JERSEY SECTION

Garden State Chapter

Jerry Roberts (Harold W.)
1011 N. Park Avenue
Haddon Heights, N.J. 08035

Greater New York Chapter

Vera Finlay, M.D. (John)
Quarry Close Farm
Byram, Conn. 06830

Western New York Chapter

Kathleen Potoczak (Henry)
8890 Wolcott Road
Clarence Center, N.Y. 1403

MIDDLE EAST SECTION

Washington, D.C. Chapter

Maryann Jessup
P.O. Box 19101, 20th St. Station
Washington, D.C. 20036

SOUTHEAST SECTION

Alabama Chapter

Juanita Halstead (Cecil F.)
P. O. Drawer O
Montgomery, Ala. 36105

Carolinas Chapter

Evelyn Brooks Hyman
5410 Mecklenberg Road
Greensboro, No. Carolina 27407

Florida Goldcoast Chapter

Miriam S. Davis (C. Hubbard)
3305 Southwest First Avenue
Miami, Fla. 33145

Florida Suncoast Chapter

Betty B. Hood (Douglas W.)
200 Driftwood Road, S.E.
St. Petersburg, Fla. 33714

Georgia Chapter

Yvonne Cooper
1418 Janet Drive
Tallahassee, Fla. 32301

NORTH CENTRAL SECTION

Greater Kansas City Chapter

Evelyn Rothenberger (Caryl D.)
8315 Santa Fe Lane
Overland Park, Ka. 66212

Phyllis Gray (Robert) Not a 99 (Yet!)

3520 N.W. Shadeland
Marion, Indiana 46952

Iowa Chapter

Linda Arnold (Robert)
Box 681
Ottumwa, Iowa 52501

Michigan Chapter

Marge Hatfield (Forest W.)
18045 Valade
Riverview, Mich. 48192

Minnesota Chapter

Rita Ann Orr (Burton)
635 Fourth Street, S.W.
Faribault, Minn. 55021

Quad City Area Chapter

Mary Ann Eiff
Rural Route 2
Pekin, Ill. 61554

Wisconsin Chapter

Joan D. McArthur (John F.)
1107 Birch
Baraboo, Wis. 53913

Chicago Area Chapter

Marge Kinney (Burton)
3348 N. Kilpatrick
Chicago, Ill. 60641

SOUTH CENTRAL SECTION

Arkansas Chapter

Ruth F. Gray (Dr. Edwin F.)
No. 2 Lenon Drive
Little Rock, Ark. 72207

Chaparral Chapter

Connie Rose (Howard)
1810 Camino del Rex
Las Cruces, N. Mex. 88001

Colorado Chapter

Jan Gammell (Henry C.)
4741 W. Oxford Avenue
Denver, Col. 80236

Dallas Redbird Chapter

Helen Wilke
507 So. Manus Drive
Dallas, Texas 75224

El Paso Chapter

Marilyn G. Cragin (George O.)
3731 Waymore
El Paso, Texas 79902

Golden Triangle Chapter

Brenda M. Strickler
Route 1, Box 32J
Grapevine, Texas 76051

High Sky Chapter

Frances Collins (O. C.)
3201 Stanolind Avenue
Midland, Texas 79701

Nebraska Chapter

Jan Heins
5915 Garfield
Lincoln, Neb. 68506

Oklahoma Chapter

Norma Wynn (Noble)
Box 429
Edmond, Okla. 73074

Omaha Area Chapter

Lucille Uleman (Donald M.)
3723 N. 84th Street
Omaha, Neb. 68134

Santa Fe Area Chapter

Maj. Muriel E. Guggolz, Ret.
The Trailer Ranch, Rt. 2, Box 344
Santa Fe, New Mexico 87501

Shreveport Chapter

Elaine R. Snow (Dr. W. T.)
2011 Betty Street
Shreveport, La. 71108

Topeka Chapter

Pat Lane
221 Edgewood Avenue
Topeka, Kan. 66606

NORTHWEST SECTION

Greater Seattle Chapter

Ilovene Potter (L. M.)
12705 Shorewood Drive, S.W.
Seattle, Washington 98146

SOUTHWEST SECTION

Bakersfield Chapter

Judith L. Faulstick (Dr. Dyrel A.)
2521 Encina St., No. 1
Bakersfield, Cal. 93301

Fresno Chapter

Voline Dodgson (Paul T.)
5239 N. Sequoia Drive
Fresno, Cal. 93705

Las Vegas Chapter

Andrews, Marilyn (Donald A.)
3681 Forestcrest Drive
Las Vegas, Nevada 89109

Long Beach Chapter

Dorothy Waltz (Kenneth R.)
24432 Overlake
El Toro, Cal. 92630

Monterey Bay Chapter

Del Hinn (Dr. George)
28 San Pedro
Salinas, Cal. 93901

Mt. Diablo Chapter

"Buckie" Johnstone
3330 Robinson Drive
Oakland, Cal. 94602

Orange County Chapter

Thon Griffith (George)
314 Robinhood Lane
Costa Mesa, Cal. 92627

Palomar Chapter

Wanda Miller (Dean)
P. O. Box 1164
Hemet, Cal. 92343

Phoenix Chapter

Mary B. Vial (George)
4602 E. Shadowrock
Phoenix, Ariz. 85028

Redwood Empire Chapter

Anita Worel (Jack L.)
226 Falcon Drive
Vallejo, Cal. 94590

Reno Area Chapter

Lois Williams (Dr. David)
404 Glenmanor Drive
Reno, Nevada 89502

Sacramento Valley Chapter

June Devine (James H.)
2266 Woodside Lane, No. 1
Sacramento, Cal. 95825

San Diego Chapter

Marian E. Banks (Dr. Gerald)
4282 Middlesex Drive
San Diego, Cal. 92116

San Joaquin Valley Chapter

Charlotte A. Ryan (Wm. H., M.D.)
3520 Wycliffe Drive
Modesto, Cal. 95350

San Luis Obispo County Chapter

Emily Cletsoy (Dr. Richard)
1528 Fredericks
San Luis Obispo, Cal. 93401

Santa Barbara Chapter

Pat Rowe (Dr. Henry A.)
5102 Cathedral Oaks Road
Santa Barbara, Cal. 93105

Santa Clara Valley Chapter

Jeanne McElhatton (David)
2448 Golden Gate Avenue
San Francisco, Cal. 94118

Phyllis Pierce (Fred)

494 Van Buren
Los Altos, Cal. 94022

Tucson Chapter

Virginia Edwards (Graham A.)
2839 E. Blacklidge Drive
Tucson, Ariz. 85716

El Cajon Chapter

Vi Chambers (Larry)
4830 Lomitas Drive
San Diego, Cal. 92116

Wings For International Health

99 News Award Continued

County Airport, so that girls flying in from the east can leave their load in the locked room for Jan to pick up when she can. Also Thon Griffith has been a one-girl team in Southern California, not only organizing her pilots but the women's auxiliary as well.

Jeanne McElhatton is covering Northern California for me now so that I can concentrate my efforts on "Wings For Int'l Health" X-C.

The future plans call for a relay section chairman so that more cross country Wings for International Health can be accomplished. They have already had four cross country relays, one from Byram, Ct., one from Baraboo, Wisc., and two from Denver. One is ready to launch from St. Petersburg, Fla. and a bunch of medical supplies are standing by in St. Paul, Minn.

That's the story of DRF. Here is a list of participating chapters and the contact in each chapter. Dell hopes that soon there will be a contact in every chapter.

The News is proud to salute Dell and all the Ninety Nines who participate in the DRF. A classic example of Ninety Nines who are busy doing things for others. What a nice way to extend the hand of friendship around the world.

Safety Tips

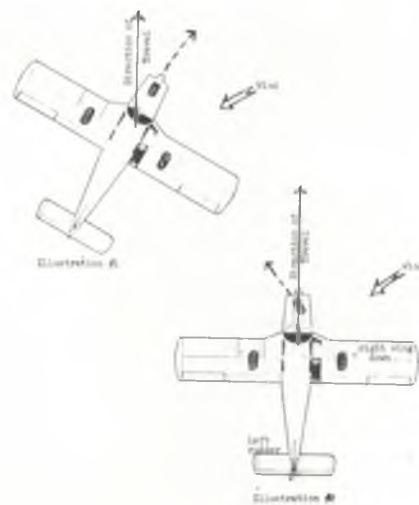
Directional Control and the Nose Wheel

Can a tricycle-gear airplane be groundlooped? Aircraft having tricycle landing gear have inherent yaw stability to align themselves with the direction of travel due to the center of gravity location forward of the main landing gear. However, some other factors are involved that may prevent this, such as nose wheel steering linkage, aircraft attitude at the moment of touchdown, weight supported by the nose wheel, and direction the nose wheel is pointed at touchdown.

A nose wheel that is free to caster will permit the inertia moments to stabilize the aircraft's ground path. Few, if any, steerable nose wheels, are totally unrestrained and completely free to caster on today's general aviation airplanes. When a tricycle-gear airplane is landed in a crab, the inertial forces tend to align the airplane with its track, and if the nose wheel casters as it contacts the runway, the airplane straightens out and continues traveling in a

straight line. Should the nose wheel fail to caster, the nose wheel has to slide sideways if the airplane is to turn in the direction it is traveling. In most of the current general aviation airplanes, there is very little or no castering due to the nose wheel steering linkage design.

In many tricycle-gear aircraft, it is difficult, if not impossible, to hold the nose wheel off the ground when the main gear touches down. This is due to the forward center of gravity, and the lack of effectiveness of the up-elevators. In this situation, the angle of attack is decreased almost immediately which unloads the wing and places a considerable amount of weight on the nose wheel, and may prevent it from sliding sideways. A poor landing, on all three wheels simultaneously, will produce the same result. If the nose wheel cannot slide sideways the result will be a swerve and/or ground loop in the direction the nose wheel is pointed, or damage to the nose gear. It is not uncommon for the nose gear to break completely off in this situation. (Illustration No. 1)



During a cross-wind landing, using the wing low slip method with opposite rudder to keep the longitudinal axis aligned with the runway, the nose wheel may be turned "downwind," which can induce a swerve away from the wind. (Illustration No. 2)

You are taking a risk of aircraft damage or loss of directional control or both, anytime you land in a crab or while drifting and expecting centrifugal force to "straighten things out." The tricycle-gear airplane can be ground-looped by any pilot.

Strive for smooth touchdowns on the two main wheels, holding the nose wheel off and easing it down gently. Try to achieve a good landing attitude every time.

Whirly Girls

Fifth Annual Scholarship Winner

Something new for Christmas — her helicopter rating — was a dream come true for Mrs. Joann Osterud Hull of Seattle, Washington.

A Phi Beta Kappa graduate of Reed College, a former graduate student at MIT and a commercial airplane pilot/instructor, in 1971 Joann Osterud (now Mrs. John Gregory Hull) was the recipient of the fourth annual Doris Mullen Whirly-Girls Scholarship. The \$500 Scholarship, established in 1966 in memory of Whirly-

Girl Doris Mullen No. 84, who was fatally injured in a fixed-wing airplane accident, is awarded annually to a deserving woman to assist her in obtaining a helicopter rating.

With Whirly-Girl No. 50 Ilovene Potter, who volunteered as her flight instructor, Joann qualified for her commercial helicopter rating on December 24, 1971, and now is Whirly-Girl No. 160.

To date each Scholarship winner has completed her helicopter flight training and qualified for membership in the Whirly-Girls. The 1968 Scholarship winner was Gale Brownlee — now No. 141. Page Shamburger No. 142 received the Scholarship in 1969 and the third recipient is now No. 152 — Terry Lee London. The fifth annual Scholarship will be presented to Miss Nance Doyle of Jenks, Oklahoma, at the Whirly-Girls Award Dinner, January 9, 1972, at the Stardust Hotel, Las Vegas, Nevada.

A nurse and one of five women Civil Air Patrol Commanders, Miss Nance A. R. Doyle of Jenks, Oklahoma, has been selected to receive the fifth annual Doris Mullen Whirly-Girls Scholarship. A commercial airplane pilot, Miss Doyle has logged 500 of her 1300 flight hours on CAP search and rescue missions. With a helicopter rating she hopes to serve as pilot/nurse on future CAP ambulance helicopter rescue missions.

The Whirly-Girls were organized in 1955 when there were 13 women helicopter pilots in the free world. Today the 160 members come from 10 countries in the free world.

Announcement of the Scholarship winner was made today by The Whirly-Girls, international organization of women helicopter pilots.

Coming Events

Feb. 8, 9 & 10 — 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.

Feb. 19 — Vixon Frisk, Maggie Burch. 1225 Hillside Drive, La Habra, Calif. 90631.

April 4-8 — Louisiana Air Tour, Mrs. Emile Salles Jr., 235 So. Acadian Thruway, Baton Rouge, La. 70806

April 7-9 — Southwestern Sectional, Newport Beach, Calif. Maggie Burch, 1225 Hillside Dr., La Habra, Calif., 90631.

April 21-22 — New England Sectional, Western New England, Host.

April 26 — Australian Sectional, Charlesville, Queensland, Australia.

May 5-7 — South Central Section Convention, Omaha, Nebraska.

July 12-15 — International Convention, Regency-Hyatt House, Toronto, Canada.

Backward Glance



By Virginia Thompson

It was reported in 1917 that Harriet Quimby, the first woman to fly the English Channel, made a startling prophecy: "That women could and would fly passengers and freight, take aerial photos, train students, and do everything connected with aviation." The bombing of Pearl Harbor by the Japanese on December 7, 1941, followed by our country's Declaration of War brought this prophecy to a rapid reality.

Life in the United States changed drastically — the Army began operating a training school for women aviation mechanics in Montgomery, Alabama, pilot licenses had to be revalidated, coastal flying except military was prohibited, gasoline became rationed, annual meetings were suspended, and flight and ground jobs opened up as did factory jobs. In fact, in a very short time, our girls were taking a serious part in all phases of aviation development. They helped to design planes, to make them, and to fly them. As a result, our members scattered to the four corners of the globe in their effort to be helpful in the war effort.

All of this did not just happen overnight. In January, 1942, Ninety-Nine President, Jacqueline Cochran, urged our members to become instrumental in helping wing commanders or local groups or squadrons set up first-aid courses, organize motor corps units and obtain clerical help for the offices of the various state Civil Air Patrol. The Missouri girls organized an all girl squadron which the newspapers dubbed the "Powder Puff Squadron". Many similar groups followed.

The carefree days of flying had come to an end. This became immediately true within 150 miles inland from the coastal areas on the Pacific coast and later effected the Atlantic coast in the same manner. The Florida girls were quite disappointed at the onset of the war over not being allowed to do coastal patrol flying especially when they knew they had the ability to do this vital work.

Women's first break came when some of our best qualified pilots were sent to Great Britain to serve as a part of the Air Transport Auxiliary. Of this group, nine were Ninety-Nines with Nancy Love as Chief of the Squadron, later Director of the WAFS. They performed so well that others were given the opportunity to follow.

Here at home, President Cochran became Director of Women's Training Program for the Army Air Force. In an interview with Jean Howard, it was reported that she hoped to have twenty-five women pilots signed by Oct. 15, 1942, and fifty more each subsequent month.

As originally set-up, each applicant had to:

- (1) Have 200 hours certified flying time,
- (2) Have a high school education or its equivalent,
- (3) Be between the ages of 21 and 35,
- (4) Have a personal interview with Miss Cochran or someone designated by her,
- (5) Pass a physical exam by the Army Flight Surgeon,
- (6) Undergo a 10 week training course consisting of: (a) 25 hours in 65 h.p. ships, (b) 25 hours in 90 h.p. ships, (c) 50 hours in a minimum of 200 h.p. ships.
- (7) Attend a 180 hour ground school course consisting of General Science and Operation of Aircraft, Meteorology, Navigation, and Civil Air Regulations.

Their training was to be the same as that given to Army pilot cadets except for gunnery, celestial navigation and formation flying. Everything was to run according to military discipline. The trainees were to receive \$150/month and upon completion of the program be absorbed into the Ferry Command and receive \$250/month. To complete the course, they had to pass a commercial flight test. In the beginning, the trainees ferried primary trainers before taking on heavier equipment.

This project opened opportunities for women in aviation which had never been available to them and offered women pilots a chance to prove that their performance on military aircraft equalled that of male pilots.

The Women Air Force Service Pilots (WASPS) did a remarkable job and deserve our highest praise and appreciation. Through their efforts and those of many others, women's future role in aviation was advanced many, many years.

The WASP Program was deactivated Dec. 20, 1944, after two years of service. Jacqueline Cochran as Director of Women Pilots became the first woman civilian to receive the DSM (Distinguished Service Medal) for service in World War II.

Now let us take just a moment to see what occurred within our organization during the war period.

As previously stated, no annual meetings were held because of transportation difficulties and our members being busily engaged directly or indirectly in the war effort. During this period, the Executive Board used its constitutional authority to act in an emergency. During the latter part of 1943, it was decided:

- (1) to open membership in the Ninety-Nines to the graduates of the 319th AAFSTD at Avenger Field, Texas, for the duration of the war and one year thereafter, and
- (2) to continue our agreement with NAA for office services at \$3.75/member for the duration and to the end of the year in which the war closed.

In 1942, Dorothy Broadfield of Missouri Valley became the second winner of the Amelia Earhart Scholarship which she planned to use for an instrument rating. Later, because it was felt that there were so many openings for women in the field of aviation and that many were being trained at the expense of the government, the fund should be allowed to accumulate until the need for help returned.

The News Letter continued publication during the war years thanks to the efforts of Mary Nicholson, Bettie Thompson of Pa., and Marion Weyant, Lansing, Michigan. It became a great treasure — the vital link in keeping the girls informed as to the whereabouts of fellow members and what they were doing for the war effort.

By the middle of 1945, our girls were returning home from the WASPS, flying restrictions on the West Coast were almost entirely removed, news was beginning to pick up in the News Letter, and the girls were once again beginning to think of flying for pleasure and discussing its rising cost.

Next time, we will begin with 1945-46, the year of reconversion for the Ninety-Nines. Source: Ninety-Nine News Letters

MARCH DEADLINE

Copy for the March issue of 99 News must be in by February 20th.

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Women's Advisory Committee on Aviation Report

Betty Hicks, Reporter

NTSB . . . CARF-ARO . . . NASCOM . . .
 GRAN . . . SCC-CF . . . AMAD . . . NOS . . .
 NOYES . . . WACOA!

"Pilot Training and Aviation Safety" provided the central theme of the December meeting of the Women's Advisory Committee on Aviation in Washington, D.C. Around the theme were assembled the impact-filled presentations of agencies and systems whose abbreviations are merely convenient conversational handles, rather than adequate descriptions of their functions and worth.

The meeting program, constructed by the uncommon talents of WACOA Chairman Betty Pfister, Vice Chairman Virginia Hash, and FAA's head of Women's Aviation Activities, Nona Quarles, strode with a marvelous pace through the alphabet jungle, prodded on by the incomparable rhetoric of The Administrator himself and of his Assistant Administrator for General Aviation, John L. Baker, the down-home, meaningful humor of accident-preventer "Pete" Campbell, the fact-jammed address of Aeromedical's Dr. Stanley Mohler, the "It's a pleasure not to do business with you!" approach of National Transportation Safety Board Chairman John H. Reed, and the unscheduled and convincing brief by GRAN-advocate Commander Crawford.

Midway there was the "Splashdown" party for that magnificent lady of aviation and airmarking, Blanche Noyes, charter WACOAite, retiring after 35 1/2 years of service to the FAA and its predecessors.

"A quiet airport," was Administrator John L. Shaffer's opener, "is a dead airport." Then, on an even more sombre tone, reflecting in the negative the meeting theme, The Administrator announced that the just-past Thanksgiving Day weekend had caused no thankfulness behind FAA desks in Washington. Fifteen persons had died in light aircraft. "There is no way," commented Shaffer, "to design a damn-fool proof airplane. Here aviation faces its sternest challenge."

Administrator Shaffer swore in new mem-

bers Juanita B. Halstead, Charlotte Kell, Patricia Z. McEwen, Susan Oliver, Georgia E. Pappas, Ruth J. Renton, Lillian L. Snyder, and Betty Hicks. Unavoidably absent were freshmen members Willa Brown and Felicia J. Lee.

"I grossly underestimated the challenge," John L. Baker told us, and then sent most of us scurrying home to our dictionaries with his articulate presentation which followed. Baker, a refugee from Capitol Hill and former Air Force pilot, left three dozen women with mouths agape, an unheard accomplishment for a lone male. "WACOA represents," he said in obvious sincerity, "an asset to general aviation more than any other shop in the FAA."

"General aviation has two reasonably apparent problems," he continued. "We are the victim of 'aggressive indifference,'" was his thought-provoking initial item. Then, "We must minimize the penalties and maximize the utility for all users."

Safety continues a pressing problem, he emphasized. "There is an unconscionable loss of human life and talent when 1,200 to 1,300 people are killed every year . . . The only expert some pilots have seen since getting their licenses is their medical examiner," he pointed out, the statement loaded with implications. His advice? "Organize and adopt a vigilante system." We must get the "cowboys" out of the system. "We hear time after time," he said, concerning the accident-causers, "I knew he was going to kill himself." . . . We must stimulate maturity in the general aviation cockpit. Are we teaching people to fly properly?" was Baker's closing question. The answer was implicit in the accident reports that Thanksgiving weekend.

Chairman Betty Pfister almost literally grabbed a young Naval officer by his three stripes and hauled him into one of our sessions, after he had impressed her in an informal corridor-chat. "The Global Rescue Alarm Net (GRAN)," declared the obviously knowledgeable Commander Crawford, "takes the search out of search-and-rescue." Crawford is associated with GRAN's

conceiving organization, the Naval Air Test Center's Service Test Division, Aero-Medical Branch. That GRAN is blatantly in competition with the already-ordered ELT, Commander Crawford admitted. But GRAN, he emphasized, has many advantages over the Emergency Locator Transmitter. The system utilizes communications satellites to relay the signal. GRAN backers point out there is no voice requirement for GRAN, and the signal only requires three seconds. It is not, in contrast to ELT, a line of sight signal; it is a full system for search and rescue, truly global in scope, and one on which the development price tag has been a bargain \$120,000. One satellite can handle as many as 40 emergency transmissions simultaneously!

The infectious enthusiasm of Commander Crawford and his persuasive presentation of GRAN precipitated an undertone of conversation among WACOA members. The love affair of general aviation pilots with ELT has not universally blossomed. The evidence for GRAN caused even more skepticism among WACOA members as to ELT's comparative merits.

"Ninety per cent of accidents or incidents are caused by the man in the system," Dr. Stanley Mohler told us. "Note that I did not say," he added quickly, "pilot error." Announced the FAA Office of Aviation Medicine chief, "We are now running psychological autopsies, in addition to running more physical autopsies." If there's nothing wrong with the aircraft, or with the pilot's arteries, the FAA then proves the deceased's psyche. "By delineating the mechanisms of unsafe flight it is hoped that people will modify their behavior." Dr. Mohler listed eleven medically-oriented points for improvement in aviation safety. Among them were several which were psychologically slanted. "The pilot in general aviation must become more mature in decision-making in flight planning," he said. He listed "Peer pressure" as another orphan-maker. "Self-concept should not be enhanced by wrong doing. Self-development and pride in quality flight



"SWEARING IN" CEREMONY FOR NEW WACOA MEMBERS AT FAA OFFICES IN WASHINGTON, D.C., DECEMBER, 1972. Left to Right: FAA Administrator Jack Shaffer, Charlotte Kell and 99's Betty Hicks, Pat McEwen, Ruth Renton, Lillian Snyder, Juanita Halstead, Georgia Pappas, Susan Oliver.



Group picture of WACOA members present for fall meeting in Washington, D.C.

must be emphasized instead."

A parade of other quotables marched through the Administrator's Conference Room in those three days:

NTSB's John H. Reed: "General aviation is a real problem area (in accidents)."

"Pete" Campbell, FAA Special Assistant in General Aviation Accident Prevention: "The accident rate in general aviation is better. So let's not panic when we have peak periods of accidents. . . The most important person in the world of aviation is the CFI! The FAA and the industry can build the finest aircraft in the world, but they're not worth 15 cents unless the pilot can use them."

Kenneth M. Smith, Fauty Administrator: "We're not dragging our heels (on collision avoidance methods). We are trying to work out a system to work with the ATC system, not something to work against it."

Mary Jo Oliver, WACOA member and FAA Aviation Education Specialist: "My ambition is to bring a total aviation experience and understanding to students so

they will be as conversant with aviation as with hot rods."

Dr. Paul Siegel, Office of Aviation Medicine, reassured us: "No, The Pill is not viewed as medication."

Colonel F.O. Diercks, Associate Director, National Ocean Survey, with a hint of apology: "The sectional charts are a compromise, because they are used by the military also." And that new small overlap? "That's to give our GS-4 paper cutters some leeway."

Wedged between the informative addresses and sometimes chilling, always incredulous, side trips to NTSB's laboratory, ATC Systems Command Center (Central Altitude Reservation Facility/Airport Reservation Office) and the National Airspace Communication Center, were WACOA's sub-committee meetings. All five sub-committees worked at four scheduled sessions, all worked at extracurricular sessions, some had to ponder on overtime. Barbara London chaired the Airport and Air Traffic group; Louise Timken headed Air Safety; Eloise Smith led the discussions in

the Flight Instructor Sub-Committee; Jane Marshall chaired Public Relations; and Dr. Dee Dundee stuck with her group, the Recommendations Sub-Committee, until their early-morning labors were completed.

The Blanche Noyes "Splashdown" party at Washington's National Aviation Club found an impressive guest list of VIPs in attendance, including DOT's Secretary John Volpe, to honor the radiant Blanche's third-of-a-century service to aviation. Recognizable backs, whose owners were snatching as best they could at the unique no-plate buffet (a Washington trend-setter, this?) were former Ninety-Nine Presidents Louise Smith and Bernice Steadman, current President Betty McNabb, FAA's Margaret Boylan of the General Aviation staff, and need-no-introduction Ninety-Nines Jane Hart, Page Shamburger, Nancy Lynam, Louise Hyde, Maryann Jessup, Fran Nolde, Jean Ross Howard, Joan Hrubec, Katharine Stinson, Mitzi Moore Keller and Virginia Thompson.

In addition to eight new members, seasoned WACOA members attending the Washington meeting were Fran Bera, Esther Nofke, Dr. Dee Dundee, Joan Barriage, Dorothy Birdsong, Pauline Glasson, Evelyn Bryan Johnson, Barbara London, Betty McNabb, Jane Marshall, Ruby Mensching, Ruth O'Buck, Mary Jo Oliver, Illovene Potter, Doris Renninger, Marion Banks, Eloise Smith, Louise Timken, Coordinator Nona Quarles, Vice-Chairman Virginia Hash, and Chairman Betty Pfister.

Betty Dillon, ICAO Appointee



President Betty (left) shakes hands with Minister Betty — Mrs. Betty Dillon, right, is sworn in as the USA representative to ICAO; one of her guests at the ceremony was Betty McNabb, Ninety Nines President.

A former Ninety Nine is returning to the fold—at her own request—and she is one whom we will be very proud to take back. She is Betty Crites Dillon, first woman to receive a presidential appointment as the permanent US member of the International Civil Aviation Organization—with the rank of Minister.

Your Prez was excited to receive a call from the White House, could she attend the swearing-in ceremonies for Mrs. Dillon at the State Department in Washington?

So off I dashed and had a most delightful time, as, incidentally, the only Ninety Nine present. Assistant Chief of Protocol David Waters administered the oath of office.

There was a delightful reception after the ceremony.

Both as a public official and as a private citizen, Mrs. Dillon has been active in aviation matters for many years. She has been a top executive with CAB; as Special Assistant to the Administration of Foreign Operations Administration (ICA, now AID) Betty helped establish a civil aviation assistance program for the agency.

In private capacity she has served as assistant to the President of Overseas National Airways and as a consultant with aviation attorneys representing supplemental and scheduled airlines.

She is a native of Arizona and has had a busy career in the USA and abroad.

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CLAUDE HOLBERT
President

RON OAKES
Sales Manager

Powder Puff Derby

Reporter: Marion Andrews

Betty Moseley of Lexington, Kentucky was presented the Federal Aviation Administration's second highest award on Dec. 21, 1971 at ceremonies held at Blue Grass Field. James G. Rogers of the Southern Division of the FAA made the presentation of the medal and the citation which said "Mrs. Moseley is being honored for her resourcefulness, sportsmanship and flying proficiency which helped save a fellow competitor during the 1971 All-Woman Transcontinental Air Race." Congratulations to Betty and her Co-pilot Virginia Chamberlain. Their State Department of Public Information is planning to do a television story of them.

The AWTAR Board had their first meeting of the new year on Jan. 6th. It was a real long, down to the nitty-gritty workshop of revising rules etc. The answers to the questionnaires that were filled out by the 1971 racers had more than a little influence on the decisions made.

The horsepower will be returned to 450 maximum, it was 600 last year if you recall. The top prize will be \$5,000.00 and there will be awards given to the top ten places.

Requests for the handicapping of an aircraft not already handicapped must be in by Feb. 15th.

1971 Standbys will be guaranteed inclusion in the 1972 race, provided their applications are postmarked on the first day

Left to Right: Tannie (Mrs. Paul) Schlundt, Corresponding Secretary of Indiana Chapter of Ninety-Nines, Pauline (Mrs. Robert) Genung, Chairman, Indiana Chapter of Ninety-Nines, and Governor Edgar D. Whitcomb, Governor of State of Indiana, presenting proclamation for Women in Aviation Week, July 7-14, 1972 for State of Indiana.



that entries open, April 14, 1972. Entries will close May 13th and just hopefully, we will be able to get the program out earlier. Entries will again be limited to 150.

Barbara Riggs, Route Director, completed her initial route survey. She reported a very successful "trail blazing." There was lots of enthusiasm and everything looked

good when she met with 99s, FAA, Airport and City Officials, including a Mayor. There were as many as 30 people present at some of the stops.

For entry kits, ready in February, send \$1.00 in cash or stamps to: AWTAR Headquarters, Teterboro Airport, Teterboro, N.J. 07040.

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And we have a brand new brochure that tells all about Great Exuma, our new resort, and about the pure joy of just getting here. (Even the flight from Nassau, or from Miami, is something to rave about.)

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GEORGE TOWN, GREAT EXUMA, BAHAMAS

Lexington Aviatrix Receives FAA's Award For Distinguished Service

LEXINGTON, Ky. — The Federal Aviation Administration's Award for Distinguished Service was presented to Mrs. Betty H. Moseley, noted Blue Grass flyer, in ceremonies here today.

Presenting FAA's second highest award — a silver medal and citation — was Southern Region Director James G. Rogers on behalf of FAA Administrator John H. Shaffer. "Mrs. Moseley is being honored," Rogers stated, "for her resourcefulness, sportsmanship and flying proficiency which helped save a fellow competitor during the 1971 All-Woman Transcontinental Air Race."

On July 6, 1971, Mrs. Moseley, flying in her first "Powder Puff Derby," was at the controls of her Piper "Cherokee" aircraft when the distress call, "Mayday," came over her radio. It was from another race contestant, low on fuel, lost and unable to make radio contact with FAA Air Traffic Control. However, through Mrs. Moseley, the tower was able to relay instructions to

the lost pilot. They quickly determined her position by radar and directed her to a safe landing at Little Rock Air Force Base. Mrs. Moseley's unselfish assistance to the lost pilot cost her 20 minutes' elapsed race time. In so doing, she forfeited all chances to win.

Early contributors to the 1973 Powder Puff Derby are:

Ilovene Potter
Northern New England Chapter
(In memory of Jeanne Bennett)
Virginia Chapter
New England Section
High Sky Chapter
Maple Leaf Chapter
Monterey Bay Chapter
Suncoast Chapter



San Diego Union Staff Photo

Mrs. Helen McGee, left, pilot who lost legs in plane crash last March 28, shows greetings from 99's around the world to Mrs. Anna (Boo) Christensen, chairman of El Cajon Valley Chapter, 99's, of which Helen is a member.

Helen McGhee Update

Faith! That is the word that comes thru when you hear about Helen McGee and where she has been and more important where she is going. For those who do not know here is a thumbnail sketch of where she has been.

On March 28, Helen, a brand new Ninety Nine and a brand new private pilot was in a crash. She was cut, crushed and burned. She was rushed to a hospital and began the long slow painful road to recovery. She was told that she must lose both legs. She could have no company. She could receive no flowers or cards. Day and night she lived with the pain. But she had faith. Faith in herself. Faith in others. She had nine children who were pulling for her. She made it! She was feted at a Christmas party by the El Cajon Valley Chapter and they presented her a money tree. She has received cards from all over the world. So many people had faith in her. She could not let go, in those dark hours, and now the sun shines and the worst is behind her.

Where she is going. About the time this goes to press, she will be fitted with new legs. She told the Dr. "all I want for Christmas is my two front feet." She plans to return to Grossmont College to finish her teaching credentials. She plans on returning to her job at Grossmont Continuation School in June. She plans on getting back involved with the Horseless Carriage Club. She plans on getting back to her flying. She has a date to go dancing with her Dr. Next Christmas. You know, I'll just bet she makes it!

Her address is 9721 Wintergardens Blvd., Lakeside, California.

1972 Women's International Air Race "Angel Derby"

1972's "Angel," flying stock model, un-supercharged, fixed wing aircraft of not less than 145 horsepower and not more than 520 horsepower, will take off May 15 from Ottawa International Airport and race 1900.6 miles across the Canadian border, through six states, to finish May 17 at Fort Lauderdale Executive Airport, Florida.

\$6,000 in prizes plus trophies await the top six finalists with \$2,500 going to the pilot finishing in first place.

Entries open January 15 and close April 15. Information Kit complete with Rules and Application For Entry may be obtained by writing Entry Chief Eloise Ruby of 5821 NE 22 Way, Fort Lauderdale, Florida 33308.

Major Sponsor of the '72 "Angel Derby" is the City of Fort Lauderdale. The Florida Women Pilots Association is Organizational Sponsor with the Eastern Ontario Chapter of Ninety-Nines hosting the Start. Ninety-Nine Chapters along the route will coordinate and manage the enroute stops.

Since sponsoring the 1972 "Angel Derby" the Fort Lauderdale City Commission has allotted \$1,300,000 to the improvement of Fort Lauderdale Executive Airport. "Angel Derby" contenders flying from Ottawa to Syracuse, to Akron-Canton, to Louisville, to Dyersburg, to Montgomery, to Gainesville, to Fort Lauderdale will find a cleaner Executive Airport with NDB and VHF-LOC to home in on if they choose. The new Tower is scheduled for 1973 but the "friendly" controllers in the present tower welcome all with their fine assistance.



"Angel Derby"

OTTAWA - FORT LAUDERDALE
MAY 15-17, 1972

**\$6,000
CASH
PRIZES**

Entries Open January 15, 1972
Entries Deadline April 1, 1972
TAKE-OFF - May 15, 1972
FINISH-LINE - May 17, 1972

For Information Kit including
RULES and APPLICATION
FOR ENTRY Write:
All Women's International Air Race
5821 NE 22 Way, Ft. Lauderdale, Fla. 33308
Enclose \$1.00 for mailing

Organized in accordance with the Sporting Code of the Federation Aeronautique Internationale and with the Sporting Regulations of the National Aeronautic Association.



Committee Reports

International Women's Air and Space Museum

by Doris Renninger

The 1971 Holiday Season has breathlessly flown by and many Ninety-Nines and friends were greeted by the Ninety-Nines' Women's Air and Space Museum's first annual Christmas card. The design was contributed by artist Lorraine McCarty, Michigan Chapter, for the benefit of the Museum. Her work is greatly appreciated and also, the overwhelming response by members who purchased and used the cards.

The sale of the Christmas cards has served a dual purpose — the card will have introduced this very worthwhile Ninety-Nine endeavor to many people in many places, as well as welcome financial support for the Museum. Page Shamburger, Museum Curator, was kept busy playing Santa Claus filling all the orders for cards. Page writes, "Many members sent contributions for the Museum along with their card orders and that they wrote they thought the idea GREAT!" Remember, ALL contributions are tax deductible.

Response by members with donations of their treasured books (many personally autographed by the author) pictures, clippings, articles and etc. is also gratifying. Through the article in the November 99 NEWS, Amelia Earhart's "20 Hours 40 Minutes" has been offered and it will complete the collection of books by Amelia and the better ones written about her. We are still trying to locate models of the VEGA and ELECTRA airplanes for the Amelia Earhart display. The scale is one half inch to a foot or technically 1:24.

"WE WERE THERE", a series of tapes continues to grow. This first series is by people who knew Amelia Earhart. Betty Gillies, Charter Member and Past President of the Ninety-Nines has just completed a most interesting interview with Elvy Kalep. Elvy is an Estonian woman pilot, famous now for her beautiful pictures completely worked in leather. On the tape she talks with Betty about her early flying in Estonia and Holland — her records — and writing the book "AIR BABIES." She explains why Amelia wrote her first and only foreword for the book. During World War II, Elvy designed the Patsy Parachute doll and many of our pilots flew with these dolls as good luck charms. It would be "Good Luck" if a Patsy Parachute doll could be located and donated to the Museum for display. Anyone who has information about the models, the doll, or any women in aviation memorabilia, please contact curator Page Shamburger through Ninety-Nine Headquarters or at her home, 500 Carolina Street, Aberdeen, North Carolina 28315.

Remember, YOUR Museum is in Ninety-Nine Headquarters, Will Rogers World Airport, Oklahoma City, Oklahoma. It is open every business day through the business hours. You'll come and visit it and enjoy it!!

National Intercollegiate Flying Association

Fran Sargent, Chairman

This New Years holds many interesting, exciting, and challenging activities for students in the National Intercollegiate Flying Association in colleges throughout the country. You continued support and interest supplies not only financial assistance for these events but inspiration for these young men and women. Regional Air Meets have been held in many of the 10 regions and several are being planned for early Spring. If you have a Meet in your area, do lend them a hand. You will find next to flying yourself that it will be a rewarding and delightful experience.

The Ninety-Nines from the Tennessee Chapter, sparked by Lady McReynolds and Fran Davis, found it so as they assisted Middle Tennessee State University in hosting a most successful Region 9 Air Meet. The Middle Tennessee team, novices in hosting an Air Meet, scheduled eleven teams through each event with the efficiency of "pros." Can you imagine 100 pilots arriving at the airport before the sun

is up and in a temperature of about 25 degrees to get their plane preflighted and in the first event scheduled by seven o'clock? For those of us from Florida that was indeed a feat in itself. Surprising enough, those scheduled for later events were right there at the crack of dawn with their teammates. All worked with earnestness but with friendly cajoling among their competitors.

Power-on and power-off spot landing events filled the morning schedule. FAA personnel and Ninety-Nines from the Tennessee Chapter looked more like Eskimos than judges in the cold crisp November morning. By noon coats could be shed and even us Floridians felt at home. The navigation event began with the enthusiastic Tennessee 99's riding as check pilots with the contestants on the 100-miles triangle course where time is judged to the second and gas to a tenth of a gallon. (I wonder how we older pilots would stack up against such competition.) The air drop event completed the meet activities with plastic bags of water tied with colorful streamers. Luckily no judges were given a shower.

These students are safety conscious, and it is indeed a challenge for each school to examine their safety procedures in preparing for the interview with the Safety Judge. In this case, the FAA Accident Prevention Specialist from Region 9 was the judge.

The busy day was ended with a festive dinner on the beautiful campus of Middle Tennessee State University. A greeting was extended from Mary Anderson, the most gracious President of Aviation Management International, Inc. who turned over her office and facilities at the airport for the three days to the students' use. The guest speaker, Mr. William Kershner, whose aviation textbook we've all used, added the expert finishing touch to a day of enriching experiences. The Meet was closed with the awards to winners of each event and dreams of participating in the National Meet at Purdue University in May. SW. Mo. State College was winning team, but since they were participating out of their region the prize money award to attend National Meet went to So. Ill. University at Carbondale.

Be sure you make a New Year's Year Resolution to see that your Chapter and Section contribute this month for this constructive aviation activity!

Membership Begins at Home

... and it appears that Chapters have been doing their homework, as is indicated by reports from International Headquarters.

For the period from October 1 through December, we have had a total of 133 new members and 44 reinstatements. The Chapter having the most new members in one single month is the Golden Triangle Chapter in the South Central Section with 5 in the month of October!! The second highest score goes to the Eastern Washington Chapter in the Northwest Section with 4 new members in December. Congratulations!

Hats off to the French Section for 3 new members in December!

If Chapters will share their methods of obtaining new members with me, I will pass them on to the membership — maybe we can have a record year.

It has been the experience of our local Chapters that activity within the Chapter stimulates attendance of existing members and incites the interest of non-members to become a part of the action. Invite student women pilots to meetings and fly-ins — by the time they have their licenses, you know them well, and they are a real part of the organization immediately. Have a few fly-ins which include the husbands in order to gain the interest of prospective members' husbands — their approval sometimes counts a lot in their wives' accepting your invitation to become a member!

Dottie Sanders
International
Membership Chairman

Ninety Nine Contest Committee
For Approval

CTC:

Dr. Anne E. Roethke
4211 S. Whitnall Ave.
Milwaukee, Wis. 53207



FIRST CANADIAN CHAPTER Shirley K. Allen, Reporter

A funny thing happened on the way from the Governor's Council Meeting in London (Ontario) - we ran into a solid wall of unforecasted bad weather - had to return, leave the Apache overnight and catch Air Canada back to Toronto. Oh, the indignity of it all!!

SAFETY - the name of the game - much has been written and will be written on the pros and cons of flying, but at least one Canadian 99 member has taken positive action. Upon reading a recent series of three articles on air safety in a leading Toronto newspaper, by a woman Reporter, Etith Denny immediately picked up the phone and arranged a fam flight for her. If we all took ONE GROUNDLING into the air in this year of '72, we would most certainly reap benefits from better-informed, less alienated ATC Controllers, MOT officials, Weather Briefers, Newsreporters to name a few. DID YOU KNOW that the odds against an air collision are one in 6,600,000? Statistics show that you would have to fly 220,000,000 Commercial miles before being fatally injured in a plane crash. This would mean FORTY years of nonstop high-speed flying.

Congratulations Gerda Frieberg on obtaining your Instrument Ticket. Hard work, but worth it all when the Inspector says "you made it" . . . Phyllis Miller writes from Vancouver, she plans to return to Ontario later this year and live close enough to be a First Canadian Chapter member again. SIDE LINE NOTE: The Ninety-Nines added a little more traffic to the Brantford circuit one frosty Winter Wednesday. Ruth Prowse even drove to Hamilton so that she could fly back (home) for lunch with Nora Parish. It just happened to be the same day the City Fathers were holding their annual

Chapter Reports

pow-wow in the Airport front office, we hope we helped tip the scales a little to justify continued Council support. Small airports, even those with air movements equivalent to larger International operations, have a constant up-hill struggle to stay in business, let alone cope with the enormous financial expenditures and constant negative attitudes towards flying in general.

BUTTONVILLE AIRPORT - don't let the name fool you! has to be one of our MOST progressive private airports. Undergoing extensive alterations and improvements this winter. New Terminal - lots of space and loving care for your flying machines. We want you to know that they are laying down wall-to-wall hospitality this far ahead, for our International Convention in July.

GREATER WINNIPEG CHAPTER Pat Sullivan, Reporter

Hi! As this is our first article in the Ninety Nine News since receiving our charter in Regina last September, I'll try and introduce our chapter to you. We have at present nine members, one of whom - the former Lynne Thorkelson - was married soon



The Executive Committee of the Greater Winnipeg Chapter of the Ninety Nines: From left to right: Helga Valousek - Vice Chairman, Rosella Bjornson - Chairman, Pat Sullivan - News Reporter, Gail Duncan - Membership Chairman and Kate Dougherty - Secretary-Treasurer. Other members of the chapter not present: Murtie Paulychka, Arlene Wiseman and Gail Cartwright.

after and has taken up residence in Ontario. Our eight remaining local members have rating ranging from private through commercial to instructor's ratings - and as none of us are lucky enough to own our own aircraft, we rent mainly from the Winnipeg Flying Club at the International Airport here. The Club has really opened its doors to us, and acts as our base of operations - so if any of you are up this way, drop in.

At this time, we'd like to thank the Western Manitoba Chapter in Brandon for really introducing us to the Ninety Nines back last Spring. They encouraged us to start our own Chapter - with such enthusiasm behind us - how can we lose!

The Club has an annual Wings Presentation held each November, and presents a special Woman Pilot of the Year Award to the woman graduate with the highest aggregate average during her training. This year, our membership chairman - GAIL DUNCAN - was presented with the award.

Since getting our Charter, we've been quite busy sponsoring a week-end fly-in to Minaki Lodge, a Bar-B-Que and Dance, and films and speakers at out monthly meetings. In the beginning of February, we're also hosting a Tally-Ho, Lunch and Dance for everyone. After all, the winter's up here are great for flying in, but are pretty long and cold.

Special plans are being made now for a June Poker Derby here in Manitoba. We'd really appreciate any ideas or suggestions from other chapters who have either participated in or hosted such events.

As no chapter of the 66's has been started here yet, we're inviting all student pilots in this area to attend our January meeting.

A Memorabilia Memorandum

Ruth W. Thomas Scrapbook Chairman

Your personal scrapbook - and I do hope that you are keeping one - is a part of the total picture of women in aviation. It is your story, the history of your chapter and section, and so a significant part of the activities of the International Organization. Why not make a resolution for this new year (and every year henceforth) to date each item in your scrapbook; to record (legibly) the correct and full names of persons in the photos; and to note pertinent facts (title, if officer or chairman) about each one pictured. Then to evoke recall in later years be sure to name the place and event which caused the piece of memorabilia to earn a place in your scrapbook.

With newspaper clippings, - save the whole page. Why bother with scissors when careful folding will preserve and show the story, the date, and the name and edition of the newspaper. Newspaper editions or issues are important research clues as those of you who have visited the local library well know.

Those working with our new museum will underscore the above since dating and authenticating memorabilia for OUR MUSEUM has become their responsibility and eventually your scrapbook may appear on the acquisitions list.

Meanwhile, back in the spare bedroom, a cleared spot is awaiting your 'worthy of remembrance' materials to be put in the 1971-1972 International scrapbook. Dig??



CONNECTICUT - MAINE
MASSACHUSETTS - NEW HAMPSHIRE
RHODE ISLAND - VERMONT

CONNECTICUT CHAPTER Connie Mac Leish, Reporter

Our Christmas party, held in the lovely home of Rosie and Jack Crim, was blessed with good weather for a change this year, and we had a great turnout. We gained an old member - Mary Horton and 49 1/2 Ken, who surprised us with their appearance, have returned to live in New Jersey after a three-year absence in Texas, and although our meetings are rather distant, Mary hopes to be able to attend a great percentage of them.

We last saw Mary at the 1970 Convention held in New Hampshire. And we are losing a member - Irene Eschelman and family will be leaving for El Paso, Texas, this

month. They will base their plane at Fort Bliss where Dave is Command Sergeant Major. We will certainly miss their enthusiastic participation in all our events. All the members outdid themselves in the food department, for the buffet supper was fit for kings and queens. While everyone else was enjoying the aviation-oriented games, which certainly were thought-provoking, my 49 1/2 and I were in the garage enjoying the Crim's collection of racing skimobiles, motorcycles and other mechanized equipment. And to top it off, we all went home with prizes — African violets grown and nurtured by Mary Neil. The Neils, by the way, are now commuting between Denver, Colorado, and White Plains, New York, by Bonanza.

Nancy Tier, one of our two charter members, was also able to attend the party. Nancy, as advisor to the Museum Committee, had the privilege of contacting a member of our newly-formed Ninety-Nine chapter in France. Her contact was with Marie-Joseph de Beauregarde, who is the winner of five successive men and women cross-country races. Marie was especially interested in our museum work, as she is involved in Musee de L'Air in Paris. It is with her that we will exchange information pertaining to Ruth Nichols. Marie will bring an exhibit to us at our next convention in Toronto, Canada, this year. She is anxious also to plan a European tour for Ninety-Nines, about which we will all hear in the future.

Nancy's flights were all ideal and her Federation Aeronatique Internationale license dated August 9, 1930, and signed by Orville Wright opened all cockpits to her, including a 707 and 727. She flew in Italy, Germany and France, and this passport, to her amazement, added a great deal to the fun of the trip. This license is, by the way, on record, having been photostated in the Musee de L'Air in Paris. The one foreign plane Nancy had the opportunity of flying was a 200 hp Savoy a Machete in Germany.

After a very long drive in snowy conditions, we had a fruitful meeting in Willimantic with the Eastern New England Chapter Chairman, sponsors last year of the All Women's New England Air Race. They bestowed upon us well-thought out s.o.p.'s, for which we gratefully thank them. The AWNEAR is tentatively set up for May 5, 6 and 7 at Windham Airport.

EASTERN NEW ENGLAND CHAPTER

Lucille Flynn, Reporter

The week following Thanksgiving, Georgia Pappas went to Washington to attend her first meeting as a newly appointed member of the Women's Advisory Committee on Aviation.

As a prelude to a busy holiday season, and a substitute for our regular monthly meeting, 99s and 49 1/2ers, gathered the evening of December 10th, at the home of Carol and Frank Stites in Wayland, Mass., for our annual Christmas party.

California lured Virginia and Charles Bonesteel and their two children for the Christmas holidays. Their mostly VFR flight was made in their Cessna 182, and the most rewarding aspect was the bringing of six cases of Dental Supplies to the Direct Relief Foundation in Santa Barbara. Vir-

ginia enjoyed her airport chat with Joan Steinberger.

Our December project was baking and delivering cookies to the Airport Managers, FBOs, Weather Bureaus, and Control Tower Personnel. Happy Smiles and kind offers of "Straight-out, Right Turn and Downwind Departures" were some of the rewards. At Sterling Airport, Clint Brown, New England Beech Representative, gave Marie Lepore, Harriet Fuller and Lucille Flynn, the opportunity to fly a new Super R, "Sierra," to do their appointed rounds. What a way to get into Airmail Deliveries!



HUDSON VALLEY CHAPTER

Gertrude Felsen, Reporter

The January 22nd meeting will be held at our favorite spot, Mickey Duncan's beautiful Hidden Valley. It will be a joint meeting with the New York State Aviation Historical Society. The meeting will be open to families and friends—with snowmobiling, ice skating, or whatever outdoor activity appeals to the group. The New York State Aviation Historical Society will provide the speaker, Rick Allen, who wrote "Revolution in the Sky." It promises to be an extremely informative and exciting day.

Your reporter and Mickey Duncan have been spreading the word on "Women in Aviation." Within the last two months we have given talks to the Kingston Rotary, the Rhinebeck Rotary and we also did a half-hour radio show. Our audiences have been very receptive and, of course, we enjoyed immensely having a captive audience while we discoursed about our favorite subject.

WESTERN NEW YORK CHAPTER

Peg Pieper, Reporter

December found most of the Western New York 99's very busy. Our Christmas party was a huge success however towards the end of the evening I thought we might make the local head-lines. Some of the girls decided to auction off their gifts. Nell Dutcher and Ginny Mac Krell were the highest bidders. Jean Valvo was the highlight of the evening when she tried to sell her stuffed donkey. I can't use the exact words that were used that evening as they would be censored. A good time was had by all. The following 99's, 49 1/2ers and prospective members that attended are as follows: Arlene and Milford Bray, Aggie Denler, Nell Dutcher and her co-pilot Mr. Bucky Boatwright, Ethel Fedders, Donna and Bill Joss, Virginia Mac Krell, Peg and



Western New York 99's - Seated L. to R. - Kathy Potoczak, Arlene Bray, Jean Valvo. Back Row L. to R. - Virginia Mac Krell, Peggy Pieper, Terri Pirrung, Aggie Denler, Donna Joss, Nell Dutcher, Ethel Fedders. Gentleman grinning in background (how did he get into the picture?) is our favorite Santa - Henry Potoczak.

Peter Pieper, Kathy and Henry Potoczak, Jean and Burt Valvo. Kathy Potoczak's 49 1/2er Henry played Santa again this year. He tried to pawn the job off on another 49



Elaine Roehrig, 49 1/2er George Osteyee, who received 99 Certificates of Appreciation for their Air-marking activities. Our chairman, Doris Miller, and Allen Dorwin, FAA Accident Prevention Specialist, who presented the film, "Weather to Fly."

1/2er but we all agree that Henry has the heartiest Ho! Ho!

Membership chairman, Ethel Fedders reports two new members. They are Arlene Lo Presti of Tonawanda, N.Y. and Phillis Blanchard of Henrietta N.Y.

Until next month—a healthy and prosperous New Year to all!



EASTERN PENNSYLVANIA CHAPTER

Kate Macario, Reporter

Since our roving reporter, Louise Sacchi, is off again on a ferrying trip, this time delivering a Comanche to London, I was asked to fill in for her. I'm pleased to have this opportunity to tell you of another activity of hers, which keeps Louise busy between trips. Louise has a marvelous collection of slides, the majority of which have been taken from the air, and she accompanies them with a narration of her numerous (174) ferrying experiences, gearing it to what would appeal most to a particular audience. This also enables Louise to give a "big boost" for General Aviation to the many non-aviation groups she addresses.

We grabbed Louise far in advance for our own chapter, so on Nov. 20th at Jim Flannery's (the restaurant with the Constellation on top) she kept us intrigued with her version of the London to Victoria Air Race. Fifty of us enjoyed her talk and descriptive slides, following an informal meeting in the cabin of the Constellation.

Again, quite a few from our chapter were present when Louise received the Wright Brothers Memorial Award at a dinner on Dec. 17th which was given by the Aero Club of Penna. On Dec. 21st she spoke to the Foulkeways Retirement Community in Gwenedd Valley, on Dec. 28th to the combined Rotary and Kiwanis of Lansdale, and on Jan. 4th to the Zonta Club of Phila. On Jan. 22nd she will fly out to San Francisco to speak before the local Zonta Club and the 99 Chapter. So you see, Louise keeps pretty busy.

What a wonderful Christmas Party we had at the Wm. Penn Inn on Dec. 11th! Eleanor Smith, who kindly took charge of the affair (and probably wished she hadn't been so kind!) and ably assisted by Jane Squires, did a tremendous job of planning, preparing, and arranging a delightful evening. One very nice surprise at the party was the offer from Marge and Jack Bryant of Pennridge Airport of an hour dual in the new Cardinal RG. Sally Hull, whom we haven't seen for quite a while, was the lucky winner. This should put Sally in the air again.

We are happy to welcome our newest member, Maysie Henrotin, who flies out of

Shannon Airport (Downingtown) and has already been an asset to our chapter. With one more meeting to go, we look forward to having Edwina Hansen, a member. Edwina and her husband have a Navion at Wings Field.

We're rooting for Joan Zaharfy and Judy DeMarco (a most recent addition to our chapter) who are planning to fly the Angel Derby.

Reserve the date, March 25th, for an interesting tour of the Narco plant in Ft. Washington. Details will be forthcoming from Alice Meisenheimer, who is in charge.

MARYLAND CHAPTER

Unknown, Reporter

Fabulous gifts for everyone were presented at the Maryland Chapter's annual Christmas party. The gifts ranged from aircraft to RON bags; all purchased at the 5 & 10.

Our many thanks to Don Sullivan (49 1/2er) for a very interesting talk.

Catherine Grover and her 49 1/2er, Tom, and her son, John, flew to Puerto Rico (commercial) and she says they had a wonderful time.

Cleo Sherbow sold her Twin Comanche in October and is anxiously waiting until spring when she will purchase another plane. Meantime, she has joined a flying club that has four airplanes to use on her travels.

In November Cleo went to Canada, England, and Israel and her husband, Ted. In Montreal she spent a day with Chapter Chairman, Selma Selig. Selma took Cleo on a three hour flight over Eastern Canada. In England Cleo spent a day with Polly Pinkard, formerly with the D. C. Chapter, and now most active in the British Section. In Israel Cleo talked to Yael Rom but conflicting schedules prevented them from getting together. Cleo is so enthusiastic about Israel that she hopes the Ninety Nines will hold the 1978 Convention there.

Jeanne Wolcott recently sold her Beech and has replaced it with an earlier Beech Bonanza.

Helen Downs and 49 1/2er, Clark, have purchased a summer place near Rehoboth with a private landing strip.

Elaine and Jill Brown and 49 1/2er, Gil, made it to the party, along with Jill's friend, Taqi, from India. They are still busy getting their farm and landing strip ready in West Virginia (40 miles from Cumberland Airport), but they are taking time out for a 15 day trip to Mexico on December 18.

Sheila McEntire has added her MEL and hopes the CFI will be next.

Latest word from our sailing group is that on November 14, 1971, 99 Lois Baty acting as crew and her daughter, Laurie, as skipper, won the last race of the season at Lake Marburg, Codorus State Park, Hanover, Pa., "The Red Flannel Special." There were ten boats in the race including their Javelin and they were the only two girls. Congratulations!

Prospective member Edna Somerlock is taking basic Aerobatics with Jack Poage at Aldino and enjoys every minute of it; and prospective member Sue Sherrill says she got the best Christmas present she has ever had; she passed her private flight test on December 23rd, Congratulations Sue!

99 Eleanor S. Starkey has moved to 3534 Palmer Drive, Titusville, Fla., 32780, and 99 Jacquelin Marie Geiger is now at 403 Tenth Street, Fort Madison, Ia., 52627.

WASHINGTON, D. C. CHAPTER

Hazel Duggins, Reporter

Mary "Mitzi" Keller modestly admits she has her Instrument Rating now but we know "You gotta be good!" to take your check ride in an Aztec, her very own too.

Velta Benn won that coveted above all ATR Rating in July and has been so busy in her many flying activities I haven't been in even IFR minimums of her since.

Blanche Noyes and Bea Wilder have returned from the AOPA tour of Japan. Bea's only regret is she couldn't fly while there. Irene Wirtschafter is now on an extended tour of Japan, Hong Kong and many other exciting orient cities.

FAA had a big "Splashdown" for Blanch Noyes on Nov. 29th. Many 99's from all over the country flew in to wish her well.

So many people expressed interest in FAA's "Operation Raincheck" I called Mr. Pierce and he made arrangements to have one more on Nov. 16, 17, 18 at Leesburg Center for us. It is a free program of lectures and discussions on IFR Enroute Air Traffic Procedures and Services. Many thanks to the Controllers, Dulles Tower's Dick Wade and Mr. Truxler and also Mr. Paul French who presented a new weather film on the last night. We were joined by members of the Andrews-Bolling Aero Club and Fort Meade Flying Club. Capt. Judy Willis of the Orange Co. Chapter is a member of the Board of Directors of the Ft. Meade Club. We are happy to have her stationed in our area.

Many 99's were able to meet Hanna Reitsch at a reception and dinner in her honor Nov. 16. She was the first German woman to fly a helicopter, jet aircraft and a rocket-powered plane. She told of many exciting sailplane flights.

Mary Ann Jessup is now the proud owner of an airplane and a sailplane. She and Judy Willis soar out of Frederick Muni.



CAROLINA CHAPTER

The following telegram received by "Ye Olde Ed". "Hilton Head Lethergy plus November Fiasco equals dormant December Do Nothings. Your deadline was too quote absolute unquote. Request Absolution with next sensational release. Signed. . . Buzz Taylor. 'Nuff said!

FLORIDA GOLDCOAST CHAPTER

Eloise Ruby, Reporter

Necessity makes us go back and do a little "catching-up" on meetings, events, etc. since no report has been filed for quite a while due to the holiday recess.

Narco introduces

The first totally coordinated avionics

NAV 12 \$995.
VOR/LOC/glideslope indicator
200 channel Nav receiver

NAV 10 \$450.
VOR/LOC Indicator

AT 50 \$595.
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Spectrum . . . an entirely new concept in aircraft radios . . . a completely coordinated communications and navigation system which allows you to meet your present VFR requirements while building toward increased IFR capability. Spectrum . . . a modular approach to panel planning . . . a compact, thinline, state-of-the-art system requiring less panel space than any other system, and it's all panel mounted. Forget all you know about avionics. Forget terms like "one and a half" and "Nav/Com radio." Spectrum is a new approach, a break with the past. Each unit provides a specific capability. . . . a combination of Spectrum units provides the solution to your overall

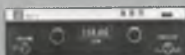
Com 11



Capability. Full time 360 channel Com transmitter and receiver.

Mission. Local VFR pleasure flying. Utility flying in Ag planes, helicopters. Flying in home-builts, antiques or gliders.

Com 10/Nav 10



Capability. Full time 360 channel Com transmitter, and one receiver which can be selected for 360 channel Com or 200 channel Nav. Nav frequency readout in Nav Indicator — VOR & Localizer.

Mission. VFR cross country in low-density areas. Alternate between navigating and communicating. Ideal for planned future IFR expansion. Back-up IFR system for in-place Nav/Coms.

Com 10/Nav 10/Nav 11/AT50



Capability. One full time 360 channel Com transmitter and receiver. One full time 200 channel Nav receiver/indicator. Back-up 200 channel Nav receiver/indicator, 4096 code transponder.

Mission. High density VFR cross country. Singles, light twins and helicopters. Occasional IFR. Remain on Com frequency while you navigate. ATC monitors AT50.

Com 10/Nav 10/Com 11/Nav 12/AT50



Capability. One full time 360 channel Com transmitter/receiver, two full time 200 channel Nav receivers/indicators, one with glideslope. One 360 channel back-up Com transmitter/receiver.

Mission. IFR for single and light twins. Use both Nav indicators while staying on assigned Com frequency. ATC monitors AT50 transponder.

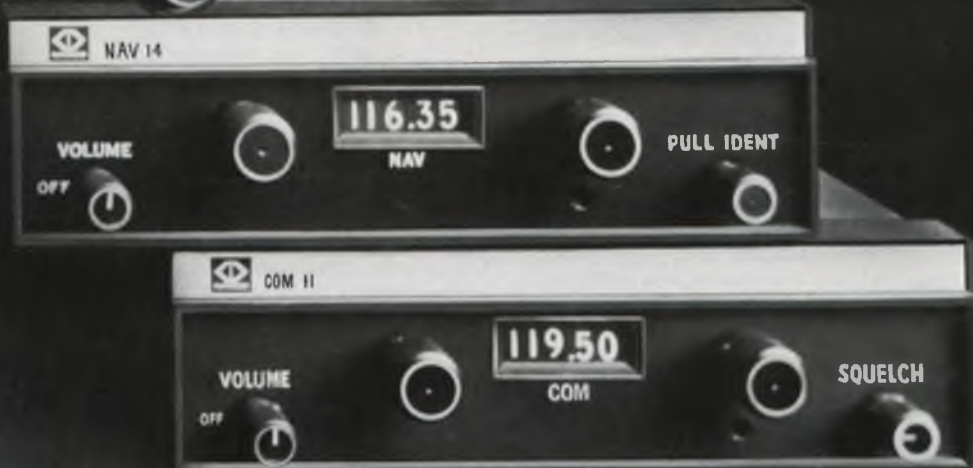
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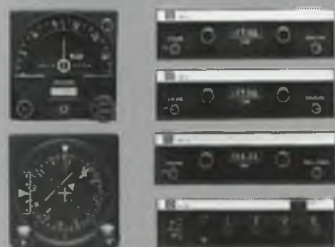
NAV 14 \$650.
200 channel Nav receiver
160 channel Com receiver



Com 11 \$845.
360 channel transceiver

requirements . . . from simple VHF communications through dual Com, dual Nav, transponder and the first low cost situation display for general aviation. The panel planning guide below provides several examples of this modular approach to avionics. For more information and a complete description of how Spectrum can put more capability in your panel for less money, circle the reader service card number or write to Narco at the address below. Or visit your local Narco dealer and talk it over with him. Spectrum. What else would you expect from the world's leading maker of aircraft radios?

Dual Com 11/Nav 11/Nav 14/DGO-10/AT50



Capability. Two full time 360 channel Com transmitters and receivers, two full time 200 channel Nav receivers, one with integrated pictorial display and glideslope, the other with VOR/LOC indicator. 160 channel back-up Com receiver. 4096 code transponder.

Mission. Unlimited IFR. Communicate on one radio and maintain a listening watch on the other or preselect your next Com frequency. Fly to intersections using both VOR indicators simultaneously. ATC monitors AT50 transponder.

Dual Com 11/Nav 11/Nav 12/Nav 14/DGO-10/AT50



Capability. Two full time 360 channel Com transmitters and receivers. Two full time 200 channel Nav receivers for pilot, one with integrated pictorial display and glideslope, the other with VOR/LOC indicator. One 200 channel Nav receiver for co-pilot with VOR/LOC glideslope indicator. One 160 channel back-up Com receiver. 4096 code transponder.

Mission. Unlimited dual pilot IFR. Pilot has two independent Nava, co-pilot has one. Fly with two Coms simultaneously, plus a back-up receiver. ATC monitors AT50 transponder.

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Joyce Toman (left) and Virginia McKee (right) greet Alyce Strong, Chairman of the Georgia Chapter, as she, with eleven other 99 families, flew into the Greenwood Strip for a 99 meeting.

At our dinner meeting, November 21, 1971 in Fort Lauderdale, three guests attended: Joyce Pittman, sponsored by Lois Porter, became a new member of the Florida Goldcoast Ninety-Nines; Marge Forood owns and operates "Quality Aircraft" in Fort Lauderdale. She is the distributor for Minerva and also buys and sells other used aircraft. Anesia Machado is from Brazil and is a Ninety-Nine Member-at-Large. She has been in aviation fifty years and is known as the first woman of aviation in Brazil.

A report from Frances Sargent on the outcome of the raffle on the Ford Pinto whereby the proceeds would assist the Flying Team of Miami-Dade Jr. College-South to attend the Sectional National Intercollegiate Air Meet indicated that not enough chances were sold to purchase the Pinto. As a result a drawing was made and the winner received \$500. and the balance of \$600. went to the Flying Team.

New Business Discussed: Our AE Scholarship applicant's name will be forwarded to National. A committee is to be formed to review our Chapter's Constitution. Suggestion was made for the three Florida Ninety-Nine Chapters to get together and decide on a location and submit a bid for the 1974 International Convention. A chairman is needed in the S.E. Section to organize a relay system, which will be nationwide, to fly medical supplies to California where the Direct Relief Foundation will send the supplies to foreign countries. The Chapter will look into the possibility of getting a tax exempt number from the Internal Revenue for future use if needed.

The Christmas Party, at Connie Stafford's home, was held jointly with the members of the Florida Women Pilots Association. The latter, which currently consists of approximately thirty members, has been conducting the annual international air race, "Angel Derby", for the past twenty years.

Our Chapter Secretary, Margaret Balckwelder, decided in November to change her name to Mrs. Ron Henningsen — and as could be expected — Ron is a real fine fella. Incidentally, he is a pilot and has his own airplane. Guess they have a "His and Hers" now, as Margaret has an airplane too.

The next meeting is scheduled as a "fly-in" to Key West on January 22nd. Hope everyone will plan to arrive early and spend the day in this wonderfully and interesting spot.

Go! Go! Go! Get APT!!!

FLORIDA SUNCOAST CHAPTER

Reporter Betty Hood

The Florida Suncoast and the Florida Spaceport chapter held a combined meeting Wednesday Dec. 8th at Daytona Beach, Florida. Twelve girls came to the meeting even though the weather was IFR over most of the State. The date for the Suncoast Chapter Poker Run is Sunday, January 16th. This year any pilot can participate since this is the only fund raising project of the Suncoast Chapter. All the girls are being encouraged to get their IFR rating and we are proud of Joyce Diamond who has just received hers.

There was a discussion about the "Wings for DRF & IHA" and with all the enthusiasm shown this program should get into full swing by the early part of '72.

The Florida Flying Farmers had their annual convention and coronation at Naples, Florida and chose 99 member Betty Hood as Queen for '72.

The Spaceport Chapter announced it would have its annual Treasure Hunt for the 99's Wednesday, February 9th.

GEORGIA CHAPTER

Judy Hall, Reporter

Our November meeting at the Greenwood, Fla. home of Murray and Virginia McKee, Indiana Ninety-Nine and mother of Georgia Ninety-Nine, Joyce Toman, was one of the years best. Thirty were present including nine Georgia members, three Indiana members, nine 49 1/2ers, four 24 3/4s, four prospective members and our standing visitor from California, Sue Clark.

The Indiana Ninety-Nines conducted a spot landing contest for us on the McKee's grass strip with first place going to International Prez, Betty McNabb in Bonanza 24-Charlie and second place to Georgia Chairman, Alyce Strong in Cardinal 41-Xray.

Sandy Myerchin then conducted a safety quiz and found us all slightly unprepared.

The entire membership made a special presentation of a charm to Betty McNabb. The heart-shaped charm with a ruby mounted on it was inscribed "We're proud of our Georgia girl" — Ga. 99s.

The chapter voted unanimously to support the Direct Relief Fund, drug transport system and appointed Yvonne Cooper as our chapter chairman for DRF.

December meeting found us at the Coolidge, Ga. home of Shirley NeSmith.

Attending: Alice & Byron Strong, Betty & Harold McNabb, Esther Wright, Joyce & Joe Toman, Murray McKee, Shirley & Gene Otis, Shirley NeSmith and Shirley's mother, Bessie NeSmith, who served a lovely buffet luncheon.

Shirley Otis was voted into the Georgia Chapter after being re-instated to the Ninety-Nines.

MEMPHIS CHAPTER

Holly Smith, Reporter

Our Christmas meeting is more than a holiday party. For the Memphis Ninety Nines, it is a reunion. This year we gathered at the home of Hilda and Doyle Savage for a casserole supper and games, but as usual for our Christmas gatherings, renewal of friendship was the main bill of fare. We all thank Hilda and Doyle for

opening their lovely new home to us.

The biggest news from Memphis is the Spring Section meeting here. We are all working toward making it fun and informative. Please plan on joining us. More next month on this. Happy New Year!!

MISSISSIPPI CHAPTER

Wanda Garson, Reporter

Our news this time is very brief. Congratulations to Peggy McCormick our first member to become APT. Those attending the joint Christmas party with the South Louisiana Chapter were Peggy McCormick and 49 1/2er Frank and Wanda Garson and 49 1/2er John.

NEW ORLEANS CHAPTER

Evelyn Lyons, Reporter

December 17th dawned cloudy and rainy, but that didn't dampen the holiday spirits of the New Orleans Ninety-Nines and their husbands who attended our annual Christmas Buffet Dinner at John and Virginia MacDonald's home. Mr. and Mrs. Lanky Smith, Mr. and Mrs. Harold Ray, Mr. and Mrs. Charlie Wills, Rose Mancini, Pam Holly, Evelyn Lyons and Patsy Carbonette and guest were there. Visiting with us were Mr. and Mrs. Johnny Wallace, Mr. and Mrs. Ronald Mills and two prospective members Mrs. Carol Thomas and Mrs. Roberta Rose.

Mrs. Lee Wallace, a student pilot and future Ninety-Nine member, had her Christmas present early. She soloed on Dec. 21.

Patsy Carbonette and Glorice Wills favorite pastime these days seems to be to fly to the neighboring towns and shop in old curio shops. Can anyone think of a nicer way to spend the day?

NORTH GEORGIA CHAPTER

Peggy Husby, Reporter

Well fellow Pilots, here we go starting out a New Year. Let's hope that this will be a great year for flying for all our members, with a few new ratings added to those tickets.

The North Georgia Chapter had their Christmas party on December 12th. The party was held at The Barn Dinner Theater in Marietta, Ga. A three part play began at 8 o'clock called "My Three Angels," which we all enjoyed.

During the Thanksgiving holidays Pauline, Pete and Tracy Mallory drove up to Michigan to visit relatives and friends.

Denise Blankinship and her parents flew their twin Beech Baron to Arkansas and Texas to spend the holidays with relatives, and friends. Mavis and Tom Cheek flew their Bonanza to Washington, D.C. for the holidays to visit relatives. After having a new annual and a new aileron put on their bird for its Christmas. Bob and Peggy Husby are getting ready to open up the fixed base operations at the West Georgia Airport in Carrollton.

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phone (513) 732-2411



ALL OHIO CHAPTER

Isla Haas, Reporter

IAR stop in Akron-Canton. Marilyn Collette and Sandy Walter are Co-Chairmen. JoAnn Stype and Jean Hixson, Official Timers.

We have two new Commercial ratings—Barbara Baron and Priscilla McGinnis. Priscilla also has a new son. Congratulations.

Doris Scott rented a plane while on an African Safari and flew over the Victoria Falls. She's working on her instrument rating.

New girl in the tower at Cincinnati Lunken: Connie Huffman.

Edith Killen, Lee Damschroder, Terry Shofstahl are organizing a wing in the Fremont area.

Doc and Virginia Thomas back from a Fla. disneyworld trip.

Following November meeting we had a very interesting tour of the NASA Plum Brook Reactor plant. Many thanks to all our guides.

A very lovely Christmas Dinner in Columbus. Thank you to hostesses Marilyn Miller and Anne Esselburne.

North Central Section in Cincinnati April 29-30th. Plan to see us then.

CAPE GIRARDEAU AREA CHAPTER

Nadine Heuer, Reporter

Norma Norrid entertained us at our last meeting in Kennet, Missouri. The Chief of Enforcement of the Missouri Air Conservation Commission asked us to help him fight against pollution by flying various members of his staff over areas close to us for inspection. This we will do.

Virginia Britt requested us to sponsor an identification flyby for the Angel Derby in May at the Dyersburg, Tennessee airport. The Derby begins May 15th and ends May 17th. Our tentative timers will be Millie Limbaugh, Evelyn Braese and Norma Norrid.

Our chapter is donating decals to the Saluki Flying Club of Southern Illinois University and member of the NIFA. A donation of decals will also be made to the Flying Indians of Cape State College in Cape Girardeau, Missouri.

Our congratulations to Margie Hall and Paul Loiseau who were married during the holidays.

Elmer and Nadine Heuer are receiving sympathy cards due to the recent tornado which totally destroyed their Cessna 182.

The Pilot of the Year Award dinner will be held January 8th in Dyersburg, Tennessee in Evelyn and Bill Braese's "Wired for Music" Dog House; about 500 yards from the airport.

CENTRAL ILLINOIS CHAPTER

Jayne Schiek, Reporter

December was not the best flying month in Illinois, however ten members, two 49 1/2ers, and two guests made it to our meeting at Cole County Airport near Mattoon. Theo Sommer flew in in her Cardinal bringing along Jeanne Morse, Pat Sheridan, and Ila Zaborac, and made it back before the weather closed in. However Deed and Max Holcomb were not so lucky. They only got as far as Effingham enroute home to Marissa. They spent the night with Kathleen and Jean Woods and the next day had to drive home anyway leaving their plane behind! Guests were Bette Hughes of Mattoon who has recently soloed and Joyce Cooper who flew in from Springfield in her Cessna 182.

Following the business meeting, Deed Holcomb showed pictures of the '71 Powder Puff Derby in which she flew as co-pilot with Kathleen Wood. Jeanne Morse announced proudly that her youngest son, Randy Crocker, is now working on his commercial and instrument ratings. A letter from Phyllis Hanlon reports that although she hasn't been able to attend meetings lately, her "IFR" flying still goes on . . . and . . . on . . . and on . . . as she seeks that elusive rating!

Paris, Illinois, now has a heliport! It just doesn't take Barbara Jenison long to get things done! Barbara also reports that Paris authorities are going through the necessary preliminaries to get all the authorizations needed to start construction of the recently approved airport.

Arlene Johnson, Jayne Schiek, and Jean West have been attending monthly meetings of the Illi-Nines Air Derby Race Committee in preparation for that race which is to be held on May 20 at the Quad City Airport at Moline. The race will have two categories—speed and proficiency and is open to all pilots.

Libby and Bob Kaiser met Jayne and Ben Schiek on the slopes of Aspen . . . and the comment made by others in attendance was that it was the first time they had ever heard flying being discussed "apres-ski" instead of the day's skiing conditions! The Schieks were staying at a house which had a perfect view of the traffic pattern for Aspen Airport . . . and continue to wonder at the skill with which those mountain pilots bring in their planes under the most adverse conditions.

A tornado which hit the Macomb-Clugston airport just before Christmas completely destroyed the hangar which housed the three homebuilts owned by the Schieks and Norcrosses. It was almost unbelievable that the damage to the Cougar and the Skycoupe was very minor consisting of a few dents here and there. The apparent damage to the Durl-e-aire was a "stove-in" section on the bottom of the fuselage where it hit the headlight of a car parked in the hangar in back of it, and a damaged carburetor heat box.

CHICAGO AREA CHAPTER

Sandy Klock, Reporter

Chairman Nita Fineman just got her Bachelor of Arts degree at Northeastern Illinois University. Nita was student teaching her last semester with 4th

graders—she taught a unit on science called "Air" and told the youngsters about the airplane. Nita is flying high about all this, and also just celebrated her 25th anniversary with 49 1/2er Sid.

Sandy Klock spent a very happy new year flying with a friend to Kitty Hawk (First Flight) and to Williamsburg, Virginia.

George and Arelen Edgcombe flew an Aztec to the Bahamas to participate in the 7th annual Bahamas Flying Treasure Hunt.

Good luck to our two Amelia Earhart Scholarship applicants, Charlene Falkenberg and Pam Stowell. We've got our wingtips crossed for you both.

Peg Traner is our latest APT member.

Our January meeting will feature fittings for our chapter jackets—wait till you see our Chicago Area gals!

We're all anticipating our annual Achievement Awards banquet, scheduled for March 18th at the Clayton House, Palwaukee Airport.

A sad 'bye to Ann Haller, who has left us for Ohio. Also, our friend Jane White has decided to join Minnesota Chapter, where she's been living the past year.

Best wishes for a quick recovery to ailing Char Falkenberg. Also to Donna Dombrowsky, who is recovering after foot surgery.

Our sympathy goes out to Joan Schoger in the loss of her husband, Clarence.

The racing season is soon to begin again, and Illi-Nines Air Derby entry kits are available now for \$1.00 from Jayne Schiek of Central Illinois or Pam Stowell of our chapter.

GREATER KANSAS CITY CHAPTER

Frances Dunfield, Reporter

At our Christmas dinner dance, 49 1/2 John Maple was presented an award and money as thanks for conducting our refresher ground school. This was the second course he has conducted for us.

Many of the 99s are taking advantage of the Kansas City ARTC Center's course "Operating Raincheck," concerning principles of air traffic control.

Theda Beningfield and Lois Willy are applying for the Amelia Earhart scholarship fund, and we wish them success!

Rosamond Oliver has been given the go-ahead to start distributing point system sheets to be filled out by chapter members to pick out our outstanding Greater Kansas City 99 of the year. Rosamond reports that after two years, 49 1/2 Bob Oliver flew with her in their 140.

At our installation dinner, Fay Glenn, Air Education Chairman, presented Kathy O'Connor a \$100.00 scholarship for flight instruction. Kathy is a laboratory technician and a student at the Johnson County Junior College, where she obtained her private license. The scholarship money will be used toward her commercial license.

Margaret McDowell was in the waiting room at Kansas City Municipal Airport, when an airliner taxied too close to cartons of freight, scattering debris over several blocks. The tip of the propeller smashed into the waiting room and passed two feet over the head of Margaret and her mother. Margaret reports that the only way to get rid of a hairfull of shattered glass is by vacuuming it out!

Our January fly out to Neodasha, Kansas. We hope it will be more successful than the November fly out, which was cancelled three weeks in a row because of weather. Mary Ann Hamilton didn't hear about one of the cancellations and went anyway. She reported that there were no problems and she got to watch a D.F. Stear at the Flight Service Station at Chanute with none of us to get in her way!

INDIANA CHAPTER **Cari Downes, Reporter**

In beginning our new year with new officers, we are having each section of the state meet with our new Chairman. This gives her a chance to hear their opinions and views on our chapter, and it's an opportunity to get to know everyone better.

Our girls are doing a very good job of becoming APT, I might mention we have a new APT chairman — Mary Miller in Auburn, so anyone in Indiana wanting to become APT should get in touch with her.



Pictured are (left to right) Mr. & Mrs. Larry Ironmonger, Lois Hawley, Barb Simmons, Ann Black, Carol Moss, Dotty Gall, Dorothy Hodgson and Pauline Genung.

The race board of our F.A.I.R. race met with the Dept. of Commerce of several cities in Indianapolis the first week of November and it was very successful. We have the cites for our next 3 years races and maybe more from this meeting. 1972 will be at Fort Wayne, 1973 in Terre Haute, and 1974 will be in Anderson.

The AWTAR will have a mandatory fly-by in Fort Wayne next year. Mary Miller is the Chairman of this stop. Bonnie Mortorff is Operations Chairman. Ruth Christen is the Social Chairman, and Marty Wyall is Publicity Chairman. Preliminary plans for the fly-by were revealed in November at a meeting in Baer Field, Fort Wayne. Mrs. Barbara Riggs, Route Director of PPD and Mrs. Kay Brick, Chairman of the Board of PPD were personally present to trail blaze the 1972 route. Also attending the meeting with our chairmen were Pauline Genung, our Indiana Chairman of our Chapter and Mrs. Tannie Schlundt, the corresponding secretary for Indiana Chapter.

Tannie Schlundt has been elected Vice-President of the Indianapolis Aero Club. She's the first woman they've ever elected to an office in the club. Mid Cassidy got her Instrument rating. Tina Sturdevant received her Commercial license on November 4, 1971.

Indiana has a new newspaper, Indiana Aviation News. The Indiana 99's will be

given a column and our reporter will be Lois Kennard. We might also mention that Indiana will be giving the style show at the International Convention in Milwaukee in 73.

Josephine Richardson and her husband Wes were invited to the Michigan Chapter OX5 Club of America meeting on Nov. 7th. Babe Ruth of Lansing, Michigan was their chairman. The Richardsons were instrumental in raising money for their treasury by supplying an antique airplane quilt.

IOWA CHAPTER **Marcia Grismore, Reporter**

Our last meeting was held in the Terrace Room at the Cedar Rapids Airport with good attendance. This has been an especially busy time for our Chairman, Annetta Haack and the Sioux City gals — Jeanne Bedinger and Carolyn Rowney. They have been busy planning for the SUX identification fly by during the AWTAR. They met with Kay Brick, AWTAR Board Chairman, and Barbara Riggs, Route Director, and with many F.A.A. people, press and T.V. reporters, airport and Chamber of Commerce representatives, etc. for a busy, informative, interesting and productive couple of days. With that kind of organization and planning, I am sure that success is already assured for SUX in July.

Iowa 99's are joining in the Direct Relief Flights and Linda Arnold is our contact.

Hazel Sigafosse flew her clip-wing Cub to Philadelphia to attend the International Model Airplane Meet. Sig Mfg. has created a model airplane exactly like Hazel's!

Progress: New member (welcome!) Carolyn Rowney got her instrument rating. Jean Ellingson and Gloria Harmon have started instrument ground school — Jean's husband is teaching it. New 66 — Dody Vander Schaaf from Oskaloosa (welcome also!) Marcia Grismore got her commercial license and instrument rating during the fall — and a job flying for Professional Pilot Training, Inc. in Des Moines. APT: Annetta Haack, Jerri Walker, Claudette Parker, and Marcia Grismore.

Edna Van Wyk and Marcia Grismore attended the Flight Instructors Recertification course at Iowa State University taught by the F.A.A. It was a most informative three day workshop with much knowledge gained by all who attended.

Happy flying in 1972!

KENTUCKY BLUE GRASS CHAPTER **Dot Arnett, Reporter**

November 6-7 Pat Paulsen attended a Search & Rescue Seminar at the Ramada Inn sponsored by the Kentucky Wing of CAP for Kentucky Pilots who may need to be Mission Coordinators. Pat holds the rank of captain and is very active in the CAP.

November 14 — Regular monthly meeting held at Cardinal Aviation. Those flying in from out of town were Pat Davison, Madison, Ind. Betty Mosley, Lexington, Ky.

Welcome — Kay Baker a transfer from the Orange Co. Chapter. Ratings — Diane Stafford, Instrument (Congratulations)

December 18 Christmas Party, Dot Arnett's. Those present, Diane Stafford, Jo Ann Kinnison, Kay Baker, Pauline Barrier,

49 1/2er's and guests.

Betty Moseley received the Federal Aviation Administration's second highest award for distinguished service during ceremonies at Blue Grass Field December 21. Betty was honored for her resourcefulness, sportsmanship and flying proficiency which helped save a fellow competitor during the 1971 All-Woman Transcontinental Air Race.

MICHIGAN CHAPTER **Gloria Wildbur, Reporter**

We would like to thank Nancy Brandon, Lucille Quamby and everyone who made the Christmas party a success. There was a great turnout for it in Lansing at the Walnut Hills Country Club.

Now that the holidays are over we have more time to concentrate on aviation. We congratulate Lillian Snyder on her recent appointment to the Women's Advisory Committee on Aviation. Michigan now has two women on this very important committee. Eloise Smith has been a representative since 1969. Her term ends this year.

The January meeting was held in Detroit this year. It is always a very enjoyable and interesting gathering. Joining the 99's at the Amelia Earhart Commemorative Brunch was the Zonta Clubs of Detroit and Dearborn, The Society of Women Engineers and The Women's Aeronautical Association.

There was a special program given by Betty Finout and Jackie Markham. They spent the summer traveling the East Coast to New Orleans in their antique Aeronca named "The Baby Bird". It was a camping trip and one might say they spent the summer roughing it. It was certainly a very interesting and fun filled summer.

Everyone interested in racing has probably heard about the 'Derbies' by now. Michigan is thinking about the races coming up this summer too. They have invited Margaret Mead to hold a race clinic in the near future.

We welcome two new members to our organization. They are: Elna Beass and Becky Gibson. We also have two new Sixty-Sixes, Margaret Zerbst and Thelma Conar-ton.

Michigan Ninety-Nines are saddened by the loss of three 49 1/2ers in the past few months. Ned Dixon (Liisa), Bill Steinhagen (Ann) and Robert Welch (Carol). Their support in the chapter will be greatly missed.

QUAD CITY AREA CHAPTER **Ellen J. Thiel, Reporter**

December found us doing very little flying, due to the rush of the Holidays and foggy weather. We are planning a family fly-in lunch at Dodgeville, Wisconsin for our January Meeting, so hopefully the weather will co-operate.

Plans are progressing nicely for hosting the Illi-Nine Air Derby and the Powder Puff. Hats off to the publishers of the new 99 News Magazine. We think it is great.

This reporter started the New Year right by taking the Tri-Pacer up and shooting cross-wind landings January 3rd.

Get APT!



ARKANSAS — COLORADO — LOUISIANA
KANSAS — NEBRASKA — NEW MEXICO
OKLAHOMA — TEXAS

ALBUQUERQUE CHAPTER

Wanda Cothran, Reporter

Becky Lutz reports that she is taking vocational education at Univ. of New Mexico and one of the requirements is to set up a display on one career. Becky chose aviation and set up a display at Los Lunas High School where she teaches. She acquired material on all phases of aviation such as airline pilot, charter pilot, crop dusters, general aviation, mechanics, and many others. In addition she had displays of flying magazines, 99 Newsletters, and information on flight training schools. She brought her radio and let students listen to the tower, unicom, and to weather broadcasts.

The principal was so impressed with the display, he broadcast over the com system a recommendation that all students visit the exhibit. Los Lunas is not normally an aviation minded community, but enough students are impressed that aviation will come to mean something there in the future.

Congratulations to our newest member, Julie Rhodes. We are very glad to have you.

Johnnie and Harry Hickey had a special harness made and take their dog Sassy flying with them.

Hello, Rita Elliott.

ARKANSAS CHAPTER

Cary Hunt, Reporter

Xmas Party was in Fort Smith, Arkansas. Our hosts were Poes (Charlene & Doc) with a good turnout and 99 Spirits were flying high.

Gals with new ratings are: Carolyn Pugh, Portland, Ark. Instrument Rating; Ruth Gray, Little Rock, Commercial; Cary Hunt, Little Rock, Commercial, Instrument (Have the written behind me and working on instrument).

Gals working on ratings: Kay Newth, Little Rock, Instrument; Beverly Harp, Commercial; Carolyn Walters, Instrument.

Coming Events: Arkansas gals are planning to meet with Shreveport group in February. The new Adams Field Dedication was January 6th.

We are proud of Kay Newth who was installed in December as the Aero Club President for 1972.

CHAPARRAL CHAPTER

Joan Rundel, Reporter

Three members of the Chaparral Chapter have been busy flying "missions" for the Direct Relief Foundation in the "Wings for DRF" program. Hank Hallinan, in her Cessna 182 transported boxes of medical supplies from Santa Fe to Las Cruces, then Connie Rose took it from Las Cruces to Tucson, Arizona in her Cherokee 160. Kay Bond flew another mission from Las Cruces

to Tucson in the Southwest Aviation's Cherokee 6.

That's the really "important" thing the



Chaparral "missions of mercy" pilots are left to right: Kay Bond, Connie Rose and Hank Hallinan at the Las Cruces Municipal Airport with medical supplies ready to be loaded and flown to Tucson. That's Hank's Cessna 182 fresh in from Santa Fe with the goods.

chapter's been involved with, but we were equally as proud of that threesome plus Marge Blue and 99 1/2-ers Jim Hallinan and Cal Bond when they brought back from the Wichita Falls Sectional, a trophy awarded for having 30 per cent of their members attending from over 500 miles away.

Back in September Hank Hallinan, Kay Bond, Pauline Hall and her 49 1/2er Milton, with guests Larry Confer, Ray Spiller and Jack Harkey went to Clovis, New Mexico and participated in a day-long tour of the Physiological Training Center at Cannon AFB.

Cal has been very graciously attending our meetings for the last 30 minutes or so and boning us up with a ground school refresher course and changing FAA rules and regulations.

Our Christmas season was off to a tremendous start of good cheer as well as good will with a dinner party at Connie's house. Each couple contributed \$3.00 to a fund which was spent by Mary DeKinder on Christmas gifts for boys in a local Boy's Home.

COASTAL BEND CHAPTER

Peggy Zapalac, Reporter



Left to right: Jim Lightfoot, Mrs. Lightfoot, Vel Kiker, Mayor H. N. Schwartz, Mrs. Schwartz, Chamber of Commerce President Alton Hafer.

The Coastal Bend Chapter held a luncheon meeting in the Amber Room of the Oakridge Smokehouse Restaurant in Schulenburg, Texas with Vel Kiker hosting.

Members flying in were given the "red carpet" treatment by 49 1/2er Harold Kiker.

Mayor Schwartz of Schulenburg extended a welcome and presented Honorary Burgermeister certificates to out of town Coastal Bend Ninety Nines.

After lunch, Mr. Jim Lightfoot, guest speaker who is a practical meteorologist with the Department of Meteorology at A&M University, discussed weather services and facilities available to the public, weather forecasting procedures and other interesting and informative incidents concerning meteorology.

Following the program, Mr. Alton Hafer, on behalf of the Schulenburg Chamber of Commerce presented the visitors with sausage links donated by Oakridge Smokehouse.

The next meeting will be the Karnes County Airport, Kenedy, Texas. The chapter will present a program detailing the projects and activities sponsored by the Ninety-Nines, and ways in which the members can be of service to their communities.

DALLAS CHAPTER

Betty Hundley, Reporter

Thank you, Red Bird Chapter, for hosting a lovely Christmas party at Helen Wilke's home. Our January meeting was on the 20th at Chrm. Sue Andrews house in Richardson, co-hosted by Jan Wahrer. Co-chairmen of the Dallas Sectional (next September), Dorothy Warren and Betty Hundley, presented preliminary plans for discussion and vote.

Exciting news is that of the maiden flight on Nov. 18 of 44TD, a Starduster (two seat bi-plane with 200 HP Lycoming engine) which cruises at 135 MPH) built by Marceline and Bill Todd and Phyllis and Glenn Duke. It has a temporary airworthiness certificate which will become permanent after 50 hours of solo flight. May your many hanger (garage) hours become happy flying hours.

Elinor Johnson attended a Safety Clinic in Dec.; Tanya Thornton took time out for surgery after the holidays; Barbaras Powell vacationed in the Virgin Islands; the Ong family made their annual holiday journey to Puerto Vallarta, Mexico for two weeks and the latest news off the telephone wires is that Sandra Simmons and Dorothy Warren will fly the Powder Puff as pilot and co-pilot respectively.

DALLAS REDBIRD CHAPTER

Hortense Applegate, Reporter

Helen Wilke and Kathy Long flew a mission for the DRF taking some drugs to Midland.

Hazel Jones was in Little Rock to address annual joint meeting of service club for women executives. Her topic was "Early Birds" and had to do with the ladies before Amelia Earhart.

The two Dallas Chapters of Ninety Nines are sponsoring a safety seminar called "Vacation Flying." It will be on March 11 (Saturday). Plan now to attend.

EL PASO CHAPTER

Deloris Dyvad, Reporter

Our December get together was a big Christmas party at the home of Mary Fran Seidl and her 49 1/2er Hank.

Marilyn Cragin and 49 1/2er George flew in their Cessna 172 to Phoenix Arizona for

a Memorial service for his Mother.

Some of the El Paso Chapter 99's attended the weather seminar held in Alamogordo sponsored by the Alamogordo Aviation Association.

We are also working on the Aero Space education program.

We had a letter from Jackie Fagin, former Vice President who now lives in the Chicago Area.

Received fliers about Houston Chapter's charter flight to International at Toronto. Many are making plans to go.

The January meeting will be at the FAA Bldg. at International Airport in El Paso. Marilyn Cragin is in charge of the program. Dutch luncheon will follow at the Skychief Restaurant. Chapter Chairman Hester Oakes will fly their Cessna 175 to the El Paso meeting.

FORT WORTH CHAPTER

Carolyn Merrithew, Reporter

December 17th, a beautiful, cool, clear night was the occasion of our Wright's Day Dinner held at the Panorama Room of Greater Southwest Airport. It is the perfect setting for this affair as the full length windows overlook the runway where American Airlines jets practice touch and go's. With the new Dallas-Fort Worth Regional Airport taking shape before our eyes just to the North, this may be the last Wright's Day Dinner held here.

Mrs. Hazel McKendrick Jones was the mistress of ceremonies and brought us two excellent films from the FAA files, one of newsreel shorts, "On the Oddities of Flying," showing early flying machine inventions; the other a Clarence Chamberlain film on his flying memoirs, with some excellent candids of Admiral Byrd and Charles Lindberg. Trophies were then presented. Colonel Foster received the award for having traveled the furthest to the dinner. He came from Wichita Falls.

The oldest active pilot award was given to Captain Bill Garrett. The oldest held instructor's rating was presented to Edna Gardner Whyte, who had taught since 1931. The oldest held A & P license was presented to Sam Baker. Tony Page recorded a taped interview of Willis Brown, a pioneer pilot who received his license in 1917 from the F.A.I. and who has Amelia Earhart's signature on his license. He is a new member of the OX-5 group and his wife was a former 99. He now resides in Garland. This taped interview will be presented to the University of Texas at Austin Museum of Historic Aviation.

At our December dinner meeting at the Continental Inn in Fort Worth, two prospective members, Barbara Ruth and Jean Lemon were present. A ground instructor for American Airlines, Mr. John Jackson gave a hilarious account of amusing incidents in public relations on the airlines. Betty Parsons was presented a plaque with a map of Texas and a gavel in appreciation for her efforts as past president.

On December 13th and January 20th, Betty Jo Parsons and Auleen Hall presented a program on Accident Prevention for the Aerospace Course at Tarrant County Junior College. They showed several F.A.A. films to the group.

Tony Page has added to her trophies an

Indian Chief "War Bonnet" presented to her at the Experimental Aircraft Association Fly-In in Tulsa, Oklahoma this fall. The Director of the Oklahoma Aeronautics Commission awarded Tony the "War Bonnet" from an honorary fictitious Sycamore tribe, in recognition of her many years writing aviation news.

A new future pilot? Roger Ty Coon was born December 14th to Diane Coon and her 49 1/2er Roger.

Edna Whyte is expanding the number of T-hangars at her Aero Valley Estates airport again. She was quite happy that plans have been approved for a new highway to run directly by the South end of her airport, thus making it more accessible to pilots.

Jean Bishop and her 49 1/2er Tom recently sold their new helicopter and the Southwest ParaCenter at Aero Valley Estates Airport.

HIGH SKY CHAPTER

Patsy Hoelscher, Reporter

We Ninety Nines of High Sky Chapter are busy doing "nonconstructive" things! Airmarking in November in Lamesa. Patsy Hoelscher & 49 1/2er, Weldon & Betty Espy (along with the wonderful assistance of the cap) were all there to help!

November safety meeting in MAF with FAA Accident Prevention Specialist, Ray Raney. Program was "Area Navigation, Course Line Computer, Terminal Control Areas." Well over fifty people attended.

December was "dinner-time" at the Beautiful home of Frances Collins in MAF.

Exciting coming events: January - In Ozona - will sponsor a Safety Clinic. March - in Maf - three day Safety Seminar. April - in Maf - Poker Run.

We'll see y'all in Omaha!

HOUSTON CHAPTER

M. E. Oliver, Reporter

The second FAA-99's Flight Safety Seminar for Houston area pilots was held December 15 at Lakeside Airport. Mary Able, our Section Vice-Governor, is planning the next two to be held at Beaumont and Conroe, and she feels the informal, hangar-confab atmosphere of these small gatherings makes them more successful than previous seminars held for large crowds. Our FAA-GADO officials have also expressed this opinion, based on the enthusiasm of the pilots in attendance.

Houston Chapter 99s enjoyed a memorable Christmas buffet with Joyce and Larry Johnson hosting. Instead of the usual gift exchange game, a drawing was held for the \$50 cash prize, won by host Larry, who contributed his winnings back to the club's treasury. Now that's our idea of a super-host, and a super-nice guy.

The season is off to a slow start, but we're developing thrust. Pat James is working on a spot-landing contest in Conroe in February, and APT Chairman Mary Jane Norris hopes to have the other instructors join her in giving APT rides the same day.

The attractive white vinyl binders are still available for keeping your year's collection of Ninety-Nine Newsletters, or simply for use as a notebook. Those old issues are already collector's items, and what better way to keep them than in these special binders. The cost is only four dollars (\$4.00), postage included; send your order right

away to Chairman Adelle Baker or Treasurer Mackie Fusilier (addresses in roster).

South Central and Southwest Central members and their families are beginning to fill up our "Backseat Special" charter plane for the Toronto Convention. Flyers were sent to all chapters in these sections, so ask your Chairman for details or write Gene Gonzales, Charter Committee Chairman, International Travel Agency, Inc., P. O. Box 1461, Conroe, Texas 77301. Flight originates at LAX with stops at ELP and DAL enroute to YYZ on Wed., July 12, returning Sun., July 16. That "Backseat Special" designation means we pity the poor airline pilot flying this particular Boeing 727 loaded with licensed pilots in practically every seat! Any volunteers to give him his APT checkride? See you enroute to Canada!

OKLAHOMA CHAPTER

Annie, Reporter

It is going to be a very good year. Oklahoma is really jumping, and we like it! Last year was good too; we had our combination APT Clinic/Christmas party Dec. Business meeting in Stillwater with the Walkups. I miss most of the best, but I surely hated to miss that one. From all reports the week end must have been super, but I can bet there were two very tired (and probably very happy) 99s afterwards — Connie Jones and Arlene Walkup. Connie donated her sweat and blood and flight instructor experience to give APT rides all day long Saturday. Dottie Young was going to help, but she — ouch — Broke Her Toe (ask her how; I'm not going to tell you). Arlene was hostess all day at the airport — thru the wee hours in her home for the Christmas party — in the morning for breakfast and the meeting — and then hostess for the Flying Farmers Christmas party, to which 99's were invited, that afternoon. It made for a mighty long weekend for her; Hats Off.

APT clinic was a success. Christmas party was fun. Husbands Hoyt Walkup, Smitty, Bob Stanton, Mr. Fila and Mr. Truel and the top male collegiate pilot and the top female regional collegiate pilot (both OSU students) were guests at the party. Who helped Bob put his Playboy Puzzle together?

The business meeting was fruitful. High-lights were a motion to help a school class taking aerospace education take airplane rides and discussion of an idea for a new safety program involving the placing of fluorescent tape on fences and like obstructions at the ends of airport runways. Want to do the same in your area? We will keep you posted on our progress.

Approximately 3,000 invitations are being mailed in the area for our 99-sponsored FAA Safety Clinic to be held Jan. 27. Dottie Young will be on local television that day telling folks about it. She has worked hard arranging this clinic. Jan. 9, we are having a guest luncheon at the Okla. City Gold and Country Club, and we are making an all-out effort to invite prospective members. From the number of good potential members coming to it, and once they discover how enjoyable 99's is, this chapter is going to grow larger.

Susie Sewell has been to Las Vegas for a

National Air Taxi Conference meeting (NATC is an organization that ties air charter companies to the Airlines by adhering to safety standards).

Dottie Young and 49 1/2 Dick Taliaferro are FAA appointed Safety Coordinators.

Minette Brown has a new name — Mrs. Harvey Drake! And a Bonanza to go with him!! A member less than a year, we are very proud to have Minnette among us. She is working on her ATR, teaches a most successful ground school, writes and prepares her own teacher's aides, and is considering sharing those aides with others in book form; also she runs a chrome plating business.

The Eaves celebrated their 25th wedding anniversary.

The Hudsons basked in New Orleans in the glory of the Sugar Bowl.

The Youngs have impossible-to-get tickets to the Boston Bruins Hockey game in St. Louis. How? They have friends playing for the Bruins. In closing, please give Susie Sewell the consideration she deserves when considering your vote for International President.

KANSAS CHAPTER

Edna Paulson, Reporter

The Kansas Chapter had their Christmas Party on December 11th at the lovely home of Pat and Owen McEwen. Eighty guests were in attendance. For their Christmas Project the chapter sponsored a needy family — one adult and six children. Food, toys and clothing were contributed.

Our Chairman, Charlotte Parker will be in Tulsa, Oklahoma, January 7th through 9th, attending an AOPA Instrument School.

Several members of the Kansas 99's have been fortunate recently to meet and talk with Robin Miller of the Australian Section. Robin is in Wichita with Dr. Harold Dicks. Dr. Dicks is head of the Royal Flying Service. This is a service that maintains a fleet of planes for the sole purpose of getting medical aid and medicines to the people of Australia's remote areas.

Pat McEwen has been very busy with all of her duties, and has acquired two more since last writing. Pat has been issued an invitation to join WACOA (Women's Advisory Committee On Aviation). Pat attended her first meeting in Washington, D.C. for three days, November 30th, December 1st and 2nd. The next meetings will be held in Oklahoma City, Oklahoma, at the FAA Academy on May 8th, 9th and 10th.

Pat is the only woman in Kansas that the FAA has appointed to be on the Accident Prevention Committee, this is a program that the Kansas Chapter adopted over a year ago. (Congrats - you finally got GADO's attention-Ed.)

OMAHA AREA CHAPTER

Georgiann Rynearson, Reporter

A pleasant evening was spent having dinner at Eppley Airfield with Kay Brick and Barbara Riggs while they were in Omaha to confer with Annetta Haack, chairman of the Iowa Chapter, regarding the Powder Puff Derby stop in Sioux City this summer. Shirley Risk, Helen Ehrlich, Verdayne Menze, Charlene Taylor, Betty Jarvis, Inez Stocker and Georgiann Rynearson of our chapter attended and we've promised Annetta our help if needed.

Our December meeting was a brief one at the Christmas dinner party at Margaret Sobeck's home. Other members present at the meeting were Claudine Kean of Humboldt, Burtis Aufenkamp of Auburn, Lavonne Tripp, Lucille Uleman, Betty Jarvis, Barbara Krejci, Verdayne Menze, Helen Ehrlich, Inez Stocker, Shirley Risk and Georgiann Rynearson, all of Omaha. Guests were Bobby McCaffree and Pat Krueger of Omaha and Maria Waring of Geneva. Husbands were guests at the dinner. Helen and John Ehrlich showed slides of their recent trip to Europe. It was evident that they are pilots, as many of their pictures were of European airports and aircraft.

Margaret and Guenter Sobeck and Judy and Ken Kohler flew to Hawaii just before Christmas. Judy visited Rosemarie Burkette, a former member of our chapter who is now living there. However, her husband will be transferred back to the mainland in May, and we hope it will be to Omaha so that Rosemarie can rejoin us.

Verdayne Menze made a visit to California but she had to go on the airlines, too. When there are only two days of sunshine out of three weeks of fog, drizzle and low overcast, how else can you go?

Inez and Herb Stocker had to abandon plans to fly their trusty 172 to Salt Lake City for Christmas and drove.

Charlene Taylor did get out one day to fly another pilot to Kearney to bring back a plane for an F.B.O. at Eppley. She is ready for a check-ride for a new rating as soon as the weather clears up.

PIKES PEAK CHAPTER

Marion Hein, Reporter

Now that 1971 and all of the holiday festivities are becoming just a fond memory, we want to wish everybody a happy year ahead with many good flying hours.

The Christmas party held at the home of Arlene Feldman was fun, a covered dish dinner, with lots of good hangar flying.

December 16th, the Pikes Peak Chapter visited the Physiological Training Center, Lowry Air Force Base, near Denver, Colorado. This consisted of a tour through the ground school and the altitude chamber. Much valuable information was made available to all pilots, especially important for mountain flying. This was an interesting and educational tour and we hope another will be scheduled later.

Dorothy Meyers, our absent member, has joined a flying club in Kitzingen, Germany, where she and her 49 1/2er will be stationed for a three-year tour. She reports she has lined up ten students, Rudy 7, and they also are running a ground school. Visibility there is always bad, Dottie says, usually 3 to 5 miles, and if they can see 10 miles they think it is forever. An instrument rating is getting top priority in her planning for next year!

January is a good month for planning, if not for flying in the Rockies. We will meet at the home of Marge Potanko this month to formulate a few plans for flying activities in the not too distant future.

SAN ANTONIO CHAPTER

Marian Burke, Reporter

The San Antonio Chapter Xmas party

was held at the lovely home of John and Norma Barr.

The day after Xmas Bill and Betsy Hogan and daughter Patty left San Antonio for a tour by "auto" through New Mexico. It sounded like a fun trip and we're anxious to hear all about it.

The Jan meeting was held Sat. Jan. 8 at Gen Aero. Members enjoyed guest speaker, Mr. Erick Andreson from San Antonio GADO. Plans for FAA coordination, Air Marking, membership drives, a March flight rally, air races, convention plans and an APT program have started the New Year off with a "bang!" JOIN US! MAKE FLYING MORE SAFE FOR YOU IN '71!

SHREVEPORT CHAPTER

Evelyn Snow, Reporter

Our annual Christmas dinner party was held at the home of Dan and Evelyn Snow on December 20th. A picture of our Chapter members gathered around the Christmas tree was taken by a photographer from The Shreveport Magazine. It will be used in their February issue, which will feature an article on the Shreveport Ninety-Nines. We're honored that they want to tell about us and our flying activities.

Our newest member, Mary Wheelock, celebrated her birthday by flying several of us to the Flying Fish Inn for lunch — we were her first passengers, other than family, since getting her license. Then she went out to get her night check-out with instructor, Helen Hewitt. Helen said she did great, exclaiming all the while over the pretty Christmas lights below.

Ann King isn't letting any dust collect on her instrument rating. She's made frequent practice and actual IFR flights in her 175, including an actual IFR night flight from Victoria, Texas with her brave non-pilot Mother as co-pilot.

Dottie Ports flew by commercial jet the week after Christmas to Israel for a tour of the Holy Land. We're all anxious to hear about it when she returns!

SOUTH LOUISIANA CHAPTER, INC.

Pat Ward, Reporter

After a lovely Christmas meeting at the home of Polly Baughman in December (with guests from the Miss. Chapter joining us), the South Louisiana Chapter finds itself steadily re-grouping for Action in '72 with two major projects:

First, is something that we hope will become an annual affair but for this year is - the First Annual Louisiana Air Tour which we are co-endorsing with the Baton Rouge Aircraft Pilots Association. Emile Salles is Prez of BRAPA for '72 and his 99 wife, Fran, is busy putting the tour together for what will be a beautifully southern week for all participants. Fran submitted a detailed report of the Air Tour for the 99 News, and we hope that many 99s from out of state will participate.

Second, we have undertaken to investigate the feasibility of an association of pilots throughout the State of Louisiana. We have asked the SMV and NEW Chapters to join us in an effort to bring the nearly 1000 licensed pilots in the State together for a "gathering of the flock" next fall, during which time a Louisiana Pilots Association will be discussed. With the cooperation of both the SHV and NEW FAA

GADO offices, we look forward to an informative, educational and entertaining convention. Our state badly needs closer communication among the aviation community for legislative lobbying and state-wide recognition of aviation as well as a means of comradery — and the 99s could be the catalyst to get the ball rolling. At any rate, by the middle of February, every licensed pilot in the state will have received a communication from the 99s — and if they don't know who we are by now, they will be asking and learning, and that can't be anything but good PR!

Jane Kimball's 49 1/2er, Jim, has received his IFR ticket, and Janie is about half-way there. Gloria Holmes flew another mission for the American Red Cross to survey flood conditions the week of Dec. 8th — between new students, two of whom are ladies, three of whom are mere teenage boys. Elearnor Lowry has been given a responsible position in the engineering firm for which she works as Supervisor of Industrial Electrical Engineering — and still she has time to fly several times a week in her little Colt which is sporting new strobe lights and instruments. Dee and Bill Comeaux and Shirley Bernhardt make a trip for the real estate company for which Dee and Shirley are agents. There are now four members of our Chapter who are in real estate in Baton Rouge — Dee Comeaux, Shirley Bernhardt, June Kern and Pat Ward. Molly Stockwell is now working for an insurance company. Jane Kimball is full-time bookkeeper for her husband's technical instrumentation firm. With all the business experiences we have among us, we should open our own "one-stop shop" for various services: photography (Fran and Emile Salles), bookkeeping-accounting, insurance, real estate, electrical and architectural engineering and when the going gets rough, Yvonne Fort can provide the pharmacy!

The Audubon Girl Scout Council has asked us to participate in a week-end workshop of troops for the purpose of assisting these young people with their aviation badges. Several of us have done this previously and find it refreshing and rewarding.

The month of December was National CAP week and we were happy to take part in recognizing this fine organization with special thanks for the fine job they did for us in July with the PPD, through news media publicity being conducted on them.

We will comment on the new 99 News last. We would like to see 99s featured on the cover instead of a non-descript picture of an airplane like every other aviation magazine. We agree with controlled advertising for financial support. The Ninety-Nines connotes professionalism, accomplishment, proficiency, personality, versatility and the highest degree of femininity (not "female", but femininity!) — and that's why we're 99s!

TRI-STATE CHAPTER **Diane Teel, Reporter**

Due to the December holidays, the general consensus of the membership was to eliminate the December meeting. We are all still hunting goodies and other similar neat stuff to deposit in our "Survival Kits."

We are hoping to have these finished by March 2, when we intend to hold our second Aviation Safety Seminar with the full cooperation of our "Mr. 99" John P. Brown (Mizzou Aviation) and Kansas City GADO. Our wonder chairman Nancy Teel said that we are going to have a vertigo chair provided this time, and suggests that all pilots take a trip in this "vehicle." As she says, "Vertigo can happen to ANYONE."

Phyllis DeTar had a few regrets, maybe even shed a tear or two as she parted with her Comanche 9312P last month. She says that they're looking for a replacement, and we wish them the best of luck! Karl and Mazie Lipscomb spent part of their holiday flying to and from their fantastic mountain home near Colorado Springs. No trips to Dallas???? Our CFI Ann B. Perry gave an Aviation Program for the Vinita Lion's Club, and will be working with Tulsa GADO on an Accident Prevention Program in Miami, OK the first part of February. The Hardings flew to Jacksonville, Illinois, for Christmas, but that's not all! They also flew commercial to California for a week or two, in early December. Marilyn has been having door trouble again! Once again, a Piper door has popped open in flight — this time a Cherokee 180. Oh well. Those darn Piper doors just don't stay shut in flight, do they Marilyn???

Our Cross-Country prize of the year has to go to Robin and J. D. Davis. After receiving his orders off the Blue Angels to the West Coast, J. D. and Robin packed up their cool ole Stearman and flew, in December, no less, from Pensacola, Florida, to La Jolla, California. WOW.

WICHITA FALLS CHAPTER **Nan Park, Reporter**

The Ninety-Nines of Wichita Falls, Inc. received notice from the Internal Revenue Service that they have been granted exemption under 501 (c) (3) as a charitable, educational and scientific corporation. This status was granted to our predecessor association. Having this type exemption enables us the deduction of dues, travel expenses and convention expenses.

A special meeting of area pilots was held on December 8, 1971. Guest speakers were Mr. Ernest B. McFadden, Chief of Survival Equipment Research, Protection and Survival Laboratory, Civil Aeromedical Institute and FAA Oklahoma City. His subject was "Aircraft Fire and Smoke" how to handle the various types of fire, such as electrical, mechanical or fuel. Mr. H. B. Gowin, FAA Accident Prevention Specialist with GADO 4, Ft. Worth, showed the newly released weather judgment film, "Weather or Not." The film describes a flight from Michigan to California, revealing weather forecasts vs. weather actually encountered in flight, plus icing and winter mountain flying over the Rocky Mountains.

As a public service, complimentary blood typing of area pilots was provided. Cards were issued and a record kept so that in the event of need, a fellow pilot can be your blood donor at no cost to you.

Mr. H. B. Gowin presented a special FAA Award to Ruth Renton at the meeting.

Ruth Renton has been named to the Women's Advisory Committee of the Federal Aviation Administration. The commit-

tee with its new members met in Washington, D.C. November 29, 1971.

Ruth Renton is the second member of our chapter to serve on this committee. Serving on the first Women's Advisory Committee was the late Jimmie Kolp.



ALASKA CHAPTER **Dorothy McCulloch, Reporter**

The Dec. 8th Luncheon Meeting at Peggy's Airport Cafe was attended by 17 members plus one guest. Tom Westall, FAA Safety Specialist, was Guest Speaker followed by questions and answers. Ninety Nine's Kitty Wayer was elected secretary of the Alaska Airmen's Association, Inc.

Betty Rogers and Ruby Pappas attended the Airmen's December Meeting.

Nita Wood reports it takes two hours to preheat and de-ice her Cessna 172 to fly for one hour. Since winter days are so short and cold this is the general procedure as hangar space is unavailable.

Stephany and Perry Dedrick are flying their Baron to New York for Christmas and then to the Bahamas and possibly the Virgin Isles.

After spending a week skiing in the Pacific Northwest Area, Marion and 49 1/2 William Zaegel are flying to Hawaii for Christmas and New Years to do some island flying.

Anne Wilbur attended Cessna Pilot Center training seminar in Oakland, Calif. studying for her Flight Instructor Rating.

Our Christmas Party was held at the home of Lavelle and Dick Betz with a potluck dinner and Chinese Gift Exchange.

Old 1971 was an interesting year for Yours Truly, first flight down the Alcan Route with my 49 1/2. Ferried Cessna 150 to Reno Nevada, due to weather we were enroute seven days, then to Gimlet Airport at Sun Valley, Idaho to fly our Bonanza 10N home after a major overhaul by our son-in-law Al1 Larry Johnson. The return trip took three days dodging thunderstorms. After 6 1/2 hours and many thrills Soloed Super Cub 40227, checked out in Cessna 182, flew as observer in ION with CAP pilot McCulloch and watched the rescue of a downed pilot. The highlight of the season was becoming a Ninety Nine and the donation of Bonanza 10N as Alaska Chapter's first entry in the Powder Puff Derby.

Kathy Staden and Ruth O'Buck are trying to encourage one or two Ninety Nines to enter the race in the AWTAR in 1972. The Chapter has funds in reserve for the purpose of sponsoring an entry. So file your flight plan girls.

EASTERN WASHINGTON CHAPTER **Helen Shanewise, Reporter**

Much effort has been put forth recently

by several members of our chapter to provide a Pilot's Lounge at Felts Field, Spokane, Wn. Lygie Hagan, Leona Heberling, Irene Anrode, Millie Shinn and Alberta Anderson have met with the local Airport Board to plead our cause but so far only the newspapers have given us much notice. And this was in the form of a "women's liberation" jab! In reply to this, quote Lygie: "Our interest in undertaking this project for general aviation was offered in the same spirit we have offered our services for various aviation activities we have supported in the past. If being public spirited and willing to contribute and cooperate for the betterment of Spokane and its businesses is an indication of women's liberation, then we stand accused."

Leona, Lygie, Irene and Helen Shane-wise, along with representatives from other aviation oriented groups have been helping in the planning for a Survival School to be conducted by men based at Fairchild Air Force Base.

Six prospective members were entertained at the December Christmas luncheon held at the Lamplighter Lodge. Lois LeFleur, our tall, willowy blond, played Santa Claus and then she and 49 1/2 Mel took off in their Piper 180 for a ski trip in New Mexico.

GREATER SEATTLE CHAPTER

Pamela Holm, Reporter

Rather than a December meeting, we had a Christmas party at the home of Ken and Fran Bryant. Early that evening snow began to fall which really adds to the Christmas spirit in this rainy land. But because of its rarity and our many steep hills, driving becomes quite hazardous. In spite of this, only one member failed to show up because of snow (O.K., I confess, it was me, but I've had three accidents in the snow so far). Roy and Darlin Beach certainly added to the party by generously giving a complete ground school course at their Northwest School of Aviation as a door prize. It was won by Charlotte Kamm who plans on taking the instrument course. She has quite a few hours of instrument work behind her already, but has never gotten around to the written, so she couldn't be happier.

Several members have taken their planes and headed south for some sun. Florence Bell flew to Palm Desert in November, returned for December, and is gone again until mid April. On the way down her panel lights went out at dusk, but luckily she was over Palmdale and spent the night there. Virginia Nastuik and her husband were enjoying a few days in Orange City when they received the most shocking phone call at their motel. It was the airport who informed them that the plane parked next to theirs had accidentally run into their plane when starting up. It seems one brake released and it spun into their plane, which suffered \$2,500 worth of damages. They came home commercially, but will have to go back down this week to pick up the plane.

One of Ilovene Potter's students, Joann Hull, has received her commercial helicopter rating. A Whirly Girls' scholarship provided the money.

Fran Bryant and family spent two weeks over Christmas and New Years with her mother who lives in Canada.

One of Joyce Harding's houseguests over the holidays had recently met Beth Oliver at a newcomers club meeting in Minneapolis. Beth and Joyce used to come to 99 meetings together as they didn't live too far apart, then Beth moved to Hawaii for over a year, and now she's in Minneapolis. It's fun to think of our ties all over the world through our 99 friends.

MONTANA CHAPTER

Judy McCrum, Reporter

Two months and two heavy Montana snow storms have passed since Montana's last contribution to the NEWS. It is unanimous from the Montana Chapter: The new "NEWS" is impressive.

November's meeting was held in Bozeman, with ten members and three guests present. Due to obscured passes, several members drove to the meeting. In December the meeting was held in Great Falls, where eight members, two 49 1/2ers and two guests were present.

Sue Lueneburg from Billings made application to join and now is Montana's newest member. Sue is a medical technologist at a Billings hospital and began flying at an early age with her father, Fritz, well known in Montana as an FAA inspector. Sue was a student at Montana State University in Bozeman and was a member of the Flying Bobcats.

In January the meeting was held in conjunction with the Flight Safety Seminar in Lewistown. Only five members were present: Chairman Joan Orley and Carol Fraser, both from Lewistown, Louise Butcher from Winifred, and Juli Peden and Judy McCrum from Billings. Guests of the group were Marion Marshall, and Jeannine Woodward and Mary Batchelder, wives of FAA men, Don Woodward and George Batchelder.

The program had much in it to keep us all on our toes!

NORTH DAKOTA CHAPTER

Eleanor Pietsch, Reporter

There's a lot of activity in N. Dak!!

The October meeting at Minot Air Force Base was really a high light as we were privileged to be able to fly the KC-135 and F-106 Simulators. November meeting was held in Bismarck and altho conflicts in schedules kept several of us away, plans were flying thick and fast among those present for the Northwest Section Convention next September to be hosted by the N. Dak. Chapter in Bismarck, N. Dak. Do plan to come!!

The members in our Chapter have really been working—Cyd Fougner now has her Instructor's Rating at the tender age of 19, Helen Hurly has her Instrument Rating and Betty Banker has her Commercial. The rest of us have some catching up to do.

Our December Chapter meeting was held in Minot on December 4, prior to our 2nd Annual Ninety Nine Dinner Dance which was held that evening. Our chairman for the Northwest Section Convention, Betty Banker, had plans for the convention well outlined and work has been progressing to make this convention one that you will enjoy and remember. How about a ride on the Breezy? Do you like square dancing?

With the Northwest Section Convention coming up, along with working on ad-

ditional ratings, helping with a business, spending a little time with husbands and families, a cup of coffee with friends now and then and an occasional trip here and there, we won't have much time to sit around twiddling our thumbs which is just the way we like it, — BUSY!!

PUGET SOUND CHAPTER

Reporter - Betty Curran

Our Christmas meeting was held at the lovely home of Marchine Dexter. Marchine had everything so beautifully done that we sat around all evening admiring her original handy work. Mildred Pearson is recovering from an accident in which she tore the ligaments in her right knee and sprained her left thumb. Margaret Ames' 49 1/2er Percy passed away December 5 at home very suddenly. Our hearts go out to Margaret. Percy was a wonderful man and dear to every one who knew him. Margaret is so important to our little 99 group and we all felt her absence at our Christmas meeting. Marchine provided us with a wonderful festive dessert tray and we all sampled a wee bit of everything. Our next meeting in January will be at Willard's Flying Service at Paine Field.

SOUTH DAKOTA CHAPTER

Ramona DeWald, Reporter

Rapid City, November 20, started the chapter's new officers on another year. Lois Saxton in command assisted by Barb Lampert; with Secretary, Ramona DeWald; and Treasurer, Elizabeth Magnusson. Seven members attended and we were happiest to see Barb Lampert all the way from Madison, alone, especially for the meeting. Issues discussed and decided upon were contributions to AWTAR, Amelia Earhart Scholarship Fund, and writing the next years' agenda.

Membership was reviewed. We're happy to relocate Carol Rayburn in Montana where she spends her time flying in search of forest fires. Beverly Blake, Rapid City, was newly added to our roster; and Betty Davis although living in Florida, keeps us posted about her flight instruction. Dorothy Moore is faithfully working toward a commercial rating. In October, Elizabeth Magnusson and Gordon piloted their Mooney to Mexico where they joined other dental pilots on vacation.

December 11, was the annual Christmas Dinner Party in Rapid City. Enjoying the party and gift exchange were Elizabeth Magnusson and Gordon, guests Dayton and Lois Chisholm, Olive Jacobs and Ted, Dorothy Lee, Lois Saxton, Wanda Busfield and Dick, Dorothy Moore with guest Lynn Wall, Lenette Macy and Ralph.

Welcome 1972, new ratings, more flying, and continued safety! You're all worth having!

SOUTHERN OREGON CHAPTER

Shirley Haussler, Reporter

December found the Southern Oregon Chapter of the 99's meeting in Grants Pass, Oregon. Members in attendance were Chairman Rose Ellison, Aline Sharp, Maxine Pike, Ginny Walsh and Shirley Haussler. Guests present were Louise Carter, Babe Dughman, Jean Spalding, Betty Fordyce all of Grants Pass, Or and Hermion Clower of Medford, Oregon. It's that time of the year again when most of us are groud-

ded because of the weather so, you guessed it, everyone drove to the meeting. We all enjoyed lunch at the Royal Inn complete with a gift exchange. If possible, we hope to get together later in December for an evening out with our 49 1/2's.

Having very little business to discuss, we all just enjoyed getting together and visiting with our guests. We decided to have our January meeting in Medford, Or at the Red Lion and hope to have more of our members present then. Maybe we will be lucky and the weather will let some of our members fly to the meeting. We will keep our fingers crossed.

The old year is out and a new year has started, so we want to wish all 99's everywhere Happy Flying in 1972.



ALOHA CHAPTER **Pat Davis, Reporter**

After much agitation from the men pilots of Honolulu, an "open" proficiency contest was held in the same manner as our annual Apuepuelele. They wanted to know how they would fare with the women pilots and they found out! First place, Judy Andrews; second place, Jane Kelley; third place, Patricia Davis. Fourth place was captured by Dick Albee. All the social activities were reported last time — it was a most successful weekend.

Her many friends will be surprised to know that Marguerite Gambo Wood underwent surgery just before Christmas and will be happy to learn that she is already back at the airport for a while each day.

Two 99's were elected to the Board of Governors for the General Aviation Council of Hawaii and then were elected within the Board as officers. Pat Kelley is the new secretary, and Dorothy Kelsey is treasurer. Congratulations.

Contratulations to Irene Rogers on a brand new seaplane rating. Welcome to new members Dee Pratt and Sue Hillman. Also a warm Aloha to visitors here from the mainland over the Holidays. Nita Irwin of the Kansas Chapter visited both Oahu and Kauai; Win Conroy was here from Calgary, Canada; Joan Paynter and Julie Pieden from Bakersfield, California and Billings, Montana, respectively, completed the list.

As has happened in many other cities, our FAA people had a small ceremony and presented Accident Prevention Counselor certificates to selected pilots. In this area among those selected were 99's Betty Miller, Jane Kelley, and Pat Davis.

We are most sorry to report that Win Miller is moving the first of January to Pennsylvania. We are not only sorry personally to see her go, but she was the news reporter for the 1971-72 year! Good luck to you Win, and mahalo for all the time and effort

contributed to the Aloha Chapter. The gaining chapter will be most fortunate.

BAY CITIES CHAPTER

Kathy Marquardt, Reporter

A Happy New Year to all. Our January meeting is traditionally a business meeting. We select our nominees for International and Section. Our meeting was held at Jean Tinsley's where we were able to hear first hand about her experiences in the altitude chamber. Several of us will be joining Santa Clara Chapter for a tour of a 747 at San Francisco. We will get to see the cockpit as well as the other "forbidden" sections of the giant plane.

Gertrude Cherry gave herself a very nice Christmas present. Her Commerical rating. Santa couldn't have beat that.

Rose Sharp pre-viewed the PPD take off with Vivian Harshbarger (Golden West) San Carlos is a nice little airport but she's glad she didn't have to learn there.

Marga Hinman had a very nice write up in her Marin County newspaper. She has just earned her mission pilot rating with the CAP. She took the reporter for a ride and simulated search in a T-34. The woman was very impressed and wrote in a very positive manner about women pilots. Gertrude Cherry was also mentioned as an active member of that unit.

EL CAJON VALLEY CHAPTER **Vi Chambers, Reporter**

The last month has been a busy one for me, with so many things going on in addition to the Holidays that it is difficult to know where to begin.

Here goes — after living in the same house for 20 years my 49 1/2 Larry and I decided to try mobile home living. It was a big move for us but so far we are both happy with our decision.

On December 11th I, with co-pilot Boo Christensen, flew to Santa Barbara to deliver medical supplies to the Direct Relief Foundation. The shipment of supplies originated in Baraboo, Wisconsin with various 99s flying short hops, with our flight being the last leg. We were welcomed at the airport by Joan Steinberger, Pat Rowe and Mary Tavenner. After unloading the plane we enjoyed having lunch with the girls before returning to San Diego.

The evening of 11 December was the annual pot luck Christmas party for El Cajon Valley Chapter. What a wonderful time we had with our host and hostess, Marge & Bruce Brown. The highlight of the evening was the presentation of a money tree to our own member Helen McGee. Special thanks to not only El Cajon Valley members but all the other 99s who made the presentation possible.

Sunday, 12 December found Margaret Walton, Doris & Chuck Taylor, Betty & Claud Wharton and your reporter flying to Long Beach for breakfast with the Southern Calif. Flying Breakfast Club. We were met at the airport and taken to the Princess Louise, berthed at Terminal Island, where we had a most enjoyable brunch and exchange of Christmas gifts.

And what could be nicer than celebrating the new year with a fly-in to Overton, Nevada? When Margaret & Walt Walton, Betty & Claud Wharton, Maud & Gack Gordon, Marie & Jack Lewis, Lynn Coulthard

and Boo Christensen return you can bet they'll have stories to tell about that weekend.

From El Cajon Valley Chapter a very special HAPPY NEW YEAR to all 99s.

LAS VEGAS VALLEY CHAPTER

Marie McMillan, Reporter

The last meeting of the Las Vegas Valley Chapter was graced by the presence of Mr. John Feeney, a General Aviation District Officer of the FAA, who showed a very interesting film on Vortex. Guests were Pilot Carole Vilardo, Sgt. Don Dickson and 49 1/2ers Ed Gunderson and Don Andrews.

Liz Heller piloted a Cessna 150 for KORK Sky Watch. Liz reports all traffic moving smoothly. Marilyn Andrews passed her commercial written with flying colors. She should have her commercial ticket soon. Margaret Moore had as her guest, nephew Sgt. Don Dickson, just home from Vietnam on 30 day leave before re-assignment to the White Sands Missile Base, New Mexico. Don got a lot of air hours in C-130's and C-7A's on the Courier run out of Cam Ranh Bay. Linda Snyder is anxiously awaiting the maiden flight of the Las Vegas Experimental Aircraft Association's "Breezy." She will appreciate any warm clothing for her flying time in the Breezy.

We are presently making plans for a 99 Air Cruise in the Spring. More about that later. We wish all the 99 members and their families a "VERY HAPPY NEW YEAR."

LOS ANGELES CHAPTER

Jo Ann Steiert, Reporter

The month just past has been a hectic one, busy with holidays partying and festivities. Since this is the first report of the New Year, may we start by wishing all the sister members all of the best for the coming year.

A big thanks for all the hard work from the gals that devoted much time and effort to making a success of our Flight Instructor's Clinic.

Thanks to Norma Futterman, our Christmas Party Hostess. The word must be spreading. Every year the parties get bigger and better.

Lynn and Bob Oppen hosted a pre-Christmas party prior to departing for a holiday visit to Hawaii to see their daughter and son-in-law. The chapter membership got a chance to meet and know Victor Spisak, visiting from Erie, Penn., for the holidays. Virginia Showers has been wearing his ring for several months now, with the wedding slated for early '72.

Please forgive the subjective, first-person, but over the holidays your reporter survived one of the (humps) milestones in flying, the instrument written. I also got acquainted with a link trainer which in turn, is acquainting me with holding patterns, approaches, etc. Who said flying was fun?

The newest aviation venture in our chapter is the Flight School being started by Anna and Rene Boca. The offices will be over the Kitty Hawk at Santa Monica airport.

Norma Futterman has also started the year off with a new aviation acquisition, a Cessna 310. Her Cessna 150 was not neglected with the purchase of the twin. It got new instrument avionics, complete with transponder. Maybe two planes are not

exactly a fleet, but it's a good start toward one.

It seems a little strange to be heralding the fact, but we're having a 40th birthday. Our chapter, that is. We haven't settled on how to observe the event. Something is in order. Besides a good cry, what is appropriate to a 40th Birthday?

MT. DIABLO CHAPTER

Sharon Ketchum, Reporter

We celebrated our December meeting with a Christmas Dinner Party at the Naval Weapons Station, Commissioned Officers' Mess, Concord. We were happy to take this opportunity to "welcome" into our Chapter two new members, Susan Hamilton, who has been a pilot for two years, and Pauline Wade who is a new pilot. Susan and her husband, Rocky, have one son, Vance. Pauline and her husband, Harry, who is also a pilot, have two children, Paula and Tom. It's nice to have these two flying families in our group.

On January 5th, we started the New Year out with a Business Meeting at Pacific States Aviation. Looks like our gals are going to be busy, busy, busy this year with Nominating Committees, A.E. Scholarship Committee, Program Planning (I might add here that Marty Graham is doing a tremendous job), Special Events Planning, etc. We were all interested and delighted to find out that they will soon start construction on a new Motel and Restaurant here at our Buchanan Air Field. This will certainly make it more convenient for everyone to come visit us. Due to several illnesses, we only had 12 members present in our meeting. We really missed those of you who could not make it!

Our Chairman, Marie, and 49 1/2er Walter Porter, have made plans to attend the H.A.A. Convention in Las Vegas this January. Marie tells me that when she joined the Whirley Girls, she was their 117th member. There are currently approximately 155 members.

HAPPY AND SAFE FLYING TO EVERYONE IN THE NEW YEAR!!!!

ORANGE COUNTY CHAPTER

Virginia Flanary, Reporter

The Orange County Chapter of Ninety Nines is hosting the Southwest Section Semi-annual Convention. The theme is "Southland Safari." Some 300 plus hunters (lady pilots & their husbands) are going to camp at the Newporter Inn, April 7, 8, and 9, 1972.

Trophies and gifts will be given for the first plane in, the one coming the greatest distance, the oldest and the youngest pilot. The hospitality room will welcome the incoming travelers with souvenirs, coffee and cookies, and small gifts. Sponsored tours and functions throughout the weekend will take everyone through "Africa," "Mexico" and "Haiti" searching for the very illusive "Irafaw." Grand prizes and door prizes at the final banquet will finish everyone off.

When you all return home after visiting with us, we hope it will be with a warm feeling for our area and for all the people you have met here.

Hope to see all of you in April at the "Southland Safari."

PHOENIX CHAPTER

Beth Ussher, Reporter

Millie Dawe, our Chapter Chairman, shared her beautiful home with over 60 Ninety-Nines, husbands and guests before Christmas. Two 49 1/2ers, Cliff Crase and David Ellis (husbands of Nancy and Clair respectively) were initiated into that mystic order with due ceremony over which Bill Harper (Sue's "old timer") presided. Additional joys of the evening included the presence of our International Vice-president, Susie Sewell, and the announcement of Melody Bohanan's engagement. Melody is the daughter of our noted Laura Bohanan, whose many lovely paintings adorned Millie's home.

Safety was very much in our minds in January 12 3 of our 99's and two 49 1/2ers have been involved in a search recently for Bob Montana, a local pilot who helped fly in last year's air lift, by offering his Cessna 411. Those who gave many hours to this still unsuccessful search were Gwen Dare, Erna Blatt and Bill Blatt, Nancy Crase and Bill Harper. Many times Gwen has given numerous hours as a member of the Civil Air Patrol to such efforts. We are all grateful for members like her.

In this same line of thought, Don Houghton, safety specialist at the FAA in Phoenix, has asked the 99's to help with his program to make husbands more conscious of safety. He is trying to get through to those busy executives who "pile into their planes" and "go!" without adequate preflights, weather briefing or filing of flight plans. The 99's are to aid the wives in an FAA organized program by giving testimonials about how to get over the fear of flying and how to convince "Dear Hubby" to do it the "safe" way.

Our newest member deserves a hearty welcome — Pat McGinn.

REDWOOD EMPIRE CHAPTER

Anita Worel, Reporter

Our chapter celebrated Christmas with a joint dinner party with the Solano County Sheriff's Air Squadron. Also some of our members attended the Bay Cities Chapter Christmas party at the home of Margaret Gerhardt. Anita Worel and 49 1/2 Jack Worel spent a white New Year's Eve in Fallon, Nevada with Fran Gustavson and 49 1/2 Gus Gustavson of Reno Area Chapter and Mary Pinkney and 49 1/2 Bob Pinkney of Long Beach Chapter. Mary and Bob flew in and were unable to leave as planned due to POGO NIP which means WHITE DEATH. POGO NIP is the Indian name for a freezing fog which beautifully coats all foliage with ice.

RENO AREA CHAPTER

Hazel Hohn, Reporter

Lovelock, Nevada, got its name and almost its elevation painted on the airport runway recently. Reno Area Chapter members Barbara Mouchou, Phyllis Ahlsweide, Elaine Brown, Pat Henning, Faye Stewart, Lois Brown, and Kathy Gray and her children did the hard work while 49 1/2ers Stan Brown, Howie Henning and Mike Brown made themselves comfortable in the Flight Service Station. Oh, yes, they did amble out now and then to mix a little paint. The gals had painted Lovelock and El of Elevation when the paint began to get hard

like cement. Elaine went over to a nearby ranch and borrowed some thinner. This, dumped into the paint, solidified it completely. So the gals consoled themselves with hot buttered rums and fell asleep in their respective cars while the 49 1/2ers, exhausted from all that paint-stirring, drove them home. Our thanks to Doug Severs of the Nevada Highway Department for obtaining the paint.

Those of you outside Nevada may never have heard of Winnemucca, but you will before the 1972 TAR. That fair city will be a Powder Puff Derby stop. Greater New York Chapter's Kay Brick, and Barbara Riggs of Connecticut were recently hosted in Reno by Kathy Gray, Barbara Mouchou, and Katie Bolstad. They took the gals to dinner and then put them up in Harrah's, our newest Casino-Hotel. They all drove to Winnemucca the following day, where Joe Mackey, owner of the Star Broiler and Winners Inn really rolled out the red carpet. The local radio station interviewed them, and the Cahmber of Commerce is going all out to back the race.

Lois Brown, formerly Chairman of our chapter, is also President of the Reno Chapter of Folded Wings, International, an organization of former airline stewardesses. Elaine sold raffle tickets for Folded Wings at a recent Ninety Nine Meeting, the prize being ten days for two in Hawaii. And who won but our own Faye Steware!

Lois and Dave Williams report that they visited Ninety Nine Katherine Miller in Carmel, Calif. And Phyllis Ahlsweide says she checked out in a 150 — first she's flown in two years.

SAN FERNANDO VALLEY CHAPTER

Gerry Vickers, Reporter

There has been a great deal of flying activity in our chapter recently. To mention a few, Ellie Hauch and Marguerite Marsh have been building up time by making cross countries; and Ruth Mayle gave her son's in-laws their first flight. Among our sportswomen who use their planes for such are Coralee Tucker, who flew with husband Al for some lucky (45 pounds) salmon fishing in Morro Bay; and Vesta Malby with Don who bagged two deer in Utah. Lorrie Blech just obtained her instrument rating and shared her exciting first experience at real, and unexpected, IFR flight with new commercial pilot, Margie Robbins.

Mindy Leonard and Deb Margitts, our Wing Scouts, soloed recently. Marge Morong and Audry Schutte each have bought 1/20th the interest in Lockwood Airport which is 12 miles from Frazier Park. A delightful place for fly-in picnics. Rodg Rodgers is still working on her "Fly Baby" in her garage and now Lohman and Barkley, of KFI, are interested in televising the maiden flight. Liz Dinan has applied for the Amelia Earhart Scholarship fund, and of course we're hoping she comes out winner.

Two new members, Sally Kinsey and Kae Parker, were pinned at the January meeting and immediately consented to help with the Ox-Tank and airmarking, respectively.

At a recent chapter meeting, Earl McKenzie, 1st officer of United Airlines showed two interesting and informative films, "Man Up Front" and "Hawaii" to 99's and friends.

Our chapter showed appreciation to the

tower boys at Burbank and Van Nuys towers during the holidays by following our annual custom of baking Christmas cookies for them. They seem to be greatly appreciated.

SAN GABRIEL VALLEY CHAPTER

Marie A. Hight, Reporter

Our Christmas Party was a great success with a crowd of 99s and 49 1/2ers exchanging gifts by playing the game of Double Exchange. The gift made by Chuck Woolsey was one each 99 wanted to take home. In about two hours he had silver-soldered some welding-rod into a Sopwith-Camel plane with Snoopy at the controls. Shirley Justin's husband, Frank, made the final exchange and took it home.

Four new members were welcomed; Marg Loomis, Eve Hunt, Dorothy Monsanto and Kathy Woolsey are now 99's. Marijane Nelson and her husband were guests and she told us of her experiences at Santa Paula where she has taken aerobatic lessons and has soloed!

Kathy Woolsey helped rebuild their Champion and did the re-upholstering of the plane.

Mrion Marriott earned her APT, and Portia Cornell reports a trip to Las Vegas. The Millers do a lot of flying in their business. Margaret Lawson, a new Instructor, reports five students and two Cal Tech Flying Club aircraft to work with.

The recent Fly-In to Santa Ynez included a ride to Anderson's Split Pea Soup Restaurant and Zoo.

SAN JOAQUIN VALLEY CHAPTER

Dorothy McAllister, Reporter

The season of the valley fog is upon us, with even our instrument-rated pilots earth-bound during weeks of zero-zero conditions. It's the season when lonesome airplanes sit tied down at strange airports waiting for their owners to retrieve them, their pilots having elected to land short of their destinations rather than to "continue the flight into adverse weather conditions." Helen McGee's Comanche sat at the Oakdale airport for several days, Helen having landed there after abandoning hope of getting home to Columbia after our December meeting. Shirley and Gary Miller, with Deb, Nan and Ed, Cessnaed to Mexico for the holidays. Finding Stockton below minimums on their return, they left their plane at Livermore, providing a good excuse for an afternoon outing later in the week for Jean Murray, Lee Roesch and Shirley to get the plane back to home base.

The heavy winter snow in the Sierras also provided its frustrations. The day after Christmas the McGee's were preparing to load skis and baggage in their Comanche when a phone call to their destination airport at Truckee disclosed that the runway hadn't yet been cleared after a record snowfall. Buried in the same storm were Charlotte and Chuck Morrill who were holidaying at Tahoe when the snow started. Charlotte says it's quite an experience to have nine people cabin-bound for three days with one magazine.

Conversely, there's the frustration of "could have flown and didn't." After receiving a dismal forecast for obscured mountains and icing conditions for a flight to Salt Lake City, Dottie and Mac McAllister

elected to fly Western Airlines, since their time schedule precluded landing along the way in their Comanche to wait for improving conditions. They spent the whole trip glumly looking out the window of the jet at clear blue sky.

Santa Claus brought the Nealon's a two-seated take-apart motor bike, just the right size to fit into their Bonanza. On the trial run to Half Moon Bay Rene and Van had it out of the plane, assembled, and were zooming off toward the beach in just ten minutes.

Charlotte Morrill wonders whether Chuck had an ulterior motive in urging her to get checked out for night flying just in time for the flight to (and home from) our holiday party in Stockton January 9th.

Bob Gudgel was barely out of his casts and back in the pilot's seat when Laverne went into the hospital for major surgery on December 27th. Both of them are looking forward to a brighter 1972.

As the New Year begins, best wishes to all Ninety-Nines all over the world. May we all move forward not only in contributing our time and efforts for aviation, but also in the less concrete but no less important goals of providing good fellowship and inspiration for each other, and strengthening the unique bond which unites us all, whether Sunday pilot or professional with thousands of hours.

SAN LUIS OBISPO COUNTY CHAPTER

WandaEwing, Reporter

Her latest flying accomplishment: Wanda Strassburg has been appointed the designated FAA Examiner at the San Luis Obispo county airport for private and commercial licenses.

Marci Barnet who piloted three races last year proudly reports that husband, Bob, flew his first race, the All Mens Palomar Air Race, and placed second, flying solo with 21 planes in the race.

Cross-country flights:

Carol Hallett and husband, Jim, are vacationing in the islands for two weeks and have made arrangements to rent a Cessna 210 for an aerial look-see (spending one week on Maui and renting plane there and flying to Molo Kai and the island of Hawaii).

Laurie Sinton and husband, Jack, are flying to Grand Junction, Colorado.

Emily Cletsoway and husband, Bill, are flying to La Paz, Mexico.

Priscilla Berger and husband, Jim, are commuting between their two homes in a Cessna 310 (San Luis Obispo airport and Visalia airport).

SANTA BARBARA CHAPTER

Virginia Moser, Reporter

Christmas at the Santa Barbara mission was a rainy one.

Thanks to Marion Fickett, thought, this chapter did a little more flying this month that it might have done. Marion gets on the phone every week or so, calls everyone, and says, "I don't know about you, but I'm going flying and I have an empty seat." We usually end up with two or three planes full and a nice trip.

When Erma Christian didn't have any grandchildren around to play with the other day, she slipped out and took her first aerobatic lesson. Says she loved it, gained

a lot of confidence, and is looking forward to her next one.

We enjoyed meeting girls from the Orange County and Monterey Chapters when they flew in with medical supplies for the Direct Relief Foundation this month.

The FSS at Santa Barbara has agreed to help us to know when you are on your way with supplies. Please be sure to file a flight plan, and say, "DRF Flight" on your plan. Then they will be able to tell us when to expect you.

Minds are turning toward the Derby with Pat Rowe, Joan Steinberger, and Ann Louise Swanson working on potential sponsors and lining up their airplanes.

Thanks for the new look of the magazine! We really like it! And HAPPY NEW YEAR!

SANTA CLARA VALLEY CHAPTER

Betty Hicks, Reporter

Program Chairman Adrienne Parker cannot be accused of being unimaginative. The January 20 get-together of the chapter was held on board a Trans-World Airlines Boeing 747!

The jumbo was on the ground, perhaps regrettably, but it was available for thorough inspection by chapter members and their guests who journeyed to San Francisco International Airport for the meeting. TWA crews donated their time for the indoctrination.

No business meeting was held. The pop of TWA champagne corks rendered proposal-hearing impossible.

Santa Clara Valley Chapter's Executive Board has forwarded a bid to sponsor the Pacific Air Race's terminus for next October. . . A fund-raising program has fallen into the chapter's lap. Marion and Bob Auburn, the famous flying photography team, will be in the bay area in May to screen three of their airborne travelogues. Without help in this area, the Auburns turned to the Ninety-Nines for assistance with ticket sales and usherette personnel. Our incentive? Five per cent of the Auburns' gross will go into the SCV treasury.

January apparently was the chapter's month for innovations, and Fly-In Chairman Evelyn Lundstrom did not fail us. No two airplanes had the same destination airport for the January 13 fly-in, which could scarcely be tagged a social event. Reason for the unique plan was that the pilots distributed Safety Seminar brochures to airports within range. . . Another fly-in for the working girls, dubbed "Patti Sherwood Day," went to The Point Restaurant in Rio Vista. . . February 10 featured a luncheon flight to Sacramento Metropolitan, while longest fly-in of the year was on the schedule for Santa Ynez and Solvang, for all chapter members whose passions are open-faced sardine sandwiches and ebleskiver pans. Solvang is a delightful Danish community in the Santa Ynez Valley.

Desiree Stuart-Alexander, our chapter's Mars-mapper, earned her multi-engine rating on a December volcano-chasing expedition in Mexico! Dee Thurmond generously offered the use of her Beech Travelair to recently airplaneless Des and your reporter, also recently rendered airplaneless (both via the bill of sale route), for the research flight conducted at the

behest of a major periodical. Des logged over 30 hours of dual multi time on the trip, including an hour's session of touch-and-go's for single engine work at Puerto Vallarta, much to the consternation of the tower. Des' flight test with Dee Thurmond on December 31 was scarcely a ho-hum affair, but it added that multi-engine rating to Des' commercial-instrument. . . In the multi department there's also Pat Roberts, off to Boston for Christmas, Aztecizing, of course. No. 3 son, Wayne, 13, was aboard and Navy son Steve was loaded on the airplane at Memphis. . . Evelyn and Oscar Lundstrom, whose 26th anniversary was celebrated during the anti-social January 13 fly-in, put on a "Show and Tell" at the San Jose Bunny Club, nee Purple Pussy Cat, in December. Further details are lacking, perhaps fortunately. . . Sandra Klukas logged 50 hours of backseat B707 time, as husband Herb labored up front on a recent Pan Am Pacific flight. "It was exhausting," panted Sandy. But 50 hours was little investment, for the return of Christmas together, down-under. . . ATC's Claudia Carlson and the FAA had a short honeymoon. They're shipping Palo Alto controller Carlson to Spain, almost as far as possible from the PAO traffic pattern. It's not a permanent assignment, however, but rather a temporary exchange which Claudia is happy to accept. Her sister is there. . . Marge Barrett is our new publicity chairman, replacing Irene Levertson, who has decided Columbia and the Helen and Bill Murphy air service there has permanent attraction. . . Marge commutes to Honolulu

on occasion, to check in with her faculty adviser at the university "New College" where classroom attendance is obviously not mandatory. Her major? Russian literature!



Riitta Blomstedt, Reporter

On Monday, December 13th, a group of women pilots of The Ninety-Nines, Finnish Section, gathered to celebrate their own Christmas party.

A cozy cabinet in "Bankett Hilden," a restaurant in the center of Helsinki was chosen; it was quite a success.

The club's treasurer, Rita Holmborg-Tienhaara, had decorated the table for this occasion with big colorful paper flowers. The menu consisted in typical Finnish Christmas dishes, like lute fish, ham with all sorts of delicious tidbits, and different baked dishes - smashed potatoes, smashed rutabaga, smashed carrot baked in the oven. Homemade beer (kalja) was the special drink. At the beginning of the party, K. Anneli Kokkola presented the club's governor, Raili Aronen, with an original bouquet of oats.

The two members of the club from Kuopio-small town in Middle Finland - sent a telegram for this occasion. Influenza had unfortunately hampered them from coming to the party. This was the main reason, too, why there was only one member present from outside Helsinki.

Between the different dishes old well known Christmas carols were sung. In the middle of a song, loud tapping on the door was heard. The door opened and Santa Claus came in to join the party. As everyone got presents, the members of the Finnish Section have apparently been very good during the year, and have been flying eagerly. The parcels contained funny small things, like gaily colored artificial eye-lashes, tiny dolls and so forth. The night went on merrily, everybody telling news and singing carols. Greetings from the wintry Finland to all the women pilots.

Santa Claus, May Aminoff, Raili Aronen, Riitta Blomstedt, Christine Hedman, Helena Heide, Pirkko Helminen, Rita Holmborg-Tienhaara, Ulla Honkanen, Irma Hyttinen, K. Anneli Kokkola, Eira Kuorinka, Tuovi Laakkonen, Anita Meinander, Mirkka Partinen, Ulla Siimes, Pirkko Uusi-Eskola and Irma Vahakallio.

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Christine Henderson, Reporter

It was wonderful to meet Velma Woodward of the Oklahoma Chapter, during her all too short visit to Adelaide. Peg Kelman and Olga Tarling entertained Velma to dinner at Olga's home in Brisbane. Whilst in Sydney, Velma was delighted to tour the City with Margaret Kentley and Marie Richardson and also flew to Camden for the N.S.W. A.W.P.A. Fly-In/Meeting/Picnic, and Goulburn for the Caltex Cup Aerobatics Competitions, in November.

Robin Miller is at present in Wichita, Kansas preparing to ferry out a Beechcraft Duke 'a serious aircraft'; probably via the Atlantic, across Africa to the Seychelles Islands, land in the Maldiv Islands, Cocos Is., then Australia.

The Annual Christmas Party of the N.S.W. Branch of the Australian Women Pilot's Association was held at Nancy Bird Walton's home, an unexpected Guest of Honor was Dr. Archie Ballantyne, Secretary of the Royal Aeronautical Society, London; who flew out on the inaugural BOAC 747 flight with Mrs. Ballantyne.

Ruth Hodges and her daughter Pie Gursansky are planning a Mother and daughter team for the 1972 Powder Puff Derby.

In November, Marie Richardson enjoyed talking to Finnish 99, Karen Hellemaa during her brief visit to Sydney.

Margaret Kentley flew to Broken Hill in early October, for the Royal Federation of Aero Clubs National Flying Competitions. They also visited Arkaroola; flying out at 1,000 feet due to a 60 knot headwind and home in her Cherokee Arrow at 9,000 feet and 210 knots!!!

On the last weekend in November, Jennifer Frame participated in the Invercargill, N.Z. Aero Club 'maximum hours flying day' — 0400 hours to 2100 hours.

During a charter flight to Waikerie, S.A. at the time of the National Gliding Cham-

pionships; Kathryn Henderson met Mr. Paul Bickle - former Director of NASA's flight research centre in California. He holds the world record for absolute height — 46,255 feet and is here to compete in the Titles. Waikerie is the venue for the World Gliding Championships in January, 1974.

Olga Tarling recently returned from a one week familiarization course with Qantas in Sydney, covering safety procedures — ditching and ground evacuation on Boeing 747 and route qualification films. The films showed approaches, departures, etc. to most aerodromes in the world, in color and cinemascope — very realistic. They were also shown the magnificent training facilities and general international operations. The Air Traffic Control trainees will undertake this course in the future, giving them a very good education in this field of aviation.



BRITISH SECTION

Pollie Pinkard, Reporter

Portrait of Janet Ferguson — Janet is a diminutive little gal, with a pixie haircut, a constant smile and a gleam in her eye that makes one wonder what's going to happen next.

Janet started flying in 1951 and since that time has obtained her full instructor's rating, commercial rating, twin instructor rating and instrument rating. Though she's a small lass, she does a king size job: Freelance ferry pilot, not ferrying from state to state, or even country to country, but rather continent to continent! Part of her job even includes ferrying pedigree cows overseas for a farmer! During the past year her job has taken her to such places as Sweden, Australia, Israel, Teheran, Dakar, Miami, Wichita and France. It's hard to

imagine life being anything but exciting for Janet.

Before beginning her ferrying career, Janet did a lot of flight instructing, basic, commercial, twin and instrument types. For two years she lived in the United States, where she did domestic ferrying, mostly Cessnas from the factory to the West Coast. She also did some flight instructing in Fallon, Nevada.

As busy as she is, Janet always has time to help out with 99 activities, giving encouragement and a friendly word. She is the former Newsletter Reporter for our Section, and tiny as she is, she leaves an awfully large gap to fill!

In the past couple of months we have had a couple of visitors from the States. Fay Green from the Colorado Chapter, and her 49 1/2er, Ken, were over on vacation and gave Barbara Cannon a ring. She very kindly took them flying in her Cherokee, along with her 49 1/2er, Eddie, and then they all went to lunch. In November, a week before our yearly party in London, Cleo Sherbow, recently of the Washington, D.C. Chapter, and presently of the Maryland Chapter, and her 49 1/2er, Ted, visited London on a business trip before taking a holiday in Israel. She and I got together and spent an afternoon in the converted coach house they were staying in (unbelievable!) having a good old fashioned natter and getting caught up on one another. Cleo's always been one of my favorite people and we had lots of catching up to do.

Our annual party was held in November at the Royal Air Force Club in London's Picadilly. What a smashing success. We had six new 99s to introduce, along with their 49 1/2ers, and Sheila Scott won the Sir Alan Cobham award for her outstanding contribution to aviation in 1971. The guest list included the Assistant Air Attache from our American Embassy, members of Britain's aviation world and of course, all the British 99s. To say the least, a great time was had by all and we look forward to next year's party with the hopes that some of you will be able to join us.

Next Month: A profile of Yvonne Sintes (Pope)

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