

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99news



Fay Gillis Wells
Girl Pilot; Girl Reporter (Page 3)

MAY 1972

the 99news

MAY 1972

Volume 14

Number 35

THE NINETY-NINES, INC.

Will Rogers World Airport
International Headquarters
Oklahoma City, Oklahoma 73159
Return Form 3579 to above address
2nd Class Postage pd. at North Little Rock, Ark.

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

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President's Column

It was gratifying to discover that Heritage Press intends to make good its efforts to GET THE MAGAZINE INTO THE POST-OFFICE promptly. We received our copy of the magazine in a very timely manner this month. And we think the H's are doing a very fine job — Heritage and Hazel, that is.

Your president experienced some more of the wonderful Ninety Nine hospitality recently — journeyed out to Arizona to teach two workshops — 8 hours to medical records personnel from Arizona, Utah, New Mexico, Nevada and Colorado — and a half-day to Health Agency personnel from Arizona.

In the latter workshop was Beth Ussher, Phoenix Chapter, who graciously flew me down to Phoenix from Francisco Grande where the meetings were held, and then hosted me in her pleasant apartment.

Millie Dawes entertained in her home for me and then a group of us 99s and 49-1/2er, went to Camel Back for dinner. What fun! I wish everybody could have a round of the presidency!

I caught Alice Roberts in the midst of wall-paper and paint, but as usual she looked perfectly charming. Next I walked in to Hangar One in Atlanta to collect 24C and start for home, and there were Esther Wright and Virginia McKee of the Georgia Chapter! So we had old home week for awhile.

To our utter desolation, not enough people signed up for the Australian Safari, so if you think you HAVE to get in touch with the president-no-less during April, don't cable. I'll be at home. But — I would like to ask you to use the address in the NEW roster, the Panama City address, as that is where we have been living officially since July, and the Albany address just wanders around for awhile. In case your roster isn't handy — try Beachwood Drive, Panama City, Fla. 32401.

Board will have met by the time this magazine reaches you, and we did have a lot of things to consider which you asked us to think about. I will let you know next month what came out of Board meeting.

Meanwhile — PLAN FOR TORONTO!

This Ninety-Nine year is now half finished — so let's pick up the tempo! Keep on with your recruiting, the membership must not slump from one year to the next, IT MUST GROW.

Get APT! This proves to the world at large that the women pilots on this globe are willing and able to sacrifice time and money and effort to stay proficient and safe.

HELP OUT wherever you can — with Wing Scouts and Direct Relief Foundation — (Wings for International Health) — with the Mercy flights that many of our members do, sans fanfare; with Civil Air Patrol and projects such as Juanita Newell's activities in Arizona's "Girls Ranch" — and the warm support of Ninety Nines to Helen McGee whose middle name is Courage —

And when you travel, look up Ninety Nines and make new friends — and tell us about your adventures in far lands — attend your CHAPTER meetings, attend your SECTION meetings—

Stemming from our activities with the Talent Bank comes an invitation to participate in the Management Training Seminars for Career Women sponsored by the Business and Professional Women's Club Foundation.

If you are interested in attending any of these top-level seminars, contact Mrs. Lenora Cross, Foundation Director, 2012 Massachusetts Ave., N.W., Washington, D.C. 20036. AND — if you have the sort of qualities for top-level policy-making appointments, FILL IN THE TALENT BANK QUESTIONNAIRE from the last magazine, and SEND IT IN. Don't hide your light under a bushel.

MEANWHILE, there's something else you should fill in — the registration blank for INTERNATIONAL CONVENTION in Toronto this summer!

SEE YOU IN TORONTO.



Betty McNabb



Many times in the past it has been suggested that we have a "Letters to the Editor" column for our magazine. Ordinarily we don't get enough different types of items to make it interesting. However, we have at long last received some complaints about the News. It was so long in coming I thought we had it made. The letter listed several items of concern. In the interest of placating the ladies from the east and in the hopes that it might answer some other unasked questions, I am going to devote my column to their eight items of concern.

1. Retain our original cover and design.

When it was decided to go to advertising, the front cover becomes part of the package. If someone wants to buy the back cover and pay for the color separation on the front cover, so be it. This has been discussed previously. If this is to be a professional magazine then we must be professional. We have not "been stripped of our personality, nor robbed of our identity nor surrendered to the stereotyped . . ."

2. Keep 99's on the staff in all categories.

The only staff members who are not 99's are the Publisher, Art Director, Production Manager, and Director of Advertising. If you can find anyone who will work free in any of these categories, I'm sure Heritage will

be delighted to use them.

3. Keep the Newsletter under the control of the 99's.

It is totally under the control of the 99's. Nothing goes in the magazine without the permission of the Editor. If the contents are not satisfactory, then the board should appoint a new Editor.

4. Limit ads — we object strongly to the oil company ads, etc.

The board had set the guidelines for the acceptability for ads. These general guidelines have to do with alcoholic beverages, smoking products, sanitary goods, and unclad forms. Anything pertaining to aviation that is in good taste is acceptable. Personal experience tells me that airplanes will not fly without the products produced by the oil companies.

5. Be selective in accepting ads—

See the answer to question 4.

6. Mail earlier so that copies are received the first week of the month.

The magazine was mailed on the third of March. I received my copy on the 16th. As long as we use 2nd class mail we must tolerate excessive delays. To mail the magazine 1st class would cost an additional \$1200.00 per month. The magazine has been mailed under 2nd class for the last 5 years. Having ads in the magazine has nothing whatever to do with the cost of mailing. We are continuing to seek some relief from this excessive delay.

7. Do put word limits on reports . . .

We have tried to put word limits, page limits, suggested guidelines etc. People either do not read the instructions or do not feel that they pertain to them. The only alternative is for the Editor to attempt to correct spelling, punctuation, and continuity. We try at all costs to preserve the "gist".

8. Establish a purpose for the newsletter and tailor it to suit the needs of the 99's.

"The purpose of the Ninety Nines is to provide a close relationship among women pilots and to unite them in any movement that may be for their benefit or for that of

aviation in general." This is from our constitution. One of the ways we have of accomplishing this (hopefully) is with the magazine. In making the magazine more professional it is hoped that women in aviation will appear as being professional and making meaningful contributions to aviation. If we have failed in this, we have lost the ballgame.

NOTE TO REPORTERS

Please remember to double space your material. I have been getting several reports that are single spaced, xeroxed copies, and handwritten copy. This won't do. I do not have the time or inclination to continue redoing them. Also remember that we cannot use color photos, negatives, or newspaper clippings. They just won't reproduce.

NOTE TO READERS

Thanks to all of you who noticed that the Cardinal RG was not retractable. This was the color separation provided and the copy was printed as received. We seem to make a monumental goof on each issue. Hopefully one day we will get a perfect issue. The March-April issue had a salute to Juanita Newell with a picture of Louise Sacchi. We have been holding the Newell story for awhile and somehow the picture got lost. We are frantically looking for it at headquarters and will print her picture. Sorry Juanita. The lack of picture does not take away from the story.

Spring has sprung — the grass has riz — I wonder where my APT button iz!!

**MEMBERSHIP COUNT
4015**

**WOULD YOU
LIKE TO BE
A 99?**

The purpose of our organization is to provide a close relationship among women pilots and to unite them in any movement that may be for our benefit or for that of aviation in general.

Please contact Oklahoma City
for the Chapter nearest You.

**The Ninety-Nines, Inc.
Will Rogers World Airport
Oklahoma City, Oklahoma 73154
A/C 405 685-7969**

Solo Cross Country in the Classroom

The Institute of Aviation at the University of Illinois has operated a training program for many years. Each semester a large group of student pilots are required to take a standardized solo cross country as part of their curriculum. To the new student the first cross country can be a very pleasant encounter or it can be a frustrating experience. In an effort to make this a smooth transition from the dual to the solo cross country a project was suggested and developed by one of your 99 members and her husband, Mr. and Mrs. Robert Kaiser (99 Central Illinois Chapter).

This project was to develop a series of slides with audio presentations that would let the student view what he would see on his cross country flight. They flew the proposed route of the cross country taking pictures of all pertinent check points. These 35mm slides were developed and then correlated with similar locations on the sectional charts. The sectional chart was then photographed and another series of 35mm slides were developed and coordinated

with those slides taken from the aircraft. After combining the two sets of slides so that the student could see the mpa and then follow up with the actual picture of what he would see on the cross country made quite an effective teaching aid.

Libby and Bob were not satisfied, they wanted this as a talking slide series, so Bob modified a slide synchronizer and connected it to a small stereo tape recorder which was attached to the slide projector. This then gave a series of slides and voice instruction which gave pertinent information about the student's first solo cross country.

This unit has been incorporated into the Institute's training program and is used in part or wholly by students every semester. The presentation includes eighty slides and requires about three of flight time. This project entailed many hours of work for both Libby and Bob and was donated to the Institute.



The airlines have spent millions developing their inflight entertainment systems. You can have ours for \$270.

Introducing the Narco FM 1200 stereo entertainment center.

Narco has developed the first AM/FM, FM stereo entertainment receiver for general aviation.

The FM 1200 allows you and your passengers to enjoy concert quality FM stereo or any broadcast music, sports or news while flying.

The airline style, lightweight earphones shut out engine and aircraft noises while surrounding your head with magnificent high fidelity sound.

The FM 1200 is certified not to interfere with any aircraft navigation or communication radios. It's also designed not to interfere with ATC com-

munications. An ingenious over-ride feature allows navigation and communications audio to come in loud and clear.

The airlines have had inflight entertainment for years. Now it's your turn. The Narco FM 1200 Inflight Entertainment Center.

To find out more about the FM 1200, circle the reader service card number or send a postcard with your name and address to: FM-1200, Narco, Ft. Washington, Pa. 19034. Best of all, visit your favorite dealer and ask for a demonstration.





99news award

Fay Gillis Wells —

Girl Pilot; Girl Reporter

There were three women reporters that went with President and Mrs. Nixon to China. Barbara Walters and Helen Thomas were two, but how many of you are aware that the third newshen was Fay Gillis Wells, charter member of the Ninety-Nines. This month the News is proud to salute Fay Gillis Wells, charter member and presidential news correspondent. For a little refresher, Fay was a charter member of the Ninety Nines and friend of Amelia Earhart. She was the first woman member of the Caterpillar Club, an unsought honor that came when she taught Russian women how to fly in 1932. It was in Moscow that she met her husband Linton Wells. Wiley Post invited Fay to co-pilot a Los Angeles to Moscow trip and Fay turned it down to go with Linton to cover the Italo-Ethiopian war. Will Rogers went in her place. Having lived and traveled all over the world, it is a real honor to know her, but also to have her as a member of the Ninety Nines. Herewith is her story about her recent visit to China...

By Fay Gillis Wells

President Nixon's trip to the People's Republic of China was sensational as most everyone saw on television. Just the fact that the Chinese permitted the trip to be televised, live, was sensational. It was the first time the Red Chinese officials had given up control of their news — and to their worst enemies. But it proved to be a plus for both sides. Peking, Hangchow and Shanghai never looked so good to the outside world, unrehearsed and in living color. Smiling, blonde Pat Nixon in her beautiful, red, fur-lined coat was a standout in the sea of black haired, people in their dark blue, padded Mao suits.

Our hotel accommodations were beyond our wildest expectations — a private bath for each room and we only doubled up once, in Shanghai when my roommate was Barbara Walters. There were mounds of tangerines and bowls of delicious candy in our rooms and they were replenished every day. There was a thermos of boiling water for the ever present tea. A covered cup of fragrant tea is the first thing offered the traveller when he lands in China and is the last thing before he leaves.

The food was too much, literally. There were fabulous, nine-course banquets every night and room service 24-hours a day, plus the constant nibbling on those always available tangerines and candy.

The Revolutionary Ballet was a stunning surprise because the Chinese have learned ballet dancing from the Soviets only in the past 25 years. The themes all are revolutionary but their dancing technique is exciting. They could well challenge the Soviets on their modern ballet. Of course the Chinese jugglers and tumblers have been famous from time immemorial. It makes you ache just to watch them. Every day the workers and the school children take time out to do mass calisthenics.

As expected, President and Mrs. Nixon did all the usual tourist things — and we followed, to the unbelievable Great Wall, the Ming Tombs, the Forbidden City, the Summer Palace, the Pandas at the Zoo, the

West Lake in Hangchow and the Industrial Exhibit in Shanghai. It will take years of reflection to sort it all out, but what reflections!

Next, President Nixon's State Visit to Canada in April. I hope to see the Canadian 99s who are working on the Angel Derby, flying, this year, from Ottawa to Fort Lauderdale, and the International Convention to be held in Toronto in July.

Hope to be in Moscow in May when President and Mrs. Nixon make their historic visit to the Soviet Union.

Coming Events

May 5, 6, 7 — Make it with Memphis: Spring Section Meeting, Kentucky Dam State Park.

May 5-7 — South Central Section Convention, Hotel Hilton, Omaha, Nebraska. Georgiann Rynearson, 913 So. 68th St., Omaha, Nebraska 68106.

May 5-7 — AWNEAR (All Women New England Air Race) Entry Kit: \$1.00 obtained from — Registration Chairman Marcia Spakoski, 65 Valley Road, Groton, Conn. 06340.

June 24 — Poker Party, Greater Winnipeg Chapter.

July 7-10 — 26th Powder Puff Derby, San Carlos Airport, San Mateo County, Cal. to Robert J. Miller Airpark, Ocean County, N.J.

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

August 11-12 — All Women "Palms to Pines Air Race — Sponsored by Long Beach Chapter Ninety-Nines, \$1.50: Palms to Pines Air Race, 3200 Airport Ave., Suite 16, Santa Monica, Calif. 90405 — Claire Walters, Chairman — (213) 398-5766.

AWTAR

Ways and Means



Instrument Indicates
Dollars in Thousands



CONTRIBUTORS TO 1973 PPD
Total received \$1415.00

Ilovene Potter
N. New England (In Memoriam for Jeanne Bennett)
Virginia Chapter
New England Section
High Sky Chapter
Maple Leaf Chapter
Monterey Bay Chapter
Suncoast Chapter
Pauline Glasson
Shreveport Chapter
Dallas Chapter
Kitty Hawk Chapter
Colorado Chapter
Central Illinois Chapter
Spanish Peaks Chapter
Abilene Chapter
Long Beach Chapter
Reno Area Chapter
Tennessee Chapter
Los Angeles Chapter
Redwood Empire Chapter
Santa Clara Valley Chapter
Indiana Chapter
Bay Cities Chapter
Nebraska Chapter
Sacramento Valley Chapter
Florida Goldcoast Chapter
Phoenix Chapter
Georgia Chapter
El Cajon Valley, Pledge
First Canadian, Pledge

Who Were the Girls that Flew Sixty-Million Miles for the AAF?



Teresa James flying the P-47 during WW II when she was a member of the WASP. If you can help, contact her at 716 Wood St., Pittsburgh, Pa. 15221.

The story of the WASPS and their war contributions has never been told. It is a saga of real accomplishment. WASP is a synthetic word meaning Women's Airforce Service Pilots. 1,074 girls were graduated from a military accredited cadet flight training school and received diplomas from the U.S. Army Air Corps.

Graduating groups were sent to the Air Transport Command. They flew training, fighter, bomber, cargo and tactical airplanes. Some were utilized in towing aerial gunnery targets, practice targets for search-light crews, remote ground control flight operation and engineering flights.

For over two years the WASPS faced the same flying hazards as men. Although the girls were virtually assured of commissions sometime, they were still civilians upon deactivation from military service. They were the only pilots deprived of all military benefits. When the Air Force became a separate branch of the service the women were offered commissions in the Reserve.

We are asking for your endorsement and support for enactment of legislation that would credit the group the time they spent in the service of their country.

(See page 9 for proposed petition.)





Lake AIRCRAFT
 Distributor
Central Flying Service, Inc.
 Adams Field, Little Rock, Arkansas
 Phone (501) 375-3245



The world looked brighter the latter part of 1940 — pleasure flying was back to stay and our incoming President, Belle Hetzel, had just acquired new *wings* — a Cessna 140.

She and her successor, Blanche Noyes, found as they visited various chapters and sections throughout the country that our members were busily engaged in two main projects — fund raising for the Amelia Earhart Scholarship Fund and air marking.

As previously reported, the types of money raising activities for the steadily growing scholarship fund were varied and some quite unique. In 1948, Jean Hixon became the first recipient to use this award (\$200) for educational rather than flight training.

As time passed, the number of air markers also grew. In fact, they really began to dot our countryside and proved many times their value as a navigational aid.

Besides these, there were other interesting activities like the National Air Races, usually held in Cleveland, Ohio, the Miami Air Maneuvers, Miami, Florida, and the All Woman Air Shows. The most unusual was the latter sponsored by the Florida Chapter of Ninety-Nines, planned by women for women. Their purpose was to interest the public in the accomplishments of women pilots and to make Mrs. Average American Housewife more air conscious while raising funds for the Amelia Earhart Scholarship Fund.

Little did they dream that the small Transcontinental Race to the air show in 1947, Palm Springs, California, to Tampa, Florida, would become the forerunner of the All Woman Transcontinental Air Race (AWTAR) known the world over today.

Their first show, March 15 and 16, 1947, at Peter O. Knight Airport, Tampa, Florida, proved so successful that others followed.

This program in 1948 at Amelia Earhart Field, Miami, Florida, was typical of those presented. It included such exciting acts and races as: parachute jumping by Kitty Hayes and June Reynolds; Dual Smoke Act and Acrobatics, Betty Skelton and Kaddy Landry; Clip Wing Acrobatics and Glider Exhibitions, Caro Bailey; Jato Take-Off and flying an AT-6 Through a Wall of Fire, Kaddy Landry; Novelty Act, the Stephens College girls; and Farmer's Daughter, Vera Prevette. The races were: Jacqueline Cochran Transcontinental Trophy Race, Los Angeles, California, to Amelia Earhart Field, Miami, Florida, limited to personal type airplanes of up to 250 horsepower; Bolde Race, New York to Miami — make of aircraft unlimited; Blanche Noyes Trophy Race — Closed Course Race for AT-6 and SNJ type aircraft; 85-125 horsepower planes over a closed course; Betty Carstairs' Trophy for "World's Aerobic

Women Champion"; Lucille Wright Trophy for woman pilot flying to the Air Show from the farthest distance (not a contestant in Races of Derby); and the Aline Rhonie Trophy to the outstanding pilot of the Show on an accumulative system.

This program included one of the world's youngest exhibition pilots — Betty Skelton, an attractive, 100 pound wisp of a girl. She was awarded the International Aerobatics Championship title in 1948 at the Miami Air Maneuvers for smooth performance in her Great Lakes airplane. In 1949, President Blanche Noyes reported that Betty was the only exhibition and precision flyer from the United States invited to represent the United States and the Ninety-Nines in the International Air Pageant on July 23, 1949, in London, England, and on July 30th in Belfast, Ireland. Her bright red and white Pitt Special, "Little Stinker", weighted only 568 pounds, had a wing span of 16'9", was powered with a 90 horsepower engine with fuel injection for inverted flying and had an Aeromatic propeller. A news clipping said that her plane was the smallest in the London show and also the smallest to ever make the sea hop to Ireland. Betty felt that her acrobatics were "precision, not stunt flying". When asked if she had ever cracked up, she replied, "The only accident I ever had was in an automobile."

Caro Bayley, Miami, Florida, flew professionally with World Air Shows and performed in a sailplane equally as well as she did in her clip wing Cub. She was one of three Americans to receive medals for notable achievements in the fields of private and sporting aviation at the 45th General Conference of the Federation Aeronautique Internationale. Hers was the Bleriot Medal for 1951.

Kaddy Landry, Miami, Florida, was described as the first woman JATO pilot in Florida, winner of the Aerobatics Contest in the 1st as well as the Blanche Noyes Trophy Race in the 2nd All Woman Air Show. These are just a few of her awards. She was famous for her spectacular maneuvers in her special built Stearman which she flew professionally all over the country with World Air Shows.

This will give you an idea of the high caliber of girls flying in these shows

Next month, we will take a further glance into the future of our organization

Convention News



TORONTO — A Magnificent and Exciting City, gateway to a great country, has set the scene for many unusual gatherings. Toronto or "Tarantou" as named by the Indians 300 years ago — never before has it been host to an International Convention of women pilots.

A sneak preview of a great men's program — next issue — our "Steer & Stirrups" party from latest committee reports will include a real polo game! Do you know what "Chimo" means??? You'll find out in Toronto this July.

Do take advantage of the advance registration — This issue will include the last pre-registration forms in print in the 99 News. You will earn the registration chairman's undying gratitude if you mail EARLY.

Shirley Allen, Co-Chairman.

Flying to the Convention?

BUTTONVILLE, our official "Welcome Airport" is located 15 miles north-east of downtown Toronto. Detach the slip at the bottom of the Airport Form for your own "ATC" kit... see the second Convention "packet" we mail to you.

CUSTOMS: 1. You need not land at an airport right at the border, but the first place you land in Canada is where you must see the Customs officer.

2. When departing U.S.A. you MUST file a flight plan, making sure



BUTTONVILLE AIRPORT — Looking North-Northeast.

to add "ADCUS" at the destination airport.

3. Free CUSTOMS service will be available in daylight hours at Buttonville Airport (KZ). No landing fee here.

4. Toronto International (YZ) offers 24 hour CUSTOMS service, a small landing fee and all services. Free tie-downs at Sky-Charter.

5. Some other enroute airports in Ontario, London, 24 hour Customs, no landing fee, gas, lunch; at Kingston, Windsor, St. Catharines remember to "ADCUS" and he'll come out from town and be waiting for you.

RE RENTAL AIRCRAFT from U.S.A.: Pilot must carry letter from owner stating she has permission to fly the aircraft into Canada and will be departing with it.

CHARTS: The current USA "Detroit Sectional" and USA Government C&GS Enroute Low Altitude "L-12" will fit in with the kit you receive from Gillian Holden.

VFR Traffic approaching Toronto is asked to contact "Toronto Advisory" — 119.3 when 25-30 miles out of "YZ". State identity, position, altitude and destination and you will be given the preferred routing.

Profile of a Convention — Host Airport

"Buttonville Tower this is Cessna N 1245, five miles southeast, VFR from Albany" and with that call you see ahead of you Buttonville, the host airport for the 1972 International Convention of the Ninety-Nines, Inc. It looks nice from the air. A welcome sight after a long flight.

Two paved runways, well marked with connecting taxi strips. A large ramp.

You consult your approach plate — runway 03/21, 2750' x 75'; 15/33, 2500' x 75'. Lots of room to land just about any aircraft. Ah, there's the Tower on 124.8 asking you to report downwind for runway 03. You start your descent and now you can see the Terminal better. A very modern terminal complete with a good restaurant, weather service, maps, and flight planning facilities.

Now you report downwind for runway 03 and the tower says that you are number one after the Aztec turning base. There it is... a pretty sight. You wonder if they are going to the Convention too. They land and you turn final, line up with the runway and are cleared to land. The tower requests you to change Ground 121.8. Ground control clears you to the ramp. A Toronto Airways representative arrives and asks you how you want your aircraft serviced. He tells you that they have 80/87, 100/130 gas and

all types of oil available. Repairs from a major to a minor are available.

Now your aircraft is tied down and you proceed to Customs. Here you are asked where you were born, if you have any identification (a driver's license will do), how long you plan to be in Canada and what you are here for. Then you are asked about

your personal luggage, "do you have anything to declare" i.e. liquor, cameras, etc. Now you are through Customs and Immigration (painless wasn't it) and one of the 99's welcoming committee is offering you a ride to the Hotel in a car supplied by Toronto Airways. So you collect yourself and your luggage and walk through the air-conditioned terminal into the bright sunshine of a hot July day in Toronto... BIENVENUE AU CANADA — AND THE 1972 INTERNATIONAL CONVENTION.



Four of our committee members standing with a Cherokee. They are from left to right: Edith Denny, International Liaison; Jean MacDonald, Chairman; Simone Breukel, Convention Costume; and Heather Sifton, Ways and Means Chairman.



Jean MacDonald, our hard working chairman standing beside the entrance to Buttonville's very modern Terminal building.

REGISTRATION FORM
1972 International Ninety-Nines Convention
July 12-16, 1972
TORONTO, ONTARIO, CANADA

Name _____

Address _____
(Street) (City) (State/Province) (Country) (Zip)

Chapter _____ Chairman (yes/no) _____ Section _____ Gov (yes/no) _____

Also Attending Convention 49½er _____ Children _____

(Ages Please) _____

Others _____

Arrival Date _____ Departure _____ Private plane _____

Airline/charter _____

Car _____

If arriving on scheduled airlines give Flt No. _____ ETA _____

* REGISTRATION FEE: \$55 Can. funds (Includes all meals and events indicated on program)

* ADVANCED REGISTRATION: \$45 Can. funds (Must be postmarked prior to June 1, 1972)

* Full Registration fee for each person participating in Convention meals and events.

CHEQUE ENCLOSED FOR \$ _____

Make payable in Canadian funds to:

"THE NINETY-NINES INC. 1972 CONVENTION"

MAIL SOON TO: SHIRLEY MacDOUGALL, REGISTRATION CHAIRMAN

P. O. Box No. 32, Station "K"

Toronto, 12, Ontario, Canada

(Detach and mail separately) **HYATT REGENCY – HOTEL RESERVATIONS**

All reservations must be made directly through the Hyatt Regency Toronto. We have booked a block of rooms at the special reduced rates quoted below. Early bookings will ensure a superlative view of the city.

Name _____

Address _____
(Street) (City) (State/Province) (Country) (Zip)

PLEASE RESERVE THE FOLLOWING ACCOMMODATIONS:

One Single (1 bed, 1 person) \$19

One Double (1 bed, 2 persons) \$25

One twin (2 beds, 2 persons) \$25

Additional persons \$ 6

SEND TO: RESERVATIONS MANAGER
HYATT REGENCY TORONTO
21 AVENUE ROAD
TORONTO, 180, ONTARIO, CANADA

**THE NINETY-NINES, INC.
43RD INTERNATIONAL CONVENTION
HYATT REGENCY TORONTO
ONTARIO, CANADA
July 12-16, 1972**

WEDNESDAY, JULY 12

3:00 p.m.-5:00 p.m.

6:00 p.m.-7:30 p.m.

7:30 p.m.-?

FUN AIR TOUR ETA MID-AFTERNOON

Registration and "Maple Moose"

Hospitality — "Flying Flea Market"

RED CARPET WELCOME

(WINE & CHEESE RECEPTION)

and F.A.T. Presentations

YOYO Dinner (You're on Your Own)

THURSDAY, JULY 13

8:00 a.m.-6:00 p.m.

9:00 a.m.-10:30 a.m.

9:30 a.m.-11 a.m.

10:00 a.m.-12:00 noon

12:00 p.m.-2:00 p.m.

2:30 p.m.-4:00 p.m.

4:00 p.m.-6:00 p.m.

6:00 p.m.-?

Registration

Coffee Klatch — Hospitality

AVIATION SEMINAR

"Flying Flea Market"

INTERNATIONAL LUNCHEON

Free time to shop, tour or swim

"Flying Flea Market"

**"STEER & STIRRUPS" with Assorted HAPPENINGS at
FOX DEN FARM**

FRIDAY, JULY 14

8:00 a.m.-6:00 p.m.

9:00 a.m.-10:30 a.m.

8:00 a.m.-10:30 a.m.

10:00 a.m.-11:00 a.m.

11:20 a.m.-1:00 p.m.

1:30 p.m.-5:30 p.m.

4:00 p.m.-6:00 p.m.

6:30 p.m.-?

Registration

Coffee Klatch — Hospitality

CHAPTER CHAIRMEN'S COFFEE MEETING (With Pres.)

"Flying Flea Market"

AMELIA EARHART LUNCHEON

ANNUAL BUSINESS MEETING

"Flying Flea Market"

YOYO Dinner

SATURDAY, JULY 15

6:45 a.m.-7:45 a.m.

8:00 a.m.-12:00 a.m.

8:00 a.m.-12:00 a.m.

10:00 a.m.-1:00 p.m.

12:00 p.m.-1:30 p.m.

1:45 p.m.-?

2:00 p.m.-4:00 p.m.

6:30 p.m.-7:30 p.m.

7:30 p.m.-10:30 p.m.

CONTINENTAL BREAKFAST

Registration and Hospitality

ANNUAL BUSINESS MEETING (Continued)

"Flying Flea Market"

GOVERNORS' LUNCHEON

(Governors and Executive Board only)

ANNUAL BUSINESS MEETING (Continued if not completed)

Free time to shop, tour or swim

"Flying Flea Market"

GRAND RECEPTION

CANADIAN BANQUET

SUNDAY, JULY 16

7:00 a.m.-11:00 a.m.

FLY-AWAY BREAKFAST AND WEATHER BRIEFING

At press time registration covers all items except Wednesday night, Friday night dinners and Saturday luncheon.

Safety Tips

Engage Brain Before Panic Button

Whenever an airborne abnormality occurs "DON'T PANIC!" You must be able to think and plan properly. During an abnormal situation, previous conscious training (if current) should take over subconsciously and help you react properly.

Fear is a normal protective reaction and occurs in normal individuals. Fear progression to panic is an abnormal development. By having a definite procedure in mind to handle abnormal situations, fear can be kept to a minimum.

There are two basic rules to assist you when an abnormal situation occurs:

1. Maintain aircraft control.
2. Analyze the situation and take the proper action.

Many aircraft accidents have occurred because the pilot did not follow the above rules or did not know what to do when an emergency situation existed. We have all heard of the pilot that had an accident simply because when the door popped open he panicked, or when the airspeed indicator became inoperative he thought the airplane would not fly.

To help you handle emergency situations, you should develop an emergency checklist for your aircraft. By having a checklist you will not have to rely on memory and the overlooking of obvious items can be avoided.

The following is "food for thought" in aiding you in the development of a checklist for your aircraft. It covers only the basic steps and sequence for emergencies in single-engine aircraft.

Engine Fire During Starting

1. Mixture — Full Lean
2. Throttle — Open
3. Continue cranking for several revolutions.
4. If fire continues, use the following procedure
5. Mixture — Lean
6. Fuel selector — off
7. Ignition switch — off
8. Master switch — off
9. Leave aircraft

Engine Fire After Starting

1. Mixture — Full lean
2. Fuel selector — off
3. Ignition switch — off

Engine Failure After Take-off

1. Glide — establish
2. Mixture — rich
3. Fuel selector — on
4. Ignition switch — on
5. If engine does not start, make a forced landing. (See procedure for forced landing).

NOTE: If engine fails after takeoff at low altitude, change direction only enough to miss obstacles.

Partial Power Failure During Flight

1. Mixture — rich
2. Carburetor heat — hot (If no carburetor ice adjust back to the cold position)
3. Airspeed — as required to hold altitude
4. Fuel Selector — Full on
5. Ignition switch — both
6. Master switch — on
7. Land — at nearest airport

NOTE: If the power available is not sufficient to maintain level flight, select a field as a possible forced landing site and proceed as follows:

8. Airspeed — maximum distance glide speed
9. Power — all available power until a safe landing is assured.

Complete Power Failure During Flight

1. Glide — establish maximum distance glide speed
2. Select field
3. Mixture — rich
4. Carburetor heat — hot
5. Fuel Selector — Full on
6. Ignition switch — both
7. Master switch — on

8. Starter — pull (if propeller is not turning)
9. If engine does not start, make a forced landing (See procedure for a forced landing)

Forced Landing

1. Glide — maximum distance glide speed
2. Select field
3. Mixture — lean
4. Fuel selector — off
5. Ignition switch — off
6. Door — unlatch
7. Wing flaps — as required
8. Master switch — off (before touchdown)

Engine Fire During Flight

1. Mixture — lean
2. Fuel selector — off
3. Ignition switch — off
4. Glide — establish
5. Select field
6. Cabin heat — off
7. Cabin air — off
8. Upper air vents — open
9. Pilots window — open
10. Door — unlatched
11. Flaps — as required
12. Master Switch — off (before touchdown)

NOTE: If fire continues, a slip may help keep fire from the cabin area.

Electrical Fire

1. Master switch — off
2. Electrical Equipment — off
3. Master switch — on
4. Electrical Equipment — on one at a time

NOTE: Try to isolate electrical equipment in which the fire was occurring and leave that equipment off.

Smoke and Fume Elimination

1. Cabin heat — off
2. Cabin air — off
3. Upper air vent — open
4. Pilots window — open

Propeller Failure in Flight

1. Engine emergency shutdown
2. Forced landing

Bird Strike (with structural failure)

1. Land as soon as practical

Severe Turbulence

1. Airspeed — design maneuvering speed

2. Power — as required
3. Flaps — up
4. Loose articles — secure
5. Altitude — A change in altitude will sometimes help
6. Land as soon as possible

Lost Procedure

1. Climb to 5000 AGL or 500' below clouds, whichever is lower
2. Set heading indicator with compass
3. Turn on radio
4. Tune in desired radio frequency
5. Center needle with a "To" indication
6. Proceed direct to the VOR
7. If unable to proceed to the VOR, contact the nearest flight service station (122.6 or 123.6), tower, or approach control on their appropriate frequency or on 121.5 mc for assistance

Radio Failure Pattern

1. Fly over airport at 2000' above ground level
2. Determine active runway
3. Fly out three miles from the airport and descend to traffic pattern altitude.
4. Enter a normal traffic pattern at a 45 degree angle to the downwind leg.
5. Rock your wings (day), or flash landing light (night) and watch for a light signal from the tower.
6. Follow instructions given to you by the light signals.

Airspeed Indicator Inoperative

1. Land as soon as practical

Low Oil Pressure or

High Oil Temperature

1. Throttle — to recommended RPM
2. Mixture — rich
3. Airspeed — cruise
4. Carburetor heat — cold
5. If condition continues land as soon as practical

Generator Failure

1. Check fuse or circuit breaker
2. Land as soon as practical

Fuel Syphon

1. Land as soon as practical
2. Do not rely on fuel gauges, (they will normally continue to read full)

One Flap Inoperative

1. Move operative flap to the same position as inoperative flap

Gear Inoperative

1. Follow procedure in Owner's Manual or aircraft manual

Blown Tire

1. Maintain directional control with rudder and brake
2. Taxie clear of active runway if possible

Brake Failure

1. Use longest runway available
2. Make short field landing
3. Touchdown on the beginning of runway

REMEMBER

Most emergencies can be avoided by good preflight planning and a good preflight inspection of the aircraft.

Although the above procedures are to be used as a guide, you must still use sound judgment.

Frequent review of Emergency Procedures gives you the surety that you can handle your airplane no matter what the situation. This helps eliminate panic and goes hand in hand with carefree and enjoyable flying.

Powder Puff Derby

Reporter: Marion Andrews

If you want to know how time flies, be a newsletter reporter. By the time you receive this copy, entries will be open and it will be only two months to race time. Requests for entry kits are running higher than any other year, with the exception of last year, the 25th Anniversary.

The Powder Puff Derby was honored at a Valentine's Day Luncheon at the Wings Club in New York City. FAA Administrator John H. Shaffer spoke and AWTAR Chairman, Kay Brick was presented with the FAA Accident Prevention Counselor Certificate "for helping prevent aircraft accidents." Kay gave a brief rundown of this year's race route. Many 99s and previous racers were present, including President Betty McNabb. This annual luncheon given in honor of women in aviation was extra special this year in that Herb Fisher, Master of Ceremonies, announced that the Wings Club is now open for membership to women who qualify.

If the people in Ocean County, N.J. did not know about the 99s and the Powder Puff Derby, they do now. The Terminus Committee, of which Jerry Roberts is Chairman, has been holding monthly luncheons inviting the Freeholders, airport personnel,

and other dignitaries pertinent to the terminus. In March, the luncheon was held at Ocean County College where President Dr. Andrew S. Moreland has made the college's RCA-Spectra 70-46 electronic computer system available for scoring the official times of the forthcoming race. This will involve a transcontinental network of automatic input stations at each intermediate enroute stop.

Embery-Riddle Aeronautical University of Daytona Beach, Fla. will again be technical representatives to rule on safety aspects during inspection at the terminus.

AC Sparkplugs has just been added to the list of sponsors for '72 and will again of-

fer their awards to those using AC Sparkplugs in the race.

AWTAR was a co-sponsor with the FAA in three Safety Clinics held at various locations in New Jersey which drew 3300 pilots from the surrounding area. Safety through education is the prime goal of AWTAR.

Jack Lamping, Terminus Co-ordinator and Public Relations Officer of Tims River, N.J. is presently on a cross-country tour carrying greetings from the Terminus to the Start. He will visit 99 headquarters, meet with girls who are going to fly the 26th Powder Puff Derby, and is scheduled to speak at San Mateo, Cal.

Please send clippings of all Powder Puff Derby related events, interviews, etc. to AWTAR Headquarters, Teterboro Airport, Teterboro, New Jersey 07608.

Proposed Petition To Give WASPS Credit

WOMEN'S AUXILIARY SERVICE PILOT FEDERAL SERVICE CREDIT

WHEREAS, the WASP (Women's Auxiliary Service Pilots) organized in October 1942 and active until 24 December 1944 served as an integral part of our war effort; and

WHEREAS, the members of the WASP were graduated from a military accredited cadet flight training school of six months duration and received diplomas from the U.S. Army Air Corps; and

WHEREAS, graduates of this course were sent to the U.S. Army Air Corps Ferrying Command or training command for duty; and

WHEREAS, they were a uniformed group attached to the U.S. Army Air Corps with an officers' status and subject to military discipline; and

WHEREAS, the duty was in a flight capacity with varied military aircraft and many WASP'S were conducted through transition training as were their male counterparts; and

WHEREAS, the other female services have received federal service credit for their auxiliary time;

NOW THEREFORE BE IT RESOLVED by the Reserve Officers Association of the United States, that legislation be adopted crediting former Women's Auxiliary Service Pilots with Federal Service for that time served during World War II thus enabling those who accepted Reserve commissions to receive credit for this service toward retirement and longevity benefits.



AUNTIE APT WANTS YOU

Contributed by: Marilyn P. Hibner, Reporter
Long Island Chapter

Who Were the Girls that Flew Sixty-Million Miles for the AAF?



Teresa James flying the P-47 during WW II when she was a member of the WASP. If you can help, contact her at 716 Wood St., Pittsburgh, Pa. 15221.

The story of the WASPS and their war contributions has never been told. It is a saga of real accomplishment. WASP is a synthetic word meaning Women's Airforce Service Pilots. 1,074 girls were graduated from a military accredited cadet flight training school and received diplomas from the U.S. Army Air Corps.

Graduating groups were sent to the Air Transport Command. They flew training, fighter, bomber, cargo and tactical airplanes. Some were utilized in towing aerial gunnery targets, practice targets for search-light crews, remote ground control flight operation and engineering flights.

For over two years the WASPS faced the same flying hazards as men. Although the girls were virtually assured of commissions sometime, they were still civilians upon deactivation from military service. They were the only pilots deprived of all military benefits. When the Air Force became a separate branch of the service the women were offered commissions in the Reserve.

We are asking for your endorsement and support for enactment of legislation that would credit the group the time they spent in the service of their country.

(See page 9 for proposed petition.)





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Central Flying Service, Inc.
 Adams Field, Little Rock, Arkansas
 Phone (501) 375-3245

Backward Glance



The world looked brighter the latter part of 1940 — pleasure flying was back to stay and our incoming President, Belle Hetzel, had just acquired new wings — a Cessna 140.

She and her successor, Blanche Noyes, found as they visited various chapters and sections throughout the country that our members were busily engaged in two main projects — fund raising for the Amelia Earhart Scholarship Fund and air marking.

As previously reported, the types of money raising activities for the steadily growing scholarship fund were varied and some quite unique. In 1948, Jean Hixon became the first recipient to use this award (\$200) for educational rather than flight training.

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Besides these, there were other interesting activities like the National Air Races, usually held in Cleveland, Ohio, the Miami Air Maneuvers, Miami, Florida, and the All Woman Air Shows. The most unusual was the latter sponsored by the Florida Chapter of Ninety-Nines, planned by women for women. Their purpose was to interest the public in the accomplishments of women pilots and to make Mrs. Average American Housewife more air conscious while raising funds for the Amelia Earhart Scholarship Fund.

Little did they dream that the small Transcontinental Race to the air show in 1947, Palm Springs, California, to Tampa, Florida, would become the forerunner of the All Woman Transcontinental Air Race (AWTAR) known the world over today.

Their first show, March 15 and 16, 1947, at Peter O. Knight Airport, Tampa, Florida, proved so successful that others followed.

This program in 1948 at Amelia Earhart Field, Miami, Florida, was typical of those presented. It included such exciting acts and races as: parachute jumping by Kitty Hayes and June Reynolds; Dual Smoke Act and Acrobatics, Betty Skelton and Kaddy Landry; Clip Wing Acrobatics and Glider Exhibitions, Caro Bailey; Jato Take-Off and flying an AT-6 Through a Wall of Fire, Kaddy Landry; Novelty Act, the Stephens College girls; and Farmer's Daughter, Vera Prevette. The races were: Jaqueline Cochran Transcontinental Trophy Race, Los Angeles, California, to Amelia Earhart Field, Miami, Florida, limited to personal type airplanes of up to 250 horsepower; Bolde Race, New York to Miami — make of aircraft unlimited; Blanche Noyes Trophy Race — Closed Course Race for AT-6 and SNJ type aircraft; 85-125 horsepower planes over a closed course; Betty Carstairs' Trophy for "World's Aerobic

Women Champion"; Lucille Wright Trophy for woman pilot flying to the Air Show from the farthest distance (not a contestant in Races of Derby); and the Aline Rhonie Trophy to the outstanding pilot of the Show on an accumulative system.

This program included one of the world's youngest exhibition pilots — Betty Skelton, an attractive, 100 pound wisp of a girl. She was awarded the International Aerobatics Championship title in 1948 at the Miami Air Maneuvers for smooth performance in her Great Lakes airplane. In 1949, President Blanche Noyes reported that Betty was the only exhibition and precision flyer from the United States invited to represent the United States and the Ninety-Nines in the International Air Pageant on July 23, 1949, in London, England, and on July 30th in Belfast, Ireland. Her bright red and white Pitt Special, "Little Stinker", weighted only 568 pounds, had a wing span of 16'9", was powered with a 90 horsepower engine with fuel injection for inverted flying and had an Aeromatic propeller. A news clipping said that her plane was the smallest in the London show and also the smallest to ever make the sea hop to Ireland. Betty felt that her acrobatics were "precision, not stunt flying". When asked if she had ever cracked up, she replied, "The only accident I ever had was in an automobile."

Caro Bailey, Miami, Florida, flew professionally with World Air Shows and performed in a sailplane equally as well as she did in her clip wing Cub. She was one of three Americans to receive medals for notable achievements in the fields of private and sporting aviation at the 45th General Conference of the Federation Aeronautique Internationale. Hers was the Bleriot Medal for 1951.

Kaddy Landry, Miami, Florida, was described as the first woman JATO pilot in Florida, winner of the Aerobatics Contest in the 1st as well as the Blanche Noyes Trophy Race in the 2nd All Woman Air Show. These are just a few of her awards. She was famous for her spectacular maneuvers in her special built Stearman which she flew professionally all over the country with World Air Shows.

This will give you an idea of the high caliber of girls flying in these shows.

Next month, we will take a further glance into the future of our organization.

Convention News



TORONTO — A Magnificent and Exciting City, gateway to a great country, has set the scene for many unusual gatherings. Toronto or "Tarantou" as named by the Indians 300 years ago — never before has it been host to an International Convention of women pilots.

A sneak preview of a great men's program — next issue — our "Steer & Stirrups" party from latest committee reports will include a real polo game! Do you know what "Chimo" means??? You'll find out in Toronto this July.

Do take advantage of the advance registration — This issue will include the last pre-registration forms in print in the 99 News. You will earn the registration chairman's undying gratitude if you mail EARLY.

Shirley Allen, Co-Chairman.

Flying to the Convention?

BUTTONVILLE, our official "Welcome Airport" is located 15 miles north-east of downtown Toronto. Detach the slip at the bottom of the Airport Form for your own "ATC" kit . . . see the second Convention "packet" we mail to you.

CUSTOMS: 1. You need not land at an airport right at the border, but the first place you land in Canada is where you must see the Customs officer.

2. When departing U.S.A. you MUST file a flight plan, making sure



BUTTONVILLE AIRPORT — Looking North-Northeast.

to add "ADCUS" at the destination airport.

3. Free CUSTOMS service will be available in daylight hours at Buttonville Airport (KZ). No landing fee here.

4. Toronto International (YZ) offers 24 hour CUSTOMS service, a small landing fee and all services. Free tie-downs at Sky-Charter.

5. Some other enroute airports in Ontario, London, 24 hour Customs, no landing fee, gas, lunch; at Kingston, Windsor, St. Catharines remember to "ADCUS" and he'll come out from town and be waiting for you.

Re **RENTAL AIRCRAFT** from U.S.A.: Pilot must carry letter from owner stating she has permission to fly the aircraft into Canada and will be departing with it.

CHARTS: The current USA "Detroit Sectional" and USA Government C&GS Enroute Low Altitude "L-12" will fit in with the kit you receive from Gillian Holden.

VFR Traffic approaching Toronto is asked to contact "Toronto Advisory" — 119.3 when 25-30 miles out of "YZ". State identity, position, altitude and destination and you will be given the preferred routing.

Profile of a Convention — Host Airport

"Buttonville Tower this is Cessna N 1245, five miles southeast, VFR from Albany" and with that call you see ahead of you Buttonville, the host airport for the 1972 International Convention of the Ninety-Nines, Inc. It looks nice from the air. A welcome sight after a long flight.

Two paved runways, well marked with connecting taxi strips. A large ramp.

You consult your approach plate — runway 03/21, 2750' x 75'; 15/33, 2500' x 75'. Lots of room to land just about any aircraft. Ah, there's the Tower on 124.8 asking you to report downwind for runway 03. You start your descent and now you can see the Terminal better. A very modern terminal complete with a good restaurant, weather service, maps, and flight planning facilities.

Now you report downwind for runway 03 and the tower says that you are number one after the Aztec turning base. There it is . . . a pretty sight. You wonder if they are going to the Convention too. They land and you turn final, line up with the runway and are cleared to land. The tower requests you to change Ground 121.8. Ground control clears you to the ramp. A Toronto Airways representative arrives and asks you how you want your aircraft serviced. He tells you that they have 80/87, 100/130 gas and

all types of oil available. Repairs from a major to a minor are available.

Now your aircraft is tied down and you proceed to Customs. Here you are asked where you were born, if you have any identification (a driver's license will do), how long you plan to be in Canada and what you are here for. Then you are asked about

your personal luggage, "do you have anything to declare" i.e. liquor, cameras, etc. Now you are through Customs and Immigration (painless wasn't it) and one of the 99's welcoming committee is offering you a ride to the Hotel in a car supplied by Toronto Airways. So you collect yourself and your luggage and walk through the air-conditioned terminal into the bright sunshine of a hot July day in Toronto . . . BIENVENUE AU CANADA — AND THE 1972 INTERNATIONAL CONVENTION.



Four of our committee members standing with a Cherokee. They are from left to right: Edith Denny, International Liaison; Jean MacDonald, Chairman; Simone Breukel, Convention Costume; and Heather Sifton, Ways and Means Chairman.



Jean MacDonald, our hard working chairman standing beside the entrance to Buttonville's very modern Terminal building.

REGISTRATION FORM
1972 International Ninety-Nines Convention
July 12-16, 1972
TORONTO, ONTARIO, CANADA

Name _____

Address _____
(Street) (City) (State/Province) (Country) (Zip)

Chapter _____ Chairman (yes/no) _____ Section _____ Gov (yes/no) _____

Also Attending Convention 49½er _____ Children _____

(Ages Please) _____

Others _____

Arrival Date _____ Departure _____ Private plane _____

Airline/charter _____

Car _____

If arriving on scheduled airlines give Flt No. _____ ETA _____

* REGISTRATION FEE: \$55 Can. funds (Includes all meals and events indicated on program)

* ADVANCED REGISTRATION: \$45 Can. funds (Must be postmarked prior to June 1, 1972)

* Full Registration fee for each person participating in Convention meals and events.

CHEQUE ENCLOSED FOR \$ _____

Make payable in Canadian funds to:

"THE NINETY-NINES INC. 1972 CONVENTION"

MAIL SOON TO: SHIRLEY MacDOUGALL, REGISTRATION CHAIRMAN

P. O. Box No. 32, Station "K"

Toronto, 12, Ontario, Canada

(Detach and mail separately) **HYATT REGENCY – HOTEL RESERVATIONS**

All reservations must be made directly through the Hyatt Regency Toronto. We have booked a block of rooms at the special reduced rates quoted below. Early bookings will ensure a superlative view of the city.

Name _____

Address _____
(Street) (City) (State/Province) (Country) (Zip)

PLEASE RESERVE THE FOLLOWING ACCOMMODATIONS:

One Single (1 bed, 1 person) \$19

One Double (1 bed, 2 persons) \$25

One twin (2 beds, 2 persons) \$25

Additional persons \$ 6

SEND TO: RESERVATIONS MANAGER
HYATT REGENCY TORONTO
21 AVENUE ROAD
TORONTO, 180, ONTARIO, CANADA

**THE NINETY-NINES, INC.
43RD INTERNATIONAL CONVENTION
HYATT REGENCY TORONTO
ONTARIO, CANADA
July 12-16, 1972**

WEDNESDAY, JULY 12

3:00 p.m.-5:00 p.m.

6:00 p.m.-7:30 p.m.

7:30 p.m.-?

FUN AIR TOUR ETA MID-AFTERNOON

Registration and "Maple Moose"

Hospitality — "Flying Flea Market"

RED CARPET WELCOME

(WINE & CHEESE RECEPTION)

and F.A.T. Presentations

YOYO Dinner (You're on Your Own)

THURSDAY, JULY 13

8:00 a.m.-6:00 p.m.

9:00 a.m.-10:30 a.m.

9:30 a.m.-11 a.m.

10:00 a.m.-12:00 noon

12:00 p.m.-2:00 p.m.

2:30 p.m.-4:00 p.m.

4:00 p.m.-6:00 p.m.

6:00 p.m.-?

Registration

Coffee Klatch — Hospitality

AVIATION SEMINAR

"Flying Flea Market"

INTERNATIONAL LUNCHEON

Free time to shop, tour or swim

"Flying Flea Market"

"STEER & STIRRUPS" with Assorted HAPPENINGS at

FOX DEN FARM

FRIDAY, JULY 14

8:00 a.m.-6:00 p.m.

9:00 a.m.-10:30 a.m.

8:00 a.m.-10:30 a.m.

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(Governors and Executive Board only)

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This program in 1948 at Amelia Earhart Field, Miami, Florida, was typical of those presented. It included such exciting acts and races as: parachute jumping by Kitty Hayes and June Reynolds; Dual Smoke Act and Acrobatics, Betty Skelton and Kaddy Landry; Clip Wing Acrobatics and Glider Exhibitions, Caro Baley; Jato Take-Off and flying an AT-6 Through a Wall of Fire, Kaddy Landry; Novelty Act, the Stephens College girls; and Farmer's Daughter, Vera Prevette. The races were: Jaqueline Cochran Transcontinental Trophy Race, Los Angeles, California, to Amelia Earhart Field, Miami, Florida, limited to personal type airplanes of up to 250 horsepower; Bolde Race, New York to Miami — make of aircraft unlimited; Blanche Noyes Trophy Race — Closed Course Race for AT-6 and SNJ type aircraft; 85-125 horsepower planes over a closed course; Betty Carstairs' Trophy for "World's Aerobic

Women Champion"; Lucille Wright Trophy for woman pilot flying to the Air Show from the farthest distance (not a contestant in Races of Derby); and the Aline Rhonie Trophy to the outstanding pilot of the Show on an accumulative system.

This program included one of the world's youngest exhibition pilots — Betty Skelton, an attractive, 100 pound wisp of a girl. She was awarded the International Aerobatics Championship title in 1948 at the Miami Air Maneuvers for smooth performance in her Great Lakes airplane. In 1949, President Blanche Noyes reported that Betty was the only exhibition and precision flyer from the United States invited to represent the United States and the Ninety-Nines in the International Air Pageant on July 23, 1949, in London, England, and on July 30th in Belfast, Ireland. Her bright red and white Pitt Special, "Little Stinker", weighted only 568 pounds, had a wing span of 16'9", was powered with a 90 horsepower engine with fuel injection for inverted flying and had an Aeromatic propeller. A news clipping said that her plane was the smallest in the London show and also the smallest to ever make the sea hop to Ireland. Betty felt that her acrobatics were "precision, not stunt flying". When asked if she had ever cracked up, she replied, "The only accident I ever had was in an automobile."

Caro Baley, Miami, Florida, flew professionally with World Air Shows and performed in a sailplane equally as well as she did in her clip wing Cub. She was one of three Americans to receive medals for notable achievements in the fields of private and sporting aviation at the 45th General Conference of the Federation Aeronautique Internationale. Hers was the Bleriot Medal for 1951.

Kaddy Landry, Miami, Florida, was described as the first woman JATO pilot in Florida, winner of the Aerobatics Contest in the 1st as well as the Blanche Noyes Trophy Race in the 2nd All Woman Air Show. These are just a few of her awards. She was famous for her spectacular maneuvers in her special built Stearman which she flew professionally all over the country with World Air Shows.

This will give you an idea of the high caliber of girls flying in these shows.

Next month, we will take a further glance into the future of our organization.

Convention News



TORONTO — A Magnificent and Exciting City, gateway to a great country, has set the scene for many unusual gatherings. Toronto or "Tarantou" as named by the Indians 300 years ago — never before has it been host to an International Convention of women pilots.

A sneak preview of a great men's program — next issue — our "Steer & Stirrups" party from latest committee reports will include a real polo game! Do you know what "Chimo" means??? You'll find out in Toronto this July.

Do take advantage of the advance registration — This issue will include the last pre-registration forms in print in the 99 News. You will earn the registration chairman's undying gratitude if you mail EARLY.

Shirley Allen, Co-Chairman.

Flying to the Convention?

BUTTONVILLE, our official "Welcome Airport" is located 15 miles north-east of downtown Toronto. Detach the slip at the bottom of the Airport Form for your own "ATC" kit . . . see the second Convention "packet" we mail to you.

CUSTOMS: 1. You need not land at an airport right at the border, but the first place you land in Canada is where you must see the Customs officer.

2. When departing U.S.A. you MUST file a flight plan, making sure



BUTTONVILLE AIRPORT — Looking North-Northeast.

to add "ADCUS" at the destination airport.

3. Free CUSTOMS service will be available in daylight hours at Buttonville Airport (KZ). No landing fee here.

4. Toronto International (YZ) offers 24 hour CUSTOMS service, a small landing fee and all services. Free tie-downs at Sky-Charter.

5. Some other enroute airports in Ontario, London, 24 hour Customs, no landing fee, gas, lunch; at Kingston, Windsor, St. Catharines remember to "ADCUS" and he'll come out from town and be waiting for you.

Re **RENTAL AIRCRAFT** from U.S.A.: Pilot must carry letter from owner stating she has permission to fly the aircraft into Canada and will be departing with it.

CHARTS: The current USA "Detroit Sectional" and USA Government C&GS Enroute Low Altitude "L-12" will fit in with the kit you receive from Gillian Holden.

VFR Traffic approaching Toronto is asked to contact "Toronto Advisory" — 119.3 when 25-30 miles out of "YZ". State identity, position, altitude and destination and you will be given the preferred routing.

Profile of a Convention — Host Airport

"Buttonville Tower this is Cessna N 1245, five miles southeast, VFR from Albany" and with that call you see ahead of you Buttonville, the host airport for the 1972 International Convention of the Ninety-Nines, Inc. It looks nice from the air. A welcome sight after a long flight.

Two paved runways, well marked with connecting taxi strips. A large ramp.

You consult your approach plate — runway 03/21, 2750' x 75'; 15/33, 2500' x 75'. Lots of room to land just about any aircraft. Ah, there's the Tower on 124.8 asking you to report downwind for runway 03. You start your descent and now you can see the Terminal better. A very modern terminal complete with a good restaurant, weather service, maps, and flight planning facilities.

Now you report downwind for runway 03 and the tower says that you are number one after the Aztec turning base. There it is . . . a pretty sight. You wonder if they are going to the Convention too. They land and you turn final, line up with the runway and are cleared to land. The tower requests you to change Ground 121.8. Ground control clears you to the ramp. A Toronto Airways representative arrives and asks you how you want your aircraft serviced. He tells you that they have 80/87, 100/130 gas and

all types of oil available. Repairs from a major to a minor are available.

Now your aircraft is tied down and you proceed to Customs. Here you are asked where you were born, if you have any identification (a driver's license will do), how long you plan to be in Canada and what you are here for. Then you are asked about

your personal luggage, "do you have anything to declare" i.e. liquor, cameras, etc. Now you are through Customs and Immigration (painless wasn't it) and one of the 99's welcoming committee is offering you a ride to the Hotel in a car supplied by Toronto Airways. So you collect yourself and your luggage and walk through the air-conditioned terminal into the bright sunshine of a hot July day in Toronto . . . BIENVENUE AU CANADA — AND THE 1972 INTERNATIONAL CONVENTION.



Four of our committee members standing with a Cherokee. They are from left to right: Edith Denny, International Liaison; Jean MacDonald, Chairman; Simone Breukel, Convention Costume; and Heather Sifton, Ways and Means Chairman.



Jean MacDonald, our hard working chairman standing beside the entrance to Buttonville's very modern Terminal building.

REGISTRATION FORM
1972 International Ninety-Nines Convention
July 12-16, 1972
TORONTO, ONTARIO, CANADA

Name _____

Address _____
(Street) (City) (State/Province) (Country) (Zip)

Chapter _____ Chairman (yes/no) _____ Section _____ Gov (yes/no) _____

Also Attending Convention 49½er _____ Children _____

(Ages Please) _____

Others _____

Arrival Date _____ Departure _____ Private plane _____

Airline/charter _____

Car _____

If arriving on scheduled airlines give Flt No. _____ ETA _____

*REGISTRATION FEE: \$55 Can. funds (Includes all meals and events indicated on program)

*ADVANCED REGISTRATION: \$45 Can. funds (Must be postmarked prior to June 1, 1972)

*Full Registration fee for each person participating in Convention meals and events.

CHEQUE ENCLOSED FOR \$ _____

Make payable in Canadian funds to:

"THE NINETY-NINES INC. 1972 CONVENTION"

MAIL SOON TO: SHIRLEY MacDOUGALL, REGISTRATION CHAIRMAN

P. O. Box No. 32, Station "K"

Toronto, 12, Ontario, Canada

(Detach and mail separately) **HYATT REGENCY – HOTEL RESERVATIONS**

All reservations must be made directly through the Hyatt Regency Toronto. We have booked a block of rooms at the special reduced rates quoted below. Early bookings will ensure a superlative view of the city.

Name _____

Address _____
(Street) (City) (State/Province) (Country) (Zip)

PLEASE RESERVE THE FOLLOWING ACCOMMODATIONS:

One Single (1 bed, 1 person) \$19

One Double (1 bed, 2 persons) \$25

One twin (2 beds, 2 persons) \$25

Additional persons \$ 6

SEND TO: RESERVATIONS MANAGER
HYATT REGENCY TORONTO
21 AVENUE ROAD
TORONTO, 180, ONTARIO, CANADA

**THE NINETY-NINES, INC.
43RD INTERNATIONAL CONVENTION
HYATT REGENCY TORONTO
ONTARIO, CANADA
July 12-16, 1972**

WEDNESDAY, JULY 12

3:00 p.m.-5:00 p.m.

6:00 p.m.-7:30 p.m.

7:30 p.m.-?

FUN AIR TOUR ETA MID-AFTERNOON

Registration and "Maple Moose"

Hospitality — "Flying Flea Market"

RED CARPET WELCOME

(WINE & CHEESE RECEPTION)

and F.A.T. Presentations

YOYO Dinner (You're on Your Own)

THURSDAY, JULY 13

8:00 a.m.-6:00 p.m.

9:00 a.m.-10:30 a.m.

9:30 a.m.-11 a.m.

10:00 a.m.-12:00 noon

12:00 p.m.-2:00 p.m.

2:30 p.m.-4:00 p.m.

4:00 p.m.-6:00 p.m.

6:00 p.m.-?

Registration

Coffee Klatch — Hospitality

AVIATION SEMINAR

"Flying Flea Market"

INTERNATIONAL LUNCHEON

Free time to shop, tour or swim

"Flying Flea Market"

"STEER & STIRRUPS" with Assorted HAPPENINGS at

FOX DEN FARM

FRIDAY, JULY 14

8:00 a.m.-6:00 p.m.

9:00 a.m.-10:30 a.m.

8:00 a.m.-10:30 a.m.

10:00 a.m.-11:00 a.m.

11:20 a.m.-1:00 p.m.

1:30 p.m.-5:30 p.m.

4:00 p.m.-6:00 p.m.

6:30 p.m.-?

Registration

Coffee Klatch — Hospitality

CHAPTER CHAIRMENS' COFFEE MEETING (With Pres.)

"Flying Flea Market"

AMELIA EARHART LUNCHEON

ANNUAL BUSINESS MEETING

"Flying Flea Market"

YOYO Dinner

SATURDAY, JULY 15

6:45 a.m.-7:45 a.m.

8:00 a.m.-12:00 a.m.

8:00 a.m.-12:00 a.m.

10:00 a.m.-1:00 p.m.

12:00 p.m.-1:30 p.m.

1:45 p.m.-?

2:00 p.m.-4:00 p.m.

6:30 p.m.-7:30 p.m.

7:30 p.m.-10:30 p.m.

CONTINENTAL BREAKFAST

Registration and Hospitality

ANNUAL BUSINESS MEETING (Continued)

"Flying Flea Market"

GOVERNORS' LUNCHEON

(Governors and Executive Board only)

ANNUAL BUSINESS MEETING (Continued if not completed)

Free time to shop, tour or swim

"Flying Flea Market"

GRAND RECEPTION

CANADIAN BANQUET

SUNDAY, JULY 16

7:00 a.m.-11:00 a.m.

FLY-AWAY BREAKFAST AND WEATHER BRIEFING

At press time registration covers all items except Wednesday night, Friday night dinners and Saturday luncheon.

Safety Tips

Engage Brain Before Panic Button

Whenever an airborne abnormality occurs "DON'T PANIC!" You must be able to think and plan properly. During an abnormal situation, previous conscious training (if current) should take over subconsciously and help you react properly.

Fear is a normal protective reaction and occurs in normal individuals. Fear progression to panic is an abnormal development. By having a definite procedure in mind to handle abnormal situations, fear can be kept to a minimum.

There are two basic rules to assist you when an abnormal situation occurs:

1. Maintain aircraft control.
2. Analyze the situation and take the proper action.

Many aircraft accidents have occurred because the pilot did not follow the above rules or did not know what to do when an emergency situation existed. We have all heard of the pilot that had an accident simply because when the door popped open he panicked, or when the airspeed indicator became inoperative he thought the airplane would not fly.

To help you handle emergency situations, you should develop an emergency checklist for your aircraft. By having a checklist you will not have to rely on memory and the overlooking of obvious items can be avoided.

The following is "food for thought" in aiding you in the development of a checklist for your aircraft. It covers only the basic steps and sequence for emergencies in single-engine aircraft.

Engine Fire During Starting

1. Mixture — Full Lean
2. Throttle — Open
3. Continue cranking for several revolutions.
4. If fire continues, use the following procedure
5. Mixture — Lean
6. Fuel selector — off
7. Ignition switch — off
8. Master switch — off
9. Leave aircraft

Engine Fire After Starting

1. Mixture — Full lean
2. Fuel selector — off
3. Ignition switch — off

Engine Failure After Take-off

1. Glide — establish
2. Mixture — rich
3. Fuel selector — on
4. Ignition switch — on
5. If engine does not start, make a forced landing. (See procedure for forced landing).

NOTE: If engine fails after takeoff at low altitude, change direction only enough to miss obstacles.

Partial Power Failure During Flight

1. Mixture — rich
2. Carburetor heat — hot (If no carburetor ice adjust back to the cold position)
3. Airspeed — as required to hold altitude
4. Fuel Selector — Full on
5. Ignition switch — both
6. Master switch — on
7. Land — at nearest airport

NOTE: If the power available is not sufficient to maintain level flight, select a field as a possible forced landing site and proceed as follows:

8. Airspeed — maximum distance glide speed
9. Power — all available power until a safe landing is assured.

Complete Power Failure During Flight

1. Glide — establish maximum distance glide speed
2. Select field
3. Mixture — rich
4. Carburetor heat — hot
5. Fuel Selector — Full on
6. Ignition switch — both
7. Master switch — on

8. Starter — pull (if propeller is not turning)
9. If engine does not start, make a forced landing (See procedure for a forced landing)

Forced Landing

1. Glide — maximum distance glide speed
2. Select field
3. Mixture — lean
4. Fuel selector — off
5. Ignition switch — off
6. Door — unlatch
7. Wing flaps — as required
8. Master switch — off (before touchdown)

Engine Fire During Flight

1. Mixture — lean
2. Fuel selector — off
3. Ignition switch — off
4. Glide — establish
5. Select field
6. Cabin heat — off
7. Cabin air — off
8. Upper air vents — open
9. Pilots window — open
10. Door — unlatched
11. Flaps — as required
12. Master Switch — off (before touchdown)

NOTE: If fire continues, a slip may help keep fire from the cabin area.

Electrical Fire

1. Master switch — off
2. Electrical Equipment — off
3. Master switch — on
4. Electrical Equipment — on one at a time

NOTE: Try to isolate electrical equipment in which the fire was occurring and leave that equipment off.

Smoke and Fume Elimination

1. Cabin heat — off
2. Cabin air — off
3. Upper air vent — open
4. Pilots window — open

Propeller Failure in Flight

1. Engine emergency shutdown
2. Forced landing

Bird Strike (with structural failure)

1. Land as soon as practical

Severe Turbulence

1. Airspeed — design maneuvering speed

2. Power — as required
3. Flaps — up
4. Loose articles — secure
5. Altitude — A change in altitude will sometimes help
6. Land as soon as possible

Lost Procedure

1. Climb to 5000 AGL or 500' below clouds, whichever is lower
2. Set heading indicator with compass
3. Turn on radio
4. Tune in desired radio frequency
5. Center needle with a "To" indication
6. Proceed direct to the VOR
7. If unable to proceed to the VOR, contact the nearest flight service station (122.6 or 123.6), tower, or approach control on their appropriate frequency or on 121.5 mc for assistance

Radio Failure Pattern

1. Fly over airport at 2000' above ground level
2. Determine active runway
3. Fly out three miles from the airport and descend to traffic pattern altitude.
4. Enter a normal traffic pattern at a 45 degree angle to the downwind leg.
5. Rock your wings (day), or flash landing light (night) and watch for a light signal from the tower.
6. Follow instructions given to you by the light signals.

Airspeed Indicator Inoperative

1. Land as soon as practical

Low Oil Pressure or

High Oil Temperature

1. Throttle — to recommended RPM
2. Mixture — rich
3. Airspeed — cruise
4. Carburetor heat — cold
5. If condition continues land as soon as practical

Generator Failure

1. Check fuse or circuit breaker
2. Land as soon as practical

Fuel Syphon

1. Land as soon as practical
2. Do not rely on fuel gauges, (they will normally continue to read full)

One Flap Inoperative

1. Move operative flap to the same position as inoperative flap

Gear Inoperative

1. Follow procedure in Owner's Manual or aircraft manual

Blown Tire

1. Maintain directional control with rudder and brake
2. Taxie clear of active runway if possible

Brake Failure

1. Use longest runway available
2. Make short field landing
3. Touchdown on the beginning of runway

REMEMBER

Most emergencies can be avoided by good preflight planning and a good preflight inspection of the aircraft.

Although the above procedures are to be used as a guide, you must still use sound judgment.

Frequent review of Emergency Procedures gives you the surety that you can handle your airplane no matter what the situation. This helps eliminate panic and goes hand in hand with carefree and enjoyable flying.

Powder Puff Derby

Reporter: Marlon Andrews

If you want to know how time flies, be a newsletter reporter. By the time you receive this copy, entries will be open and it will be only two months to race time. Requests for entry kits are running higher than any other year, with the exception of last year, the 25th Anniversary.

The Powder Puff Derby was honored at a Valentine's Day Luncheon at the Wings Club in New York City. FAA Administrator John H. Shaffer spoke and AWTAR Chairman, Kay Brick was presented with the FAA Accident Prevention Counselor Certificate "for helping prevent aircraft accidents." Kay gave a brief rundown of this years race route. Many 99s and previous racers were present, including President Betty McNabb. This annual luncheon given in honor of women in aviation was extra special this year in that Herb Fisher, Master of Ceremonies, announced that the Wings Club is now open for membership to women who qualify.

If the people in Ocean County, N.J. did not know about the 99s and the Powder Puff Derby, they do now. The Terminus Committee, of which Jerry Roberts is Chairman, has been holding monthly luncheons inviting the Freeholders, airport personnel,

and other dignitaries pertinent to the terminus. In March, the luncheon was held at Ocean County College where President Dr. Andrew S. Moreland has made the college's RCA-Spectra 70-46 electronic computer system available for scoring the official times of the forthcoming race. This will involve a transcontinental network of automatic input stations at each intermediate enroute stop.

Embery-Riddle Aeronautical University of Daytona Beach, Fla. will again be technical representatives to rule on safety aspects during inspection at the terminus.

AC Sparkplugs has just been added to the list of sponsors for '72 and will again of-

fer their awards to those using AC Sparkplugs in the race.

AWTAR was a co-sponsor with the FAA in three Safety Clinics held at various locations in New Jersey which drew 3300 pilots from the surrounding area. Safety through education is the prime goal of AWTAR.

Jack Lamping, Terminus Co-ordinator and Public Relations Officer of Tims River, N.J. is presently on a cross-country tour carrying greetings from the Terminus to the Start. He will visit 99 headquarters, meet with girls who are going to fly the 26th Powder Puff Derby, and is scheduled to speak at San Mateo, Cal.

Please send clippings of all Powder Puff Derby related events, interviews, etc. to AWTAR Headquarters, Teterboro Airport, Teterboro, New Jersey 07608.

Proposed Petition To Give WASPS Credit

WOMEN'S AUXILIARY SERVICE PILOT FEDERAL SERVICE CREDIT

WHEREAS, the WASP (Women's Auxiliary Service Pilots) organized in October 1942 and active until 24 December 1944 served as an integral part of our war effort; and

WHEREAS, the members of the WASP were graduated from a military accredited cadet flight training school of six months duration and received diplomas from the U.S. Army Air Corps; and

WHEREAS, graduates of this course were sent to the U.S. Army Air Corps Ferrying Command or training command for duty; and

WHEREAS, they were a uniformed group attached to the U.S. Army Air Corps with an officers' status and subject to military discipline; and

WHEREAS, the duty was in a flight capacity with varied military aircraft and many WASP'S were conducted through transition training as were their male counterparts; and

WHEREAS, the other female services have received federal service credit for their auxiliary time;

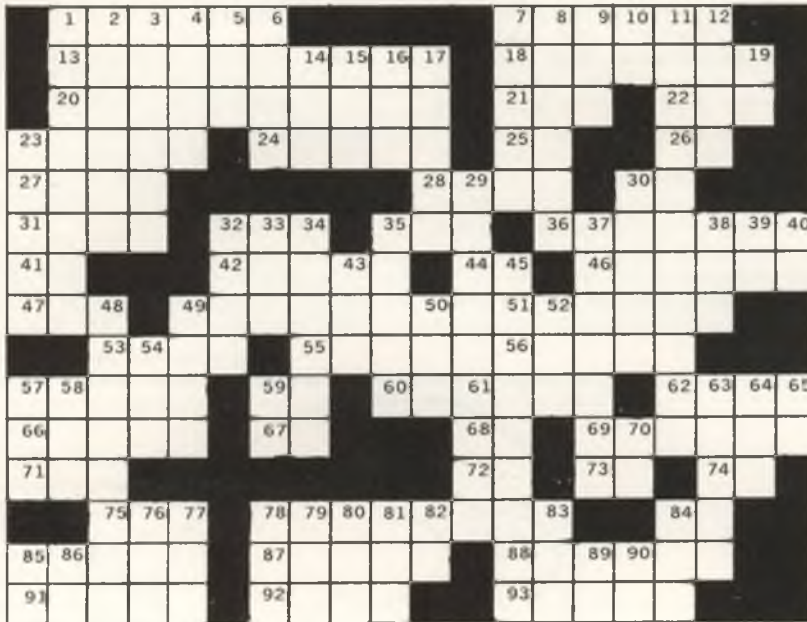
NOW THEREFORE BE IT RESOLVED by the Reserve Officers Association of the United States, that legislation be adopted crediting former Women's Auxiliary Service Pilots with Federal Service for that time served during World War II thus enabling those who accepted Reserve commissions to receive credit for this service toward retirement and longevity benefits.



AUNTIE APT WANTS YOU

Contributed by: Marilyn P. Hibner, Reporter
Long Island Chapter

Crossword Puzzle



ACROSS

- 1 — Founder of women's pilot organization
 7 — Women's pilot organization
 13 — Forecast item
 18 — Weather map
 20 — APT is an ----- (pl)
 21 — Negative
 22 — Amaze
 23 — Wore
 24 — Fish
 25 — Eastbound (abbr)
 26 — Bimbostratus (Abbr)
 27 — Roman Road
 28 — Girl's Name
 30 — Air speed (Abbr)
 31 — Belted

- 32 — Dove sound
 35 — Soar
 36 — Spend again
 41 — Exclamation
 42 — Muntjax
 44 — Half an Em
 46 — Fly ---- the clouds
 47 — Snow (Scot)
 49 — See 1 across
 51 — Organ (Fr)
 53 — Dull
 55 — Biblical name
 56 — Pay out
 57 — Oriental titles
 59 — Refueling. (NOTAM)
 60 — Sad
 62 — Hence
 66 — Praying figure
 67 — Right side (Abbr)
 68 — Exclamation
 69 — Raid
 71 — Part of TACAN
 72 — Exclamation
 73 — Calcium (Abbr)
 74 — Ground speed (Abbr)
 75 — Greek Letter
 78 — Part of a plane
 84 — Pronoun
 85 — History
 87 — John Jacob ----

- 88 — Correlative of 59 down
 91 — ---- tube
 92 — Comet
 93 — Adorer

DOWN

- 1 — Pilot's field
 2 — Tender
 3 — Usher
 4 — Claim
 5 — Oriental title
 6 — Eights (ICAO)
 7 — See 7 across
 8 — Line on weather map
 9 — See 21 across
 10 — For example (Abbr)
 11 — Radio equipment
 12 — Vertical axis movement
 14 — Part of face
 15 — Suffix
 16 — Viet Nam holiday
 17 — River (Neth)
 19 — Pronoun
 23 — Weather word
 29 — Caustic
 30 — Describing a wing
 32 — Nose into the wind
 33 — Propel
 34 — Rest of
 35 — Gambling games
 37 — Science
 38 — First woman
 39 — Northeast (Abbr)
 40 — Doctor (Abbr)
 43 — Cram
 45 — A tail dragger doesn't have one
 48 — Next to
 49 — Compass direction
 50 — Telegraph money order (Abbr)
 52 — Watch your ----
 54 — Went
 57 — Decay
 58 — Macaw
 59 — Conjunction
 61 — Boodle
 63 — O.K. on the radio
 64 — Aviation fuel
 65 — Order of the day (Abbr)
 70 — North American (Abbr)
 76 — Chinese philosopher
 77 — Altitude (Abbr)
 78 — Eastern airlines (Abbr)
 79 — Controversial airplane
 80 — Estimated time of arrival
 81 — Cross country assist
 82 — Letter R
 83 — South American city
 84 — Pronoun
 85 — Associated Press (Abbr)
 86 — Nickel (Abbr)
 89 — Boob tube
 90 — Pronoun

WHAT DOES GO ON BEHIND
 THE SCENES
 in the Famous
 POWDER PUFF DERBY??
 YOU WILL ENJOY



LADIES!
 REV UP
 YOUR
 ENGINES!

Order from AWTAR Hdqtrs, Tererboro Airport, N.J. 07608. If autographed copy desired, write author at P.O. Box 477 Cupertino, Ca 95014. Enclo. \$3.20 in full. Remember—author's 15% goes to AWTAR. Inquire about special chapter group price.

You Are, Too — Important!

So important, in fact, that we want two copies of your clippings for the Scrapbook. Yes, two — one for the International President's book and one for the scrapbook which will find its way into the MUSEUM. Dig out those articles you are hoarding — don't be vain — share them with the rest of the history-making 99s. Original clippings are preferred but xerox copies are accepted. Mail to Ruth W. Thomas, 4217 Roaming Road, Knoxville, Tennessee 37912 — a clean page right up front is waiting for you.

Ruth W. Thomas
 Scrapbook Chairman



HUDSON VALLEY CHAPTER Gertrude Felsen, Reporter

The March meeting was held at Page Airways, Albany Airport. The program was devoted to medical facts for pilots. Mr. Allen Dorwin, FAA Accident Prevention Specialist showed a new FAA film, "Medical Facts for Pilots." Following the film, Dr. William Miller held a discussion of the effects of medicines, alcohol and tobacco on the human body. He also discussed blood circulation during an extended flight referring to the "Panty Girdle Syndrome". He touched many interesting bases, including the effects of taking aspirin. The spatial disorientation chair was used to demonstrate functioning of the semi-circular canals of the ear. Next the group toured the control tower and IFR room.

In May, we will be hostessing, in cooperation with the Central New York Pilot's Association, the first racing stop for the Angel Derby in Syracuse. Minnie Osteyee is Stop Chairman. Doris Miller, Shirley Dingman and Elaine Roehrig will act as timers and the rest of us will be hostesses dispensing refreshments, gifts, directions, etc. We are putting all of our energies into making this a memorable stop for the contestants.

Our energetic Air-Marking Chairman, Elaine Roehrig has already lined up three airports for us to paint as soon as the weather is favorable.

The enthusiasm for the talk that Mickey Duncan and your reporter do on "Women in Aviation" continues, and we have recently presented it to the Kingston Lions Club and the students at Ulster County Community College.

NEW YORK CAPITAL DISTRICT CHAPTER Sally Downes, Reporter

On May 6, 1972, The Capital District Chapter will hostess the New York-New Jersey Spring Sectional Meeting. The meeting and luncheon will be held at the beautiful and historic Gideon Putnam Hotel in Saratoga Springs, New York. For Saturday evening we are planning a 99's Night at famous Saratoga Raceway with the feature race of the evening dedicated to the 99's — and one of our members will present the trophy to the victorious horse in the winners' circle! For golf enthusiasts and 49-1/2ers who attend, there is a championship 18 hole golf course right on the grounds of the hotel. We look forward to welcoming and meeting all of you who are able to attend.

Father Victor Schoenberger, Director of the Franciscan Mission House in Rensselaer, N.Y., was the speaker at our March meeting. Father Victor designed, built, and flies his own plane, aptly called

Chapter Reports

the "Eclectic." He had just returned from a trip to Africa and brought some beautiful slides of the people and the way they live which he showed and explained to us. Father Victor is the U.S. representative for Mission Medic-Air, which operates in Zambia, and he will have the invocation at our Sectional meeting.

LONG ISLAND CHAPTER Marilyn P. Hibner, Reporter

Flying and Related Activities:

The week of February 14th, Nicole Radecki and 49-1/2er Bob flew a Cessna 172 from Islip-MacArthur Airport, Long Island, to Jacksonville, Florida. This was Nicole's first extended cross-country; and she literally "got her feet wet," being grounded for three days during the trip due to bad weather and rain. Weather caught her on the return trip, also, resulting in a choppy ride with 60 MPH headwinds. She summed her trip up as "a wonderful and rewarding experience." Nicole's trip to Florida brings the total to six for Long Island Chapter members flying to Florida over the winter months. Maybe we can be more organized next year and make the trip at the same time for a grand winter fly-in!

McIntyre Aviation, FBO and Cessna Dealer at Islip-MacArthur Airport, Long Island, held their annual "Open House" on March 18th, which was an all-day affair of displaying the facilities, aircraft and general aviation exposure for the flying and non-flying public. Among those on hand from our chapter to assist them with the tasks of the day, were: Jane Duggan, Madeline LaCarrubba, Ellie McCullough, and Nicole Radecki.

Honesty DOES Pay:

For those who know, personally, our member Ellie McCullough, you can well understand the great loss she suffered when her pocketbook was snatched from her recently in a shopping center in Bay Shore, Long Island. For those of you who don't know her, I might explain, she can readily be recognized by her horse-drawn "pocketbook", which, when taken through a Port of Entry Customs counter causes a three-day delay to wade through the photographs, makeup, aviation magazines and trivia, yesterday's lunch, sunflower seeds for the afternoon snack, notes and notes and notes, her great-grandmother's diaper pins, a cracked knob from a Cherokee throttle . . . and God only knows what's under the top layer of items! All I can say is, the teen-aged guys who "lifted" her pocketbook must be hospitalized at this very moment for acute double hernias! But, there's a happy ending for Ellie's dilemma . . . three first-graders from the Brook Avenue School in Bay Shore discovered various items along the road to school the next day which they turned in to school officials and the items were found to be contents from Ellie's pocketbook. The school custodian took the children back to the scene of their discoveries and found more, until, finally, all of the contents (ex-

cept actual cash) were recovered. As a result, these three first-graders and the custodian are being rewarded by Ellie in the form of an airplane ride for each of them, which will probably be the most satisfying reward they could ever want!

WESTERN NEW YORK CHAPTER Peg Pieper, Reporter

As usual Buffalo weather has prevented most of W.N.Y. 99er's from doing what we like most — *Flying* . . . Our March meeting was very well attended even though the roads were icy. The following members were present: Arlene Bray, Ethel Fedders, Donna Joss, Diane Mudd, Terri Pirrung, Peg Pieper, Kathy Potoczak, Jean Valvo, Jean VanBuren

Arlene Bray told us how to make *Pink Squirrels*. If any one would like the recipe write to Arlene and she will be happy to give it to you.

Jane VanBuren is back under the hood again working towards her instrument rating. Jane flew to Syracuse, N.Y. and Erie, Pa. She said it seemed wonderful to be in the air again.

Terri Pirrung has been doing some flying for business and reports that things are beginning to pick up as far as instructing goes.

Kathy Potoczak and yours truly went to Albion and presented our program on the 1971 Angel Derby to the Knowlesville Flying Club. Betty Walker is chairman of the club and I have never seen a more enthusiastic group of pilots. We had the pleasure of seeing Freddie Roach at this meeting. We are all so happy to know that she now has her license. Congratulations, Freddie!

We are all looking forward to our next meeting in Elmira on April 15th. *Until then happy flying to all!* Since this will be my last newsletter, I would like to say that I have enjoyed being the W.N.Y. reporter and working with Hazel and her staff has been a pleasure.



CENTRAL PENNSYLVANIA CHAPTER Joanne Blair, Reporter

We had a very nice tour of WFBG-TV Studio in Altoona for our March 11, 1972 meeting. Eleanor Stillis' 49-1/2er John is General Manager of the station. There were 10 members and 2 prospective members present. After our meeting and tour we had

a nice luncheon at the Blairmont Country Club. Our thanks to Eleanor and John for arranging our March meeting.

Our penny a pound is scheduled for May 14, 1972 with a rain date of May 21, 1972 at Capital City in Harrisburg, Pa.

EASTERN PENNSYLVANIA CHAPTER

Kate Macario, Reporter

To bring you up to date: The Morning of Jan. 15th found our Chapter attending a lecture on Zen and the Cult of Tea-ism at the Phila. Museum of Art. From there we drove the short distance to the Franklin Motor Inn for a lunch interspersed with a meeting. Afterwards a small group returned to the Museum for a guided tour. We have Jane Squires to thank for making this delightful day possible. Present were 18 members and guests, one of whom was Blenda Hildbrand, attending her first 99 function; since then Blenda took her flight test for her Private at Shannon Airport (Downingtown). Edwina Hansen received her application at this meeting. She invited us to fly into their private strip near Boyertown (on N.Y. Sectional) which has two runways, one 2100 ft. and the other 1800 ft. Judy DeMarco, who recently replaced their Stinson with a Bonanza, and Joan Zaharfy, told us of their plans for the "Angel Derby"; they expect to fly a Cherokee 140 in it.

Our February activity was a dinner, with a Safety Clinic conducted by Dick Washburn, an Accident Prevention Specialist who gave an informative talk and showed pertinent films on accidents and human factors on safety. Twenty-one members attended, plus an equal number of guests. Anne Shields did a great job arranging this program for us. How lucky we were that the snow which had been forecasted didn't begin 'til early the next morning, ending that night with an accumulation of 14 inches. Remember that weekend?

March the 9th, Alice Meisenheimer and Ann Shields drove to Atlantic City to accept for Louise Sacchi, who was delayed on a ferrying trip, two awards: one, the N.A.A. certificate for the New York to London light plane speed record, presented by Lynn Probst, FAA Chief of N. Phila. GADO, and the second, the FAI Certificate for the same record, presented by Jules DeCrescenzo, FAA Chief Maintenance Inspector of Teeterboro GADO. A large crowd attended this Safety Seminar in N.J., including Eleanor Smith and Jane and Bill Squires who flew down. (Eighteen-year-old Bill Squires Jr. passed his flight test for Private last week, much to his parent's delight.)

Dottie and Bud Miller took off in a 707 for a week's vacation in Hawaii . . . Ginny and Joe Merrion flew out to Ada, Michigan for an AMWAY convention . . . Elyse Chapman ready to "take off" in the Aztec after being stuck at her desk for the last three months . . .

Helen Zubrow's new address: 2028 Locust St., Phila. 19103; phone: 732-3939

Error in Membership Directory has Connie Wolf "Inactive"; Connie is very much Active and flying . . . Spring Sectional Meeting will be in Huntington, W. Va. on April 29th . . . Our Penny-A-Pound will be at the Central Bucks Airport on Saturday, May 13th (Rain date, Sunday) . . . Our Chapter deeply regrets the sudden death of J. Story

Smith, founder of Wings Field, a dean of aviation in the Phila. area, and a friend of the Ninety-Nines.



ALABAMA CHAPTER

Jaye Hudgins, Reporter

March 5 meeting was at Reilly AAF base by special permission of Ft. McClellan officialdom. A good crowd attended. FSS gentlemen provided the program with an FAA film on recognition of developing tornado systems and procedures for avoidance, concluding with an informative question and answer period. We welcome Marie Carastro, previously member-at-large, back into Alabama chapter and three new members. Vivian Cannon, magazine editor of the Montgomery Advertiser, was a working visitor, taking pictures of Claudia Conn, our chairman, and Miriam Pullens, both of Hazel Green. Claudia and Miriam are serving as timers for the Angel Derby identification flyby at Montgomery. Alabama has another Angel entry: Sunny Turner, of Luverne, is flying co-pilot with Dottie Birdsong, of Florida Suncoast. With Juanita Halstead, Sue Robinson, and Mary Relfe also in the race, it seems that Alabama girls are going to give some competition.

We are also delighted to report that with the help of Keren Michaels' 49-1/2er, Lawrence, Alabama had a part in the Wings for DRF. Esther Wright of Georgia chapter, brought a plane-load of medical supplies into Alexander City; Lawrence Michaels flew the supplies to Greenwood, Miss.; then Peg McCormick flew them on to Louisiana.

April meeting, to stuff goody bags, in Montgomery; we will miss Juanita and Foy Halstead who will be flying to Ottawa. In May, if we don't see you in the Angel Derby, we hope to see you at the Section



Left to right: Sue Robinson, Keren Michaels, Alexander City; Miriam Pullen and Claudia Conn, Hazel Green.

meeting in Kentucky. June meeting is scheduled for Walker County airport, Jasper, hopefully for runway marking. Y'all join us.



Standing: Claudia Conn, Ala Ch. and Miriam Pullen of Hazel Green, stuffing ditty bags for Angel Derby contestants who stop in Montgomery.

CAROLINAS CHAPTER

PS Reporter

Well, we finally did it. We beat our way out of the winter doldrums. Last Saturday, March 11th, three airplanes of us unloaded Ruby Guinn's (one of our Chapter FBS's) office of 700 pounds of those medical supplies. We also drank all her coffee and ate her cookies. Anyway, Nancy Wrenn in a Musketeer, Nancy Duncan and Nita Hudman in a Bonanza, Evelyn Hyman and PS in a Bonanza converged on Greenville, S.C. When we left, so did the medicine, almost all of it, for Huntsville, Alabama. It's on the way to you, California. The last few boxes are destined to ride with Barbara O'Connor in her Bonanza. She would've been with us but had to make a flying ambulance trip instead. It's 800 pounds in all and our first trip. Now, that's the way to break up the non-flying, dull winter, right? We also voted \$50 as a donation for NIFA, our usual standard of \$2 per member. Section nominations and voting in a new member took up the rest of the time.

But watch out! We're alive and well again. Action is on the agenda, some we can print and some we can't. So there, ye ed. You were doing too well without us. (We've now come full circle — time for me to get out of this chair — welcome home anyway — Glad your aboard—Ed)

GEORGIA CHAPTER

Judy Hall, Reporter

The Georgia Chapter held a Safety Clinic on February 20th at Macon, Georgia's Air National Guard Armory with FAA Accident Prevention Specialist, Herb Schaaf leading. The fifty-odd persons in attendance, including 6 Georgia Ninety-Nines and 3 North Georgia Ninety-Nines & various 49-1/2ers, reviewed several Georgia Airports by slides and found numerous hazards there. Then, after a film on Hypoxia and Vertigo, we were given a chance to experience in-

duced vertigo with the help of a revolving vertigo-chair.

Attending: Byron & Alyce Strong, Esther Wright, Carolyn Kennedy, Joe & Judy Toman, Harold & Betty McNabb, and Judy, Jerry & Cindy Hall from Georgia Chapter.

Prior to the Safety Clinic, we were all proud to see our Esther Wright presented with a certificate naming her Accident Prevention Counselor for the Thomasville, Georgia area.

Our dinner at the airport restaurant included a short business meeting. Business included: discussion of upcoming election of Sectional Officers, the Direct Relief Fund, AWTAR contribution of \$25.00 from Georgia Chapter, and airmarking in Metter, Ga. in March. We also decided to begin meeting on second Sunday of month in June. The Georgia Chapter plans to join with Herb Schaaf, Accident Prevention Specialist, and the North Georgia Chapter in surveying Georgia Airports for possible safety hazards in the very near future.

FLORIDA GOLDCOAST CHAPTER

Eloise Ruby, Reporter

The Florida Goldcoast Chapter "finalee" held a fly-in meeting on Saturday, February 19, 1972 at Key West International Airport.

Guests attending were Lois Eig and Marian Keys.

New Business: Margaret Blackwelder submitted her resignation as Secretary which was accepted with regret. Peggy Borek was appointed to act as Corresponding Secretary for the remainder of the term and Helen Mennitto to act as Recording Secretary for the same time. Recommendations for the Southeast Section officers were discussed and prepared for submittal. Anne Ross was asked to be custodian of the Scrap Book. The Chapter voted to donate \$25 each to the Angel Derby, AWTAR, Inc., A.E. Scholarship Fund, Museum Fund and \$10 to NIFA.

Announcements: Reminder to all members to become APT. Mariam Davis reported flying twenty-nine pounds of medical supplies to Fort Meyers as part of the Direct Relief Fund project.



Mrs. Frances Sargent who won the Florida Air Pilots Association's annual award for "Outstanding Contribution to General Aviation" is equally at home in the air or the classroom.

Interesting Chapter Members: Mrs. Frances Sargent was chosen by the Florida Air Pilots Association board "in recognition of service to students, her contribution as an aviation author and instrument instructor for her leadership in local, state and national flying organizations.

Mrs. Sargent was lured into aviation by interest in the wartime Women Air Service Pilots (WASP) and once even towed targets for World War II anti-aircraft gunners. Mrs. Sargent now teaches meteorology, air transportation, radio aids and communications for the Miami-Dade Junior College-South campus' aerospace program.

Mrs. Sargent also serves as a faculty advisor for the school's flying team which attended the national intercollegiate finals in San Jose, California.

FLORIDA SUNCOAST CHAPTER

Betty Hood, Reporter

The Suncoast Chapter met at Ft. Myers, Florida March 8. Two new members were brought into our group. Sue Rayburn from Sarasota and Robley Geddes. Both these gals are instructors. Another one of our members has received her instrument rating. Mary Lou Shapiro from Sarasota. Judy Larkin received her Commercial and would have probably received her Instrument but the day before she was scheduled for her ride a twister destroyed their home in Hidden Rivers and also the plane she was to ride. We all feel that Judy has had her share of bad luck and do hope that soon as all is straightened out she can go ahead and get her instrument rating.

Dottie Birdsong has been very busy getting help from everyone to stop the TV towers from going up in the Florida area. These towers are destined to rise above 1300 feet AGL and we all plan to voice our objection in hopes to stop some of them. Wings for IHA was discussed and one of our 99 will be taking a shipment direct to California in the latter part of March — Mary Lou Shapiro and her husband Ed will be winging their way to the West Coast and probably using their new instrument rating. Karen Meinjohans brought a case of vine-ripened tomatoes from the gals to help themselves and we all went home after lunch with our bags of tomatoes.

FLORIDA SPACEPORT CHAPTER

Barbara W. Ellis, Reporter

Invitations are coming in from the National Aeronautics and Space Administration to the members of our chapter to view the Apollo 16 launching, scheduled for Sunday, April 16. Nineteen members signed up before the deadline and hopefully; all will be able to attend. Betty Knight has added to the excitement of the occasion by inviting us to spend Saturday night at her "pole-house" near the St. Johns River. It promises to be a great week-end.

Our March meeting was held at Falcon Aviation in Orlando with 16 present. Dorothy Ligon (Michigan Chapter) flew in from Mt. Dora in a beautiful (aren't they all) Aero Commander. Prospective member Betty Dodds flew all the way from Ft. Lauderdale to attend our meeting. Ground Instructor, Debbie Kane attended her second meeting and everyone was delighted to have Jerry Snyder back with

us again. A happy surprise when Mary Joehrendt arrived, a few minutes late, with brand new Private Pilot Kirsten Nicholson. She was literally glowing! Bea Griffin, from Eustis was accepted as a new member and her impressive accomplishments include diving and aerobatics.

Nostalgia: It seems one young lady, flying out of Melbourne, was having some difficulty with the engine while taxiing. Hubby called her on Unicom and advised her to blow the plugs out. The young lady did just that — she shut down the engine — opened the cowl — and gently BLEW on each spark plug.

MEMPHIS CHAPTER

Cook, Holden, Reporters

The First Annual Memphis Area Pilot Controller Forum was held at Memphis State University on February 28th. Memphis 99's attending were Gladys Estes, Jenny Cook, Dot Wilson, Carolina Bell, Toy Hicks, Netta Holden and Jane Scroggins.

Our APT members for the year so far are June Pentecost, Toy Hicks, Dot Wilson, Jenny Cook, Netta Holden, Gladys Estes and Betty Rockwood. Time's running short, let's make it 100 per cent.

Virginia Proctor brought her Wings Scouts from Wynne, Arkansas to Memphis International Airport touring the FAA facilities.

Welcome to our new members — Cindy Schultz, Fern Mann and Pat Kellett.

Congratulations to Becky Haywood on her multi-engine rating.

Things are beginning to shape up for our Southeast Spring Sectional which will be held at Kentucky Dam State Park, Gilbertsville, Kentucky, on May 5, 6, and 7. Brochures and registration information have been mailed. Please make reservations early. We all are looking forward to seeing each and every one of you and yours in May.

MISSISSIPPI CHAPTER

Wanda Garson, Reporter

Our Chairman Peggy McCormick has been busy delivering medical supplies. She received 425 lbs. in 31 cartons from Dr. Michaels for Karen M. of Alexander City, Alabama. It took two loads to get it to Little Rock where Cary Hunt and Ruth Gray will get it out west.

We will be interested in hearing of Janet Green's trip to Mexico last week-end.

NORTH GEORGIA CHAPTER

Peggy Husby, Reporter

On Sunday March 12th the North Georgia Chapter met for a luncheon. We had as our special guest Cy Beers. Cy gave us some fine points on what makes a great chapter.

On March 14th we had our business meeting at Pauline Mallary's home. Pauline instructed us in the Accident Prevention Program.

Pauline Mallary and Mavis Cheek surveyed 3 airports with the FAA learning the procedure for surveying airports for the Accident Prevention Program. Pauline and Mavis will now act as instructors for the other members of the chapter.

TENNESSEE CHAPTER

Ruth W. Thomas, Reporter

Fifty — a half of a hundred — that's our membership! Fran Pickens of Nashville, an eager, enthusiastic 99 is responsible for the interest created in her area. New members

are: Betty Cannon, Elena Draughon, Elizabeth Burrows, and Natalie Terry are from Nashville and Glenda Sue Brackens is from Sevierville. Ladies, you are just in time for the Poker Run on May 21st — fun and a carousel loaded with prizes.

Deadline for nominations for the Annual Award given to a Tennessean for his/her promotion of general aviation was March 15. The Awards Committee never names the winner until June so wild guesses are in order.

The chapter nominated Bee Reid for Vice Governor of the Southeast Section. This will be her second term.

Aircraft N99RT, N99LM, and N99PR belong to Ruth Thomas, Lady McReynolds, and Peggy Roberts respectively.

The February meeting in Tri-Cities was attended by Rachel Pruitt, Irene Flewellen, Bee Reid and Sarah Duke of Chattanooga; Fran Davis, Donna Bower and Lady McReynolds of Knoxville; Marilyn Cone of Oak Ridge; and Betty Wicker and Jane Hilbert of Johnson City. An old 1932 *Newsletter* lists Jane Dulaney as a new member — that's our Jane Hilbert! Ooops, Genie O'Kelley flew a student to the meeting.

Donna Bower has passed her Commercial written.

TV coverage: Fran Davis, Helen Vreeland, and Ruth Thomas greeted and presented an orchid to Diahn Williams, TV actress and singer, in Knoxville for the March of Dimes Telethon.

AUDIO/VISUALS around Tennessee: Edna Davis doing a "Show and Tell" about her trip to Hawaii last month; Sara Gose explaining that her new house was not ready yet and the postman was returning all mail addressed there. (She didn't get her last *Tennessee News* bulletin.); the pile of prizes donated for the Poker Run; Marie Hurley wearing her gag flight suit — the one with all the patch pockets and the words "Smoky Mtn's Sexiest Instructor" across the back; Lady McReynolds poking those who have not taken their APT test yet; and Ruth Thomas bemoaning the fact she has Chorus Competition in Dayton, Ohio the weekend of the Section Meeting in Memphis.

April meeting will be the second Saturday — note that second!

Hold the presses — Barbara Hershiser of Cookeville is our newest member.

Nancy and Dick Mills flying their Baron to the Virgin Islands and Bahamas.

Ruth and Merrill Leve flew their 182 Skyland from Cleveland to Ft. Lauderdale in 5 hrs. and 10 min. Then on to Jamaica.

Carol and Frank Ferris flew to Florida.

New planes: Leah and Scho Schofield — newer Twin Comanche. Maxine and George Steiger — Cessna 150.

CAPE GIRARDEAU AREA CHAPTER

Nadine Heuer, Reporter

Our February meeting in Cape Girardeau was attended by Nel Rice, chairman, Nadine Heuer, Millie Limbaugh, Sue Burford, Gene Williams, Evelyn Braese, Charmiane Freeman, and one prospective pilot, Kathy Rice. Charmiane Freeman of Dyersburg received her Master's degree in aerospace education from Middle Tennessee State University at Murfreesboro in January. She is a commercial pilot with three hundred and seventy-five hours. Her flight instructor, Evelyn Braese, gave her both of her ratings. She was named Pilot of the Year.



Charmiane Freeman

CENTRAL ILLINOIS CHAPTER

Jayne Schiek, Reporter

A CAVU day brought forth a record number of members for our March meeting in Peoria at Byerly Aviation. Twenty-one members, eight 49-1/2ers and eight guests assembled for our business meeting, a wonderful potluck luncheon, and a visit to the Peoria Tower. A warm welcome to new members Mary Koerner and Linda Garlock. Guests were Connie Evans, a student pilot from Peoria, and Rita Echhart, a Peoria student pilot. Flying in from Villa Park were Jean Ingle and her husband. Jean is a prospective member for the Chicago Area Chapter and is getting in needed hours for her commercial and instrument ratings by flying to 99 chapter meetings. We hope to see her at our next meeting, too! Several members of the Chicago Area Chapter flew in time for lunch and an Illi-Nines Air Derby Race Committee meeting.

Leah Warren was back from Florida for a short visit. She returned with Jeanie

McLaughlin and caravan. Jeanie, who is a flight instructor for Byerly Aviation, was flying to Florida with an instrument student, in an Arrow. Leah reports having attended one 99 meeting in Florida. Marge and Jim Tyson flew in bringing along Ruth Teel and her husband Bob for Ruth's second meeting with us.

Deed Holcomb said that on February 20th she and Max flew to Danville from Sparta to participate in the Snowbird Golf Tournament at Harrison Park.

Barbara Jenison attended an Illinois Advisory Board meeting last month at which the problems of private airports in Illinois were discussed. We would appreciate any information that our members can give her about this problem.

Libby and Bob Kaiser attended the Soaring Society of America Symposium at Morgantown West Virginia. They were weathered in for an extra day because of snow. In early March Libby and Bob did a project for the University of Illinois Institute of Aviation. Their Beech's port wing was taped with yarn tell-tales. After this they did a normal take off, short field take off, stalls and landings. All of this was photographed on Super 8 color movie film and this project will be used for a teaching aid.

Arlene Johnson reports that Spike went to DuPage and bought a skeleton of a Navion . . . no instruments, No No . . . no engine — but it will be an airplane again soon, she says. Jeanne Morse just completed the FAA ground school course at Princeton High School. During the 6 weeks of the course all phases of aeronautics were discussed — even to commercial jet travel. Jean highly recommends this course to all who are able to avail themselves of it when it is in their area.

Congratulations to Norma Newbery who is the new Illinois Flying Farmer Queen.

CHICAGO AREA CHAPTER

Sandy Klock, Reporter

Travels — travels! Dorothy White flew co-pilot from Key West to Dry Tortugas over the Christmas holidays.

Helen Bammesberger and student pilot daughter, Sue, flew down to Mountain Home, Ark. for 6 days, VFR all the way.

Eva White and 49-1/2er Harold flew among the Hawaiian Islands during February.

EAAers Sandy Klock and Madeleine Kimotek flew up to Oshkosh, Wisc. to check out the site of the annual EAA fly-in convention — found Wittman Field (except the runways) blanketed with snow instead of airplanes!

March 11th marked another successful "lunch-in" up to Gen. Mitchell Field, Milwaukee, thanks again to Mary Stroh. 21 Chicago Area gals winged their way North on a Spring-like day and had a great time.

Jeanine Tellekson was another of our gals who attended a Margaret Mead racing clinic, this one in Michigan at the home of Sammy McKay. She says it was a truly wonderful weekend, but the weather was so cold she flew to Miami afterwards to thaw out for a couple of weeks! Meanwhile, Jeanine and Charlene Falkenberg drew No. 8 for the Angel Derby.

Kay Halley and Sherry O'Keefe were present when Gov. Ogilvie proclaimed May



ALL OHIO CHAPTER

Isla Haas, Reporter

We have a few vacations to report this month. Barbara and Bob Baron flew their 210 to the Bahamas.

to be "Aviation Month" in Illinois. Our Illi-Nines Air Derby will be May 19th-21st.

Nita Fineman is happy over passing her Commerical written.

Our new APT members are Diane Zelnick and Julia Konger.

Welcome to new members Cheryl Hook, Fran Dis, and re-instated Lari McCorkle!

Bye to Linda Gosney, who has transferred to Colorado Chapter; and we miss Mary McKillip, who has joined Eastern New England Chapter.

Planning ahead — We'll be hostessing North Central Sectional this fall, and as a teaser, I'll tell you that Sectional Chairman Gail Wenk is calling it "Everything You've Always Wanted to Know About Flying, But Were Afraid to Ask!"

GREATER KANSAS CITY CHAPTER

Lois Willy, Acting Reporter

Our March meeting was held in the home of Ninety-Nine Billie Bordner. We welcome three new members — Kathy O'Connor, Karen Ballowe and Betty Jo Hoff.

Our hats off to Marge Engelmann, Ways and Means Chairman, for all her work in making our chapter's Las Vegas Party a fun-packed evening and with a good profit, too.

Have you ever wondered what it would be like to have an engine (your only engine) quit while over the Missouri Ozarks? Billie Bordner, husband Charles and friends experienced this a few days ago. Fortunately, with cool calm thinking, the problem was discovered and a safe landing was made at the nearest airport.

Rosamond Oliver and Lois Willy each flew a member of the Audubon Society along the Missouri River from Kansas City to St. Joseph, Missouri, and from Kansas City to Lexington, Missouri, in search of the American Bald Eagle. Last year several were seen but this year not one was sighted. Is this another indication of the condition of our environment? Rosamond's flight included picture taking of pollution sources. The other flight introduced general aviation to its passenger who was amazed and thrilled by a single engine aircraft.

Our reporter, Frances Dunfield, is still in Europe.

members away from celebrating reaching 99 members. Anne Black, who is the AE Scholarship Chairman for the North Central Section and also in our Indiana Chapter reported at our last meeting that the Section has submitted 18 applications for the AE Scholarship which came from 9 of the 14 chapters in our Section.

Many members are giving their time and energy to get things in full swing for the planning of the AWTAR fly-by in July in Fort Wayne and also the Indiana F.A.I.R. race which will be September 16, 1972 in Fort Wayne, Ind. This will be at Smith Field, which has less commercial flight traffic than the other airport at Fort Wayne. Anyone wishing to fly Indiana's F.A.I.R. should watch for the announcement of kits soon; we hope they will be available in April.

Margaret Ringenberg received her 25 year pin at our January meeting. Margaret is rated Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, and has over 12,000 hours. She has flown 14 Powder Puff races, and is a former WASP and is now employed as a flight instructor. She is a member of AOPA, NAA, NPA, WASP, PATCO and 99's.

Also Betty Nicolas was awarded her 25 year pin the same meeting. Betty started flying in 1943. She was a WASP until 1944 when they deactivated. In 1947 Betty came to Indianapolis as a secretary and Sky writer for an automobile co. She spent several years as a field representative for the Indiana Aeronautics Commission. Among her other accomplishments, she also served as a co-pilot in a small air lines for a while. Betty is now the manager for the word processing division with College-University Corp.

Sophia Payton was awarded her 25 year pin at our February meeting. Soph is rated Commercial, SELS, Commercial Glider, 1620 plus hours. Sophia has flown 7 Powder Puff races, placing 2nd once. While she lists herself as housewife, she spends much of her time flying local and national air races. She has been winner in several of them. She is a member of AOPA and 99's.

We voted in another new member at our February meeting, Jackie Kerker. We also gave 2 members APT pins. We have tentatively scheduled several airmarkings.

Dorothy Wenz, the Executive Director of Aviation Association of Ind. Inc. was at our last meeting in Indianapolis to tell us something about the organization. They are a fairly new association, about 8 months, and they hope to bring together in the state of Indiana all aviation oriented groups and individuals for the purpose of numbers. Only with a unified voice backed by great numbers will the needs of aviation in Indiana be served. They will have a program to make the general public more aware of the needs of aviation, also they will represent us at the state and federal level. They will have a program of information and aid to communities endeavoring to acquire or improve their aviation facilities. We encourage all Indiana 99's to join in this group of aviation minded people and back them.

According to Anne Black, Airmarking Chairman, we have plans to airmark areas

in the Southern part of our State. There are also plans to do the same at several sites along the Northern Indiana Toll Road. In addition, with the help of our State Aeronautics Commission and Director Esther Berner, also a good 99, we now have access to several 5-gal. cans of surplus yellow paint which we plan to get and store in a non-freezable location.

There is good news to report to friends of Jill McCormick. After major knee surgery last fall she has made excellent progress, and with a one-semester leave of absence in between she is now back on the full-time teaching staff as Assistant Professor in Purdue University's School of Aviation Technology.

At our recent meeting in Indianapolis there was a record attendance of members, guests and 49-1/2ers, to hear first hand information and to tour the Indianapolis Air Traffic Control Center.

IOWA CHAPTER

Marcia Grismore, Reporter

Kirkville, Missouri, was the place of our last meeting with many guests present from that area. As our program Jeanne Bedinger gave a history of the AWTAR — most interesting and timely since we are deep in preparations for the Sioux City fly-by in July.

Our chapter happily welcomes Nita Hoyle, Kirkville, Mo., a former member of the Spokane, Wash., chapter; Janet Puget, Marshalltown, Iowa, a new 99; and Erma Auxter of Kirkville, Mo., a new 66.

Notice: Our Ways and Means Chairman is now Mary Lou Wright, Wevster, Iowa, 52355. Flight bags and 99's postcards are available from her.

Our chapter has started having a monthly news letter written (wonderfully, I might add) by Linda Arnold. It provides all members with the latest information on our activities, new members, meeting notices, etc. And, to help us all get better acquainted with each other, Linda is including a short biography with emphasis on flying activities on one or two members each month. It is a grand idea and I am sure everyone enjoys it.

As I am sure other areas are doing, our state is well into a program of safety meetings and pilot educational clinics. Last week in Des Moines there was terrific attendance — seats for 350 and people standing! Let's all participate in these programs and consiously try to make flying as safe as it should be.

Racers; plan to stop in Sioux City in July!! Good leg prizes are being worked on and a gift for every racer who stops.

MICHIGAN CHAPTER

Gloria Wildbur, Reporter

Spring is getting closer and our membership is increasing. The beautiful warm days bring out the best in a pilot. We are happy to welcome Lois Drum, Jan Tkachick, and Florence Bournazos into the chapter.

The speakers bureau is busy spreading 'the word'. Jacque Debes and Bonnie Krentler spoke to the Michigan OX5 Club at Maule Field in Jackson. They even wrote a new song for the group called — what else — "The OX5 Song".

Kathleen Gerhold spoke at the Owosso

Greater Kansas City Chapter 99s have designed the gummed stamp to help promote interest in the AWTAR as well as women in aviation.

By using these stamps, you too, will be supporting the Powder Puff Derby.

Send \$1.00 for each sheet desired to ALEAH COMBS, 4726 Skyline Drive, Shawnee Mission, Kansas 66205.

Proceeds will go to the AWTAR fund.



INDIANA CHAPTER

Cari Downes, Reporter

We welcomed 4 new members into our chapter for January, which makes us only 3

Zonta Club. She talked about the Amelia Earhart Scholarship and her experience as a co-pilot in the Powder Puff Derby. Suzanne Crook also spoke to a Zonta Club. She spoke to the Highland Park Club about Amelia Earhart and the Commemorative Brunch that is held each year in her memory.

At our February meeting we discussed different money making projects. We would like to do some air marking this summer or, perhaps have an air lift.

Eloise Smith, chairman of the APT program, told us business was slow. Dorothy Nolan is now APT, but there is not a long line behind her. Eloise is hoping nice weather will bring better business.

Kalamazoo will be the sight for the Midwest Aviation Conference. It will be on the campus of Western Michigan University, June 23 and 24. Registration will be starting at 1 o'clock on the 23rd. Guest speaker will be Mr. John Shaffer, Administrator of the Federal Aviation Agency. Also present will be Mr. John Baker, Assistant Administrator of the FAA, and the President of North American Rockwell.

The conference offers a chance to get together with others in aviation and discuss current ideas and issues.

QUAD CITY AREA CHAPTER

Ellen J. Thiel, Reporter

Our gals took to the air for the March meeting at Mommouth, Illinois. Carolyn Pobanz flew Gigi Katz, Jean Mosher and Karen Davidson down. Sharon Ehrich had Mary Ann Eiff, Marilyn Smizer, and Linda Garlock as her passengers. Von Alter flew in, with 49-1/2er, Charlie, in the right seat, and Ellen Thiel flew in, with 49-1/2er, Bob, in the right seat, and Jo Ann Walker and Jeannette Long as passengers. Phyllis and Gene Wolley are in the corporation that took over the running of Monmouth airport, and if Saturday was an example of the type of service they offer, Monmouth is a "must-stop" on my list from now on.

The traveling Normoyses are at it again. This time to Texas for a week. Norma and Roger Smith spent a long weekend in Florida. From Iowa to Florida — 5-1/2 hours — in a Cessna Skyhawk. What a tailwind that was. Ellen Thiel's 49-1/2er, Bob, flew her and Jo Ann Walker to Peoria for an Illi-Nine Air Derby Race Board meeting. Von Alter was flying left seat in a Yankee the other day.

A word of caution. We've had three bad accidents in our area the past month. A Musketeer on its nose beside Davenport's runway 20, a combination of Cross wind and ice. No injuries, but a mighty shaken up pilot. A case of leaving a plane unattended with the engine running, while going back into the hanger. That's a "No-No". This resulted in the plane traveling over a hundred feet, before veering off, and chewing the wing off another plane, which was just being loaded for a two week vacation. Again, no injuries. And a plane crashing during a severe thunderstorm, killing all three occupants aboard. No official report available on cause yet. Remember gals, get APT. Don't become a statistic.

Our Chapter is very interested in helping fly the Drugs for Mercy Mission. Mary Ann

Eiff is writing letters to find out who to contact. She also has a DC-3 lined up to fly all of the paint we need to us from Oklahoma City. Sounds like a busy summer.

WISCONSIN CHAPTER

Toney, Reporter

Hostess Marilyn Donagan provided something new for the March meeting at Morey Airport, Middleton — a flight "rallaye". With poor visibility only four planes participated, but was such fun that another "rallaye" will be flown in April. Quite a number of student and new private pilots were there so we should have some good prospects for 99 memberships.

Although we didn't have too much snow this winter, Marilyn Ritzman was able to do a little flying on skis. We're delighted she has been chosen by the Wisconsin Flying Farmers to become their Queen for 1972-73. She will receive her crown at the June convention at Don Q Inn, Dodgeville. As official hostess of WFF, Marilyn's pretty blue Luscombe will no doubt be seen frequently along the skyways this year.

Ramona Huebner continues to sell aviation to the general public by giving talks on the subject to local groups and clubs.



ARKANSAS CHAPTER

Cary Hunt, Reporter

Members Marge Nielson, Ft. Smith, Ark. and Cary Hunt, Little Rock, attended Margaret Meads' Speed Racing Course in Dallas March 1st and 2nd.

Beverly Harp, Ruth Gray and Cary Hunt flew medical supplies to Redbird, Dallas, Texas on March 14th and were met by Helen Wilke who treated us to lunch.

Our career gals, Kay Newth and Carol Walters enjoy flying to Pine Bluff for breakfast before their work day starts.

Beverly Harp and son made a trip on The Border Star down the Mississippi River to New Orleans for an exciting holiday.

Last minute preparations are under way for Arkansas' 99's participation on Sunday, March 26th, dedication ceremony of the new Adams Field Terminal honoring Congressman Wilbur D. Mills.

CHAPARRAL CHAPTER

Joan Rundel, Reporter

When the Navy's spectacular precision flying Thunderbirds roar their F-4s into our air as featured attraction of the fund raising airshow sponsored by the United Fund Campaign on March 25 at the Las Cruces Municipal Airport, they and all the other "fly-ins" will be sure "this is the place" by the gleaming new white airmarking on runway 8-26. We ran out of time and paint to add the Las to Cruces but feel our valiant efforts to get out early enough to beat the

spring winds and get CRUCES on will be appreciated.

Airmarking chairman Marge Blue presented paint spattered 99s Hank Hallinan, Kay Bond, Connie Rose, Lela Carwardine, Julia Carver, herself and me with airmarking pins. Connie's 49-1/2er, Howard, deserves a big thanks for prevailing upon the El Paso Electric Company to donate the paint.

Connie is busy now organizing and assigning jobs to members and spouses for a fly-in breakfast which the Chaparral gals are having in conjunction with the airshow.

Pauling Hall and Milton made a mercy flight to Tucson in February for the Direct Relief Fund. Hank, too, transported 325 pounds.

A week's trip just for fun was just completed by president Hank Hallinan and her Jim and Kay Bond and Cal to Culiacan, Mazatlan, Puerto Vallarta, and Guadalajara in the Bond's Cherokee Arrow. One of the many highlights was brave Kay's parachute ride, being towed aloft by a speed boat.

COASTAL BEND CHAPTER

Peggy Zapalac, Reporter

The Coastal Bend Chapter held their January meeting at Barth's Restaurant in Kenedy, Texas. We were honored to have Mary Able, Vice Governor of the South Central Section as our guest speaker. Mary discussed "Women, Aviation and How the Two Correspond." Mayor Hensley of Kenedy extended a warm welcome to all and Mr. Reed Kennedy, Director of the Kenedy Chamber of Commerce also welcomed the group and presented each one with a loaf of Mrs. Barth's homemade bread.

We welcome Elizabeth Morris as our newest 99 member. Eliz has just recently received her private licenses. She and 49-1/2er, Charlie manage the Karnes County Airport.

We were also happy to have members from the San Antonio and Houston chapters to meet with us.

The March meeting will be held in Victoria and a Poker Run is scheduled for April beginning in Yoakum.



Preston Parson, Kenedy's Airport Chairman; Jesse Hensley, Mayor of Kenedy; Mary Able, Vice Governor of the South Central Section; Vel Kiker, Chairman of the Coastal Bend Chapter; Elizabeth Morris, Coastal Bend's newest 99.

COLORADO CHAPTER

Mary Rothlauf, Reporter

Some of our members have volunteered to fly for "Partners", a program of guidance and companionship for children who are wards of the State. The program aimed to add new dimensions to the children's limited horizons. Flying in a commercial

plane is out of the reach of them and flying in a private plane is out of this world. The ladies are taking them out of this world. Eulalia Nichols, our vice chairman, has lined up 10 ladies who have volunteered their services.

Ruth Baxter and Barb Griffin, whose only reward for their efforts is helping young flying hopefuls are working like Trojans to make a success of the South Central Sectional NIFA meet. It's hosted this year by the Denver Chapter of Alpha Eta Rho. There will be between 250-300 contestants converging on Denver for the meet at Arapahoe County Airport April 15th. Colorado 99's will have a display and some of us will be helping with the activities.

Thanks to Margaret Dwell and Judy Springman of our very active Aerospace Education and Flying Safety Committees, we've been fortunate to be included in a number of very interesting and informative exercises. On February 27-28 we were invited to attend the Flying Safety Clinic sponsored by the Rocky Mountain Region CAP. Jean Ferrell arranged this for us and six of our members attended clinics on medical aspects of flying and several aspects of VFR flying, such as wake turbulence, accident prevention and automated radar systems for VFR pilots using Stapleton Airport.

Jean Ferrell again was our hostess for a tour of United Air Lines training facility. We were given a very comprehensive tour of the simulator facilities. We also saw the safety training facilities. It isn't till one sees the comprehensive safety and emergency exercises that all airline personnel must master that one realizes just how high on the list is passenger safety and comfort. Thanks to a very knowledgeable hostess and the generous interest of United.

Three Chapters represented here listening with rapt attention to Margaret Mead: Sue Maddox (Golden Triangle), Elinor Johnson (Dallas) and Mary Able (Houston).

Margaret Mead's Racing Seminar held recently in Dallas. 1st Row (left to right): Brenda Strickler, Elinor Johnson, Cary Hunt, Pat Jetton. 2nd Row: Helen Lancaster, Sue Maddox, Mary Able, Dot Warren, Hazel Jones, Sandra Simmons, Margaret Mead, Marguerite Nielson, and Marge Barr.



99er Doris Langher, who is also with the United simulator training program, has recently been appointed to the advisory council of Colorado CAP.

DALLAS CHAPTER

Betty Hundley, Reporter

The FAA Seminar on Vacation Flying was held on March 11 and was co-sponsored by Dallas 99's. Those attending from our chapter were: Bev Taylor, Dorothy Warren, Hazel Corry, Sue Andrews, Sandra Simmons, Marge Barr, and Betty Hundley. Of particular interest was the coverage on mountain flying and island hopping. Helen Wray and Kathy Caston (Shreveport Chapter) and Pat McEwen (Kansas Chapter) spoke on special topics. Roys Jones did the honors on island hopping.

Margaret Mead conducted a Powder Puff Race Clinic here in March. Those benefiting from it were: Dorothy Warren, Sandra Simmons, Elinor Johnson and Marge Barr.

Romona Upfield hosted our March meeting which included Dallas Aero Sorority members and female guests to hear Jean Adams, columnist for The Dallas Morning News, speak on an excellent topic — Women! Refreshments and a short business meeting concluded the evening.

DALLAS REDBIRDS CHAPTER

Lil Tafel, Reporter

Pat Jetton, Hazel Jones and Kathy Long attended the Racing Seminar given by Margaret Mead here in Dallas March 1 and 2.

Helen Wilke flew drugs out to Midland, Texas.

Kathy Long has sold her plane to Heritage Press. Never underestimate the power of advertising.

Helen Wilke and husband Ed spent four glorious days in the Bahamas.

Helen Wilke and Dot Warren (Dallas

Chapter) licked 8,000 labels for a mailing for the recent vacation seminar . . . Results — FULL HOUSE!

Pat Jetton hosted Pat McEwen when she came down to speak to the seminar.

The Redbird Chapter wishes to thank Pat McEwen and Helen Wray (Shreveport) for coming to Dallas to participate in this outstanding seminar. Also a special thanks to Roys Jones for his speech on "Island Hopping".

EL PASO CHAPTER

Deloris Dyvad, Reporter



Frances Collins, Marilyn Crogen, Doris Shren, Mary Frances Seidl and Patsy Schoer.



Morey Olmstead, Virginia Edwards and Marilyn Crogen.



Mary Olmstead and her 49-1/2er Noel flew in their Cessna to Corpus Christi for a Ham Radio convention.

Marilyn Cragin and her 49-1/2er George flew more medical supplies in their Cessna 127.

Louise Cross and her 49-1/2er Ralph flew to Mississippi.

The March meeting was a Fly-in Brunch at Alamogordo, N.M. for the 99's and their husbands. Ramona Duncan — 99 pilot and manager of the Desert Aire Motel restaurant furnished transportation to her motel.

Hester Oakes, with Deloris Dyvad as co-pilot flew her Cessna 175 around the local area to keep current. Later in March Hester with Deloris flew the Chief Park Ranger over the White Sands Monument and area for an aerial observation.

Some more of our members are making their reservations to attend the International Convention in Toronto.

FORT WORTH CHAPTER

Carolyn Merrithew, Reporter

Spring days lure our pilots to the skies this month. Diane Coon got checked out by her husband, Roger, in a Cessna 210, then flew to Norman, Oklahoma, and Lake Murray, Oklahoma the next Sunday. They have just returned from a trip to Florida in this plane. Roger has plans to build a Bede-5 for which he has just placed his order.

Malena Richardson has been getting current.

Barbara McEachern is another who has become APT and has recently checked out in a Piper Arrow and Cessna 182.

We have plans afoot for a Time-Distance Rally in June. Dora Strother is helping to plan this event.

Our major undertaking this month is to sponsor an FAA Safety Seminar for the Fort Worth area.

GOLDEN TRIANGLE CHAPTER

Vivian (Penny) White, Reporter

Our motto is "Come Grow with Us." Prospective members are Terri and Jerri Lindsey from Denton, Denise Martin from Dallas, Marge Bently from Grand Prairie, Marti Dilley from Aubrey and Jo McCarrell.

It was fun being hostess at the General Aviation Meeting at the City Hall in Arlington with guest speakers from FAA Charles Davis and Ham Gowin briefing on how the Regional Airport traffic will affect local area flying, and new pilot requirements. Bob Baughn, director of Arlington reviewed Arlington and Grand Prairie traffic patterns. Our chairman, Brenda Strickler, gave an explanation of the Ninety Nines. It was difficult to get around with a packed house but we met student pilots: Dorothy Moxley, Jo Miller, Jean Lemmon, Mildred Smith and Chris Teeper. Members Sue Maddock, Pat Chester, Helen Lancaster, Roz Kay, Linda Hooker, Ellen VandeVenter, Carol Callan and Penny White served refreshments.

Come fly with us. For the holidays Penny White flew to Orlando, San Juan, P.R. and Washington; Ruby Gersch to Amarillo; Pat Chester to Colorado Springs. Hellen Wells and 49-1/2er flew to Waco with a small TV in the baggage compartment of her Cessna 150, watched Dallas Cowboys-49ers playoff game at Waco airport where a few other

fans were gathered. Sue Maddock and Brenda Strickler flew to Holland on a four day tour of Amsterdam and surrounding area. Benda and Ellen flew to Lake Texoma for lunch while Carol Callan and Linda Hooker checked over Granbury Lake for future flying activities. *Watch out for propellers when deplaning!*

HIGH SKY CHAPTER

Frances Collins Reporter

Our Chapter has been a busy one the past few months. January 30, saw us as sponsors for a safety seminar at Ozonia, with thirty-five in attendance.

Our February meeting was held in San Angelo and were happy to have three visitors. Final plans were made for our first poker run. It will be held April 22, for information contact any member of High Sky. March 14, 15, 16 we sponsored a three night safety seminar conducted by GADO out of Lubbock. It was well attended by pilots from four surrounding towns.

Pat Hoelscher and Frances Collins have been flying medical supplies for DRF, will make their third flight to El Paso this week.

CAP Lt. Frances Collins recently participated in a statewide civil defense practice alert.

HOUSTON CHAPTER

M. E. Oliver, Reporter

Add two notches to our airmarking belt, for Sealy and Bellville, with others in the of-fing. Columbus is next. Not Christopher.

The series of flight safety seminars presented by Houston 99's and FAA-GADO included the one at David Wayne Hooks Memorial Airport near Tomball on March first with over one hundred pilots in attendance, and the next scheduled for April fifteenth at Montgomery County Courthouse in Conroe.

Featured speaker at our March meeting, introduced by Mary Able, was Ken Brumfield, U.S. Treasury, Customs Division. He gave an enlightening program on the current problems of dope-smuggling across the border by aircraft, asking the cooperation of all pilots and airport personnel in reporting suspicious pilots or planes. His figures on the marijuana and heroin traffic were shocking.

Houston has enjoyed visits from several 99's this past month. Marilyn Hibner of Long Island, N.Y., not only visited but participated in airmarking Bellville. And from ski-heaven, Aspen, Colorado, came Betty Pfister.

Three of our local gals, members of Civil Air Patrol, are preparing to participate in the annual Texas Wing Civil Defense/Search and Rescue exercises. Trudy Cooper flies to Tyler with 13th Group HQ officers, while Linda Turk and M. E. Oliver head for Georgetown.

Ninety-Nine News Editor Hazel and spouse Roys Jones hosted Mary Able for lobster dinner after Mary flew Hazel to Shreveport where they joined the Shreveport and Arkansas chapters for lunch and joint meeting.

Flight plans filed and clearances received for newest chapter members Sally Gluckman, Diane Boyd, and Regina VanCleave.

Next issue we'll report on a tour of Ellington AFB, spot-landing contest com-

bined with APT checkrides, and joining Austin and Coastal Bend 99's airmarking Columbus, Texas.

P.S. — Nearly Forgot — Last month your reporter taught a two-day "capsule" course in Meteorology, emphasis on aviation weather, to the 8th grade Earth Science classes at Willis Jr. High. If you've never taught 8th graders, it's rewarding. Try it! You'll like it!

KANSAS CHAPTER

Edna Paulson, Reporter

The Kansas Chapter had the rare privilege of being asked to tour the Missile Bases in and around Wichita, Kansas. This was a very informative tour, and enjoyed by 35 99's and their 49-1/2ers.

Our lovely Governor Marilyn Copeland and her husband John have been in Chicago. Marilyn has been very busy with 99 News — keeping everyone informed on things happening now and in the future.

Our chairman Charlotte Parker has been helping to fly the Derby. Kansas High School's aerospace class. There are 17 members in this class — Charlotte has done this both 1st and 2nd semesters.

Several of our gals have been working on new ratings. Beverly Peters has passed her Commercial written and Jackie Luke has passed her Instrument written.

Mary DePew and Jean Woodard have been very active with the Wing Scouts, they have assumed this leadership and are doing a fine job.

Eleanor and Merle Knott are on a flying trip to Mexico and California.

We have sent out invitations to 11 prospective members. The Wichita Historical Society has asked the 99's to put on a fashion show for them. It will be with old aviation attire.

The Kansas Chapter will celebrate their "21st" birthday on the 11th of March, we are expecting a big crowd to participate — more about this at next writing.

Pat and Owen McEwen are back from their trip with the Flying Farmers, to Central America. Owen had to leave Pat in Costa Rica to attend a meeting in Phoenix, Arizona. Pat then flew up the coast of Mexico solo and over to Phoenix to meet Owen — sounds like a great trip. Pat also flew to Dallas to speak at the "Vacation Safety Seminar" held March 11th. She spoke on Flying to Mexico.

NEBRASKA CHAPTER

Mary Conley, Reporter

Our chapter is going to be very busy in the months to come. A Fly-in Poker Party is scheduled for April 22 with the rain date being April 23. The airports involved will be Millard, Columbus, Lincoln, Crete and Beatrice. It will begin at 9:00 a.m. and end at 4:00 p.m. There will be lots of prizes and the lucky one who gets first prize will receive \$50.00 and second prize will be \$25.00. The winners will be notified by mail.

We are also working on the Nebraska Air Race which will be held August 25, 26 and 27. This year it will be a proficiency race which will be a secret route (until the day of the race). Lots of prize money is in store and for the lucky first place winner there will be a four-day skiing vacation as well.

The girls at Scottsbluff are doing a fantastic job in getting ready for the Powder

Puff Derby stop in July. You will be able to spot the TAR officials by the bright red bandanas they will be wearing.

Jan Heins has been appointed chairman of the International Health Activities Committee of the Nebraska State Medical Auxiliary. Jan flew the first 300 pounds of supplies for "Wings for DRF" a couple of weeks ago from Lincoln to Denver.

The Ninety-Nine Achievement Award, formerly Pilot of the Year Award, is well organized by Diane Bartels. Every month there are bonus points given in our Chatter Frequency. The month of April bonus was a completed APT form.

At our March meeting in Grand Island we welcomed a new member, Pat Nelson.

Congratulations are to be given to two of our members. Vera Bartunek and Evelun Sedivy received their instructors ratings.

At the Sectional meeting, which will be held in Omaha May 5, 6 and 7, the Nebraska chapter will be selling chances on a beautiful Ninety-Nine blue poncho. Each chance will cost a dollar.

For treasure boosting a steak fry is being planned for the third weekend in May. It will be held at the Air National Guard in Lincoln.

Keep your eyes posted on the calendar of events for our Nebraska Air Race entry kits address. Also, come fly with us in the Poker Party. Write Mimi Haworth for any details. Happy Flying!

OMAHA AREA CHAPTER

Georgiann Rynearson, Reporter

Many thanks to Al Milana, Safety Director in the Nebraska Aeronautics Department for arranging such an interesting aviation education clinic in Omaha in February. Over 400 people attended the two-evening sessions. Those of our chapter who registered everyone and served refreshments during the break were Betty Jarvis, Rosemary Block, Lucille Uleman, Verdayne Menze, Inez Socker, Lavonne Tripp, Shirley Risk, Barbara Krejci and Georgiann Rynearson.

We welcome two new members to our chapter, Cheri Smetana, who recently received her private pilot license, and Jan Munkres of Weeping Water, who transferred from the Nebraska Chapter.

Barbara Krejci arranged with North Central Airlines to charter a DC-9 for a flying cocktail party. Tickets were sold to 100 people, a full load, for a 50 minute flight over Omaha while the party was in progress. Burtis and Dell Aufenkamp, Claudine and Ed Kean, Betty and Bob Jarvis, Lucille Uleman, Rosemary and Max Block, Verdayne and Dick Menze, Barbara Krejci, Shirley and Curt Risk and Lavonne and Bill Trip from our chapter attended this happy hour in the sky.

Helen and John Ehrlich, Rosemary and Max Block and Jan and Neal Munkres participated in the CAP Search in the Columbus area for a downed plane.

Claudine and Ed Kean and Burtis and Del Aufenkamp added a few more hours to their log books by flying both the Nebraska and Oklahoma Flying Farmers' conventions.

Our March meeting was at Lucille Uleman's home with Betty and Connie Jarvis assisting her. The highlight of the

evening was a letter from Frank Kingston Smith reaffirming his plans to be the speaker at our convention banquet. Besides the hostesses, members present were Inez Socker, Verdayne Menze, Helen Ehrlich, Lavonne Tripp, Georgiann Rynearson, Shirley Risk and Barbara Krejci. We were happy to have five Sixty-Sixes come, too.

The Iowa chapter of Ninety-Nines invited the Nebraska and Omaha Area Chapter members and their husbands to partake of a delicious steak dinner with them and their 49-1/2ers at the Oak Hills Country Club near the Millard Airport. We always enjoy visiting with members of other chapters and exchanging ideas. Omaha Area members attending were Lucille Uleman, Betty and Bob Jarvis, Helen and John Ehrlich, Verdayne Menze, Jan and Neal Munkres and Georgiann and Bill Rynearson.

PIKES PEAK CHAPTER

Marion Hein, Reporter

Our March meeting held at the home of Hannah Duncan was well attended, with many plans in the making for spring flying activities. We were delighted that Ruth Chapman and prospective member Joey Mehos flew their Cessna 180 from Salida, Colorado, to be present. The Salida air port is at an altitude of 7,487 ft. located in a high valley, surrounded by mountains ranging over 14,000 ft. Ruth and Joey anticipate entering the 1972 Powder Puff Derby. They volunteered to pickup some medical supplies at Santa Fe, New Mexico, for relay to Phoenix, Arizona, in connection with the Direct Relief Foundation "drug run" program.

We want to congratulate Hannah Duncan for receiving the FAI Soaring Badge for the altitude leg of the gold badge for a 13,000 ft. gain to 28,600 ft. MSL in Pikes Peak Wave, in a Schweizer 126D from the Black Forest Glideport, Colorado Springs.

We are happy to welcome new member Marggy Keith to our chapter and hope she and Arlene Feldman are successful in securing a sponsor so they can fly in the 1972 Angel Derby.

We missed Lucy Shattuck at the meeting and hope she will be fully recovered from surgery and able to join us at our April meeting at the home of Arlene Feldman.

Marge Potanko announced that the Pikes Peak Chapter of Ninety-Nines has been invited to participate in the AOPA Seminar for Mountain Flying to be held at the Holiday Inn, Colorado Springs, May 4th through 7th.

Shirley Marshall and Janie Oesch have been busy purchasing supplies for the Aero Space kits being used in the District 20 School. By fall this program should be fully activated with many other school districts accepting the program. We are planning another pennies-a-pound day to provide necessary funds for this important program.

Happy flying!

SAN ANTONIO CHAPTER

Marian Burke, Reporter

The San Antonio Chapter is anxious to do their first "Airmarking Job". Good weather has been ordered for Saturday March 18 and everyone plans to meet at

Llano at 9 a.m. with brushes, box lunches and paint. Any experienced "99 Airmarkers" flying through ... Stop by ... we may need your help ... or at least your advise!

What are we doing besides "Airmarking plans" ...? Everyone is looking at Air Race rules! Air Racin' time is almost here! ... we hope some of our chapter members can fly in a portion of some of the 99 races!

Till next time ... STAY APT!

SHREVEPORT CHAPTER

Evelyn Snow, Reporter

Our February meeting was held at the Downtown Airport Restaurant and enlivened by the presence of Mary Able, Vice Governor of the South Central Section; Hazel Jones, Ninety Nine News Editor; and four members of the Arkansas Chapter. Chairman Beverly Harp, Cary Hunt, Kay Newth and Carolyn Pugh. Safety was the major topic of the day.

Helen Hewitt, our APT Chairman, took time out from instructing and getting our members APT, to pass the Airline Transport Pilot Written Exam with flying colors. Helen and 49-1/2er, Whitey, flew to New Orleans to celebrate.

Our Chairman, Helen Wray, was invited to speak on Density Altitude at the March 11th Safety Seminar in Dallas. She and 49-1/2er, Charley, flew to Dallas for the Seminar, then on to Austin and back to Shreveport.

Our new "Lending Library" with Martha Christy in charge, is giving members an opportunity to read both educational and enjoyable aviation-oriented materials.

Ann King, Airmarking Chairman, reports the Hart Airport in Many, La. is our next target.



Saying good-bye to our Vice Governor and Ninety Nine News Editor. From left to right — Mary Wheelock, Vice Governor Mary Able, News Editor Hazel Jones, Chairman Helen Wray.

TRI-STATE CHAPTER

Nancy Teel, Reporter

Our February meeting was a trip to the Miami, Oklahoma airport to attend a safety seminar held by TUL GADO, with the able help of our APT Chairman Ann Perry. Is this really the only way to get her to a meeting?

Tri-State Chapter's seminar, complete with Barany chair, was held in JLN on 2 March, with almost 100 attending. Door

prize of a 1972 Sky Prints Atlas donated by Larry Burian of that company pleased a local flying physician.

Another FAA seminar scheduled for 24 May has been shot down due FAA's belt tightening. I don't object to governmental economy, except when it affects a pet project of mine like aviation safety. Then I wonder if there aren't other places less vital that Uncle Sam could scrimp.

This reporter would like to see the gear retracted on the RG Cardinal featured on the Jan-Feb 99 News.* How about that?

March meeting is a fly-in to Iola, Ks. More next month.

* 1. Remove necessary bolts. 2. Open trap door. 3. Lift gear into cockpit. 4. Reserve for next section where they can be presented to the editor. —Ed.



ALASKA CHAPTER

Dorothy Q. McCulloch, Reporter

The March meeting was held at the McCulloch home with eleven members and two guests. Mary Anna Foster formerly of Kenai and Laverne Storms. Ruth O'Buck FAA Inspector entertained by showing an FAA film "Weather to Fly" plus two short educational films, "Charlie" and an actual Hand Propping accident. Much interest was shown in the Organizing for 1973 Sectional Committee.

The Pinch Hitter Course will be held March 24th and 25th at Anchorage Community College. Chairmen of Committees are Blanche Krager — College arrangements, teaching, lunch and speakers. Nita Wood — Materials, Kathy Stadem — Publicity, Ann Wilbur — Posters, and Dorothy McCulloch — Registration.

With the days getting longer more gals are flying out into the wilderness taking their skis to ski cross country and ice fishing is very good at this time.

COLUMBIA CASCADE CHAPTER

Dorothy Mercer, Reporter

For our February 12 meeting we visited Mount Hood Community College in Gresham, Oregon. Mr. Milt Ogden, professor of their Aviation and Air Traffic Control department, detailed for us the many excellent courses offered in flying and related business subjects, as well as ATC training, and our seven gals each made a "flight" in the Link trainer. There was no report of any crashes!

In May we hope to have a good group to fly to Spokane for a visit to the high-altitude chamber at Fairchild Air Force Base.

Betty and Gordon Prakken are now hangared in their new home on Dietz Airport at Canby, Oregon. Barbara and Fred Daufel live on the same strip, and Jo-Neal

and Homer Harris have plans for a home there. Makes for a good meeting site!

Our chapter helped on plans for the Jerry Wildman Birthday Banquet, held in Portland February 26, hosted and attended by several hundred pilots of this area, and presided at the reservation table. We were delighted to visit again with Max Conrad who was our honor guest at Northwest Section Convention last September.

Betty Prakken, Jo-Neal Harris and Dorothy Mercer ed eristration at the jfaak flight instructors' refresher clinic in Portland February 23.



Checking out in the Link Trainer at Mt. Hood Community College is Lee Wrenn at the controls, with Jo-Neal Harris, Lillian Lewis, Vera Arnold and Mary Calvert, all trying to co-pilot.

EASTERN IDAHO CHAPTER

Elaine Partridge, Reporter

Good flying weather has finally reached Idaho and most Eastern Idaho Ninety-Nines have taken the opportunity to brush up their flying techniques.

Isaac and Ann McDougall have gotten tired of choosing between taking their children or luggage with them on trips and have traded their Commanche for a Cherokee six.

The Eastern Idaho March meeting is planned for the 18th at the home of Glen and Diane Jex in Blackfoot, Idaho.

EASTERN WASHINGTON CHAPTER

Helen Shanewise, Reporter

Felts Field Cafe was again the scene of action for thirteen 99's this past month. Millie Shinn, Leona Heberling, Lygie Hagan, Fern Lake, Ora Rae Merk, Katie Bannister, Carol Jorstad, Gayle Heaton, Kay Peterson, Rowene Easter, Ginny Harper, Alberta Anderson and Helen Shanewise spent many hours stuffing and addressing envelopes containing information on the Safety Seminar to be held in Spokane in April. This three day symposium will include a pinch-hitter course, instrument refresher course, survival school course, VFR and IFR proficiency rides, a chance to go through the Physiological Training and Altitude Chamber at Fairchild Air Force Base, plus many excellent speakers, one of whom will be our own 99's editor, Hazel McKendrick Jones.

Irene Anrode, Helen Shanewise, Millie Shinn, Katie Bannister, Audry Immler and Maxine Lang are the most recent graduates of the Fairchild Survival School.

Millie and Shirl Shinn have just returned from a ski vacation in Banff, Canada. Lygie and Cornie Hagan are now in Colorado at-

tending a medical meeting and enjoying some skiing in their free time. Helen and Bob Shanewise are taking off for San Francisco and Stanford University to visit their son and then on to Seattle to visit their daughter and her husband.

GREATER SEATTLE CHAPTER

Thora-Dee Morgan, Reporter

Clear and sunny skies brought out 7 planes with 15 gals to Bellingham for the 99 March meeting.

We are busy getting geared up for a trip to the Nut Tree on May 19, 20 and 21 for another "sun break". The whole Northwest Section is invited. Please contact Fran Bryant, 29508 179th Pl., SE., Kent, Wash. 98031 for reservations as they must be made 2 weeks in advance.

Marlyn Hughes, former Eastern Washington Chapter has moved to Lake Stevens and is transferring to our Chapter. This reporter is moving to Kona, Hawaii, is looking forward to meeting the 99s in the Aloha Chapter.

Our best wishes to Carmen Hogan, now Mrs. Cecil Bledsoe, but are sorry for their leaving, they expect to be living in Southern Idaho in a couple of months.

Ilovene Potter is now selling for Piper at Sattle Flight Service, Inc. on Boeing Field.

Fran Bryant and 49-1/2er Ken flew their Bonanza South spending a night at Lake Tahoe, then on to Las Vegas for fuel before flying the rim of the Grand Canyon.

I am APT for '72. How about you?



Checking controls on her plane is Vice-Chairman Betty Denny (left) with Vice-Chairman Van Adderson (right) before leaving for the 99 meeting in Bellingham.

IDAHO CHAPTER

Helen Higby, Reporter

Since this reporter has been out-of-state touring most of this winter, our report goes back to our November 6 meeting which was held in Jerome, Idaho. It was a huge success with Jack Van De Riet, Accident Prevention Specialist for GADO presenting two films, one of them being "Weather to Fly", and demonstrating the Vertigo Chair (his "Spacial Spinner").

The Idaho 99's sponsored a Pilot Seminar on January 21, 1972 on the Medical Factors of Flight. This program was given by a team from the Civil Aero Medical Institute (CAMI) of the FAA Academy of Oklahoma City.

Plans for a gigantic statewide Idaho Air Fair are now underway. The Idaho 99's are

going to sponsor a dance on May 20 in conjunction with the fair. The Air Fair is being held at Boise Municipal Airport and the Idaho Pilots Association in coordinating the affair in conjunction with the International 99's, CAP, EAA, AAA, International Flying Farmers, Air National Guard, Army National Guard and the Alpha Eta Rho Collegiate Flying Fraternity. The event is scheduled May 20-21.

Joy Waite toured Wright Patterson Museum at Dayton, Ohio. She flew on a Military aircraft from Mountain Home Air Force Base. Joy has also been flying on some Search and Rescue missions.

While in New Jersey and Pennsylvania, I visited with the Central Pennsylvania Chapter Chairman, Ruth "Ronnie" Johnson of Mill Hall and Lockhaven, Pa. The trip included a tour of Piper Aircraft Factory and a grand tour of the whole area around. 49-1/2er Glenn and I returned from Pennsylvania in a new Navaho that he will fly for Idaho Power Company.

PUGET SOUND CHAPTER

Betty Curran, Reporter

Our March meeting was held at the Arlington Airport. Marchine Dexter rounded up Dan Marshall who gave a very informative talk on survival procedures. Dan is with the Explorer Search and Rescue Unit — Bothell Area. He brought examples of materials and gave methods of their use including demonstrations. Lorna Kringle is visiting her husband in Japan for his R & R from Vietnam. Their three boys were taken out of school for the trip and the education it will give them. Mildred Pearson is traveling through Israel, Egypt and the Middle East. Margaret Pearson is looking great, lost a few pounds and can now carry more useful load in her airplane. Margaret is looking for the right moment to take off for somewhere exciting. Dicey Miller is back in the flying business again and she seems quite excited about her new job. Our April meeting will be a joint meeting with the Seattle Chapter.

WILLAMETTE VALLEY CHAPTER

Jan Amundson, Reporter

We were delighted to have a special guest at our February meeting in Albany. Max Conrad was again able to attend our meeting and since he has fulfilled all of our local requirements for membership, we elected him to an honorary membership in our chapter. During our meeting we viewed the movie "To Save A Life" and then drew out some real life experiences from our guest, in answer to our many questions.

Betty Starker was not at our meeting as she and Bruce are scuba diving in New Zealand, and Bonnie and Brad Bradford are sunning in Mexico for a month. Lou and Moel Wicks have recently returned from a business trip to Honduras and Dori and Bill Lohr have again completed a medical visit to the Indians of Mid-Mexico. That sounds like food for several meetings in the next months. Sally Haevernick says they are planning a return trip to Africa this Spring to round out the travels of the Willamette Valley 99's. Mercedes Altizer stayed in the country but brought home a prize. She went to Texas to pick up a Mooney and instructor Evelyn Rackleff went with her to help get it home and to share in the Texas

Hospitality. The rest of us are skiing, flying when possible and waiting for Spring. We are happy to report a new member, Verda Giustina of Eugene.



ALAMEDA COUNTY CHAPTER

Petrine Lockhart, Reporter

Juanda Bigelow has passed the written for her commercial rating and is hard at work learning to execute the maneuvers necessary to pass the flight test.

Beverly Davis and 49-1/2er Don are enjoying their folding bicycles. The bicycles weigh thirty-four pounds each and easily fit into their Cessna 170. Last week they flew to Healdsburg airport and rode the five miles into town and back for lunch. They plan to take their bicycles on a flying trip to Alaska in June and are trying to get in shape.

Ruth Magill is getting around pretty well after foot surgery. She has invited the chapter to fly to Columbia on a Saturday morning, and those who can stay will be treated to an overnight stay at her cabin and a visit to Calaveras Big Trees. Sounds like fun. We're looking forward to it.

Jane Jennings is hard at work on the Hayward-Las Vegas Air Race to be held the first of June. Our Chapter always helps with registration, ground transportation, etc. as well as usually having a couple entrants in the race.

Our girls are going intellectual on us! We have attendance problems at our meetings due to the classes these gals are taking. Aside from the flying variety classes, we have girls taking philosophy, chemistry, and Spanish! I guess 99s are never satisfied to just sit without trying to broaden their horizons.

ALOHA CHAPTER

Dot Read, Reporter

Aloha. Aloha Chapter's Dee Keaveny (Ruby to many of you) is just back from a month's stay in Tonga and it sounds like she loves Tonga almost as much as Hawaii. Dee stayed with a Tongan family, rather than in a hotel, and really got to know the people. She had a lengthy afternoon with the Queen, and went to the palace for New Year's Eve, where she met the King and Prime Minister. The Queen has invited her back in November for a big party to celebrate the Princess' 21st birthday. Sounds like a fairy tale, doesn't it? Dee's many new Tongan friends loaded her up with tapa, lauhala, and beautiful sea shells. She is back here now, but she is already looking forward to a return trip to Tonga.

Beth Oliver has abandoned the Minneapolis weather to return to Honolulu.

Nancy Buckelew, who has moved to San Rafael so that Al can go to law school,

writes that someone drove a car into their house.

Lorette Tirker, in New Mexico for Jack's Sabbatical, has sold an article to Flying magazine.

Lots of ratings coming up; seems Instrument is the big one right now. RoseMarie Burket and Dorothy Kelsey are working on that one.

That is the news from Hawaii. Drop over and fly with us sometime.

BAY CITIES CHAPTER

Kathy Marquardt, Reporter

Our March Meeting was our 40th Anniversary Banquet held in Palo Alto. We were fortunate to have Captain Elgen Long as our Guest speaker. He told us about his Crossroads Flight which took him solo around the world via both poles and the equator. Seventy chapter members and friends were on hand for the momentous occasion. Unfortunately none of our four active charter members were able to attend.

As we are proud of our accomplishments over the past 40 years I would like to direct this news report to tell you about them.

Between the founding of the Parent organization of the Ninety-Nines in 1929 and 1932 women pilots in the states of California, Nevada, Utah, and Arizona, were listed as members of the Southwestern Section. As it was hard to get together with ease it was decided to form chapters within the section. Bay Cities Chapter was Chartered on March 2, 1932. (Los Angeles Chapter also about that time.) There were nine Charter members, four of whom are still listed in the roster. Lillian Anderson, of Minn.; Rita Hart, of San Rafael; Phyllis Penfield (National Charter Member) of Santa Maria; and Ruth Rueckert, of San Francisco. Others were: Dr. Janet Briggs, Afton Lewis Giacomini, Marian Trace Johnson, Thyra Merrill McLean who are no longer 99's. Lucy Brown, killed in June 1932, was the other charter member.

Ruth Rueckert was the first Chairman, with Afton Lewis Giacomini as Secretary-Treasurer. Our "territory" was No. California, Northern Nevada, and Utah. If a woman pilot lived in our territory our Chapter would have a "winging party" to her town or city, meet with her and interest her in joining 99's.

During the time of World War II, when flying was forbidden on the coast, many of our members were WASP's. The two section chapters were dormant. Helen Klton, of Bay Cities, was Governor from September 1942-August 1945. Ruth Wakeman and Marjorie Fauth held our Chapter together as officers during the same period. These are the only women to held their offices three consecutive years.

Over the years our rosters have shown over 200 women pilots having been members. We have had two former members as International President, four have been Section Governors, Marj Fauth was International Treasurer and a trustee of the AE Scholarship Trust Fund. Fourteen Chapters have been chartered and drawn members from our original Bay Cities Chapter.

Among our current members is Ruth Rueckert, still working hard for 99's. She has been Past Governor of the Section and

International Historian. Twenty-five of the history books she has made up have been put into the Smithsonian. Many of our members have held Section offices. We have currently among our members a helicopter rating, ATR, multi-engines, Instructors, Instruments, Commercials and Privates.

In 1956 and again in 1957 the chapter hosted the take-off of the Powder Puff Derby from San Carlos Airport and in 1962 from Oakland Airport. Many of our members have flown the AWTAR, and other races. Among our other activities over the years are: air-marking; Penny-a-pound airlifts; hostesses for aircraft showings, and airport dedications; sponsored Wing Scout Groups; have had speakers on radio, and television, and before service clubs. We have hosted the Southwest Section meetings four times and have always had a delegate at each meeting. We have seldom failed to have a delegate at International Conventions.

As we begin our second forty years we hope to continue the fine record of our past and present members and further women in aviation. Happy flying to all of you from all of us in Bay Cities Chapter.



Kathy Marquardt, (Chairman) Marie Long, Capt. Elgen Long, Jean Tinsley at 40th Anniversary Dinner for Bay Cities Chapter.



Capt. Elgen Long and the Piper Navajo in which he made his cross roads flight. During part of the flight he tried to retrace

COACHELLA VALLEY CHAPTER

Jean Patane, Reporter

Have been pretty adept at holding up the rear so will make an attempt to catch up on our activities.

February was a fun meeting at Three Corners (Cal-Nev-Ari) Airport. Warming up activities included games of skill (one arm bandits). Almost had 100 per cent attendance. Pat Polen received her Instrument Rating, and is only nineteen years old. Pat and her sister Rita who is twenty-one also have multi-engine and instructor ratings. We are mighty proud of our "kids." They are instructing at Twenty-Nine Palms Airport.

Our March Meeting was also a Fly-In to Giant Rock, another interesting place. Giant Rock is where they hold Flying Saucer conventions or meetings etc. And during World War II, the story goes, a German spy lived under this huge rock and when he thought he was going to be captured he blew up his domicile. Didn't move the rock but you can still see black smears on the bottom of the rock, which is the ceiling of the dug-out. Discussed plans for another Poker Run Fly-In to Bermuda Dunes for October. Chairman Rosella Kibbee conducted the meeting and in attendance were: Rita and Pat Polen and one of their students Florence Lindley and guest Sue Woods; Jeanne Scott and guests LaNeah Martin and Jean Lund of the Phoenix Chapter who were in the desert for the weekend; Bettye and George Manley, Garnett and Lou Stockton, Lorraine Jacob and son Jeff who flew over from Yuma, Clara and Leonard Combs, Jean Patane, Roy Kibbee, Belden Christ, Ted Parks and Barbara and Bill Murray of Kernville who spend their weekends at their place in Yucca Valley. Barbara is one of our new members and just added a CFI to her

collection of ratings. Our other new member is Sheela Ratan who is a brand new pilot.

A few weeks back I joined Rosella Kibbee, at their home off the Runway at Bermuda Dunes, to welcome members of the Phoenix Chapter flying in medical supplies for Direct Relief Foundation. The two planes brought 800 pounds destined for Santa Barbara. Millie Dawe in her Cessna 182 with Millie Miller and 49-1/2er Bill Blatt in his Cessna 320. The sixteen cartons were stored in the Kibbee living room until the Sunday the 99's from Santa Barbara flew down to pick them up. In the meantime 49-1/2er Victor Vander Linden flew over from Fallbrook with another 100 pounds. Flying down from Santa Barbara in six planes were: Pat Rowe, Virginia Moser, Mary Lewis and daughter Nina, Erma and John Christian, Diane Dee, Rachael Cowin, Mary Pickett, Janet Shelby, Joan Steinberg, Della Abernathy, and Shirley and John Sendrak. More boxes of medical supplies are at the Kibbee's waiting to be airlifted to Santa Barbara and the headquarters of Direct Relief Foundation.

Betty and Bill Keuchle arrived in their Bonanza for a three week visit. They arrived too late for Betty to attend our February meeting and had to leave for the return flight to Milwaukee the day before our March meeting.



(Left to Right) Della Abernathy, Janet Shelby, Jean Patane, Erma Christian and kneeling Virginia Moser, at Bermuda Dunes preparing to load the planes for the last leg of the airlift to the Santa Barbara headquarters of Direct Relief Foundation for processing.

GOLDEN WEST CHAPTER

Wilma Bennett, Reporter

Sorry we've missed so many newsletters. We are working on the Powder Puff Start. Our ballgame with the SF Giants got rained out. Life has been rather hectic. We did get to appear in a pre-game on Channel 3 Sacramento in our uniforms for a practice session. An autograph party with the SF Giants kept us from losing money.

All committees are busy on PPD as follows:

Start Chairman.....	Toni Kuns
Co-Chairman	Pat Appel
Operations.....	Wilma Bennett
Impound.....	Fran Grant

some of the path of Amelia Earhart's last flight. He told of flight at Bay Cities Chapter 40th Anniversary Banquet.

Inspections.....Barbara LaPoint
Hotel Accommodations.....Joan Hansen
Hospitality.....Jane Baker
Publicity.....Jeanne Abramson
Reception.....Honey Cowan
Banquet & Take-Off

Breakfast.....Vivian Harshbarger

A tentative schedule of events include In-pound Open 0900, 6-30-72; Impound Deadline 1700, 7-3-72; Reception 1930, 7-3-72; Bay Cruise 1900, 7-4-72; Pilot Briefing 0900 Wednesday and Thursday; Banquet Wednesday evening; Take-Off Friday, July 7, 1972.

Vivian Harshbarger flew with Rose Sharp, Bay Cities in a 172 to Castle Air Force Base with other 99's from Sacto and Fresno. They landed at Merced and watched a B52 simulator and actual refuel.

LAS VEGAS VALLEY CHAPTER

Marie McMillan, Reporter

January, February and March are wonderful months for flying in the Desert Area! CAVU almost every day. We just don't have enough hours in the day to take care of business and get in all the flying we desire. I couldn't resist the urge — took time out and flew over to Death Valley to visit Furnace Creek Ranch and Stovepipe Wells. Warm, sunny and beautiful, so the next day, I flew my little bird to Overton and Echo Bay (on Lake Mead) to search for a nice close strip for a fly-in. We 99 gals in Las Vegas welcome visits from our Sister 99er's. Give us a call when you arrive!

Welcome to our new members, Carole Vilardo and Betty Slater. Betty Slater is a transfer from Phoenix Chapter. Carole Vilardo is from New York and has opened a marvelous little shop "The Fashion Gallery". She is also a member of the Civil Air Patrol.

Our ex-chairman, Norma Gunderson, and her 49-1/2er, Ed, are leisurely shopping for a new airplane, so they can be on the wing again.

Treasurer, Liz Heller, is traveling every week. Reported a great trip to San Simeon and Hearst's Castle in California. She has been piloting for KORK Sky Watch again.

Honey Pyes, our Happy-go-lucky gal, is flying through the air. We're trying to convince her that she needs a plane.

University student, Flo Mendenhall, is presently conducting her first Ground School class at our new Airport in Las Vegas, Sky Harbor. She has 18 students. She is helping Prof. Rodney Griffin of the University of Nevada to prepare weather maps for KORK-TV Channel 3. She also reports some glider time about which she is very enthusiastic.

Chairman, Marilyn Andrews, has made arrangements with the AOPA for Las Vegas 99's to Co-sponsor AOPA clinics here.

Ruth Hillman and her 49-1/2er, Ben (my expert 210 instructor), are managing Sky Rider's Inn and Motel at Hughes North Las Vegas Executive Air Terminal. They will certainly welcome visiting 99's. Nice pool on the airport grounds for a cool swim when you fly-in during the summer. Ruth reports visiting 99's from the Northwest Area, Spokane, Portland and also Canada.

Several members are planning to attend the Southwest Section's Semi-annual Convention "Southland Safari" in Orange

County in April. We'll be there with bells on. See you at the Newporter Inn!

LONG BEACH CHAPTER

Dorothy Waltz, Reporter

We have three new 99's. Just having received their private pilots rating are: Mary Jean Pyatt, Marilyn Twitchell and Angela Masson. Welcome!

Georgia Lambert and Emma McGuire are busy getting ready their Cessna 182 for the Angel Derby. Have fun!

Wally Funk who jumped out of an airplane and into a hospital bed making her second parachute jump has been keeping herself busy in the hospital making model airplanes. Glad to report that after a month in the hospital she is out and back to work at least part time.

For race kits for the Palms to Pines Air Race August 11-12, send \$1.50 to Claire Walters, 3200 Airport Ave., Suite 16, Santa Monica, California 90405.

Karen Sherman and Jean Schiffmann put their minds together to run Chuck Smith's grand opening of Southwest Skyways Cessna Pilot Center. Jean, who will be getting her instructors rating will teach an exciting new integrated Flight Training System, spent the weekend giving demonstration rides. HILE Karen tried to keep the office in sane order. Seems Bill Juerth was in his "Dirty Old May" costume and playing particular attention to the Cessna Representative who is the "Women's Aerobatic Competitor", Joyce Case, a 99 from the Wichita Chapter.

Margaret Mead is continuing to fly all over the country giving her race clinics. She is also preparing to fly the Angel Derby.

Susan Greenwald got her Instrument rating. We are glad to hear she is now working on her Commercial.

Our new APT members are Margaret Gibson, Jean Schiffmann, and Jane Vaughn. Come on girls, let's all get APT.

LOS ANGELES CHAPTER

Jo Ann Steiert, Reporter

Hey, we're really sorry to lose our Flying Activities committeewoman, George (Diane) Sloane. However there are mixed feelings about it, because their move was occasioned by Dan's getting a job with Swift Airlines, and we can only be happy for him.

Anna Baca is taking over as Flying activities from Diane, and from her first trip after assuming office, she has a fair idea of what to expect. When the weather goes bad at Santa Monica, it's generally below IFR minimums.

The activity in question, in this case was a tour of the aircraft carrier, Ticonderoga, in San Diego harbor. Your reporter, and our 99 scholarship student, Holly Baird, made it to Montgomery Ct. in San Diego, but a quick consultation with the weatherman decided in favor of a quick return trip, and by-passing the Ticonderoga. The twelve others that did make the Ticonderoga reported a very interesting tour. Also praise for the Coronado Hotel.

Connie Lehman called to report she and her husband, Arno, had just returned from a two week vacation in Mexico. Their flying was done by private plane, but in this case, no less than a Dehavilland Jet 125. Connie

was still there in spirit, at least, as she kept saying "Si!" to every question.

Dorothy Pepin, Doris Robertson, Rachel Bonzon and Sally LaForge flew to Mulege, Baja California for Washington's Birthday weekend.

That stunned look on Virginia Showers face is the result of three days of ground school followed by two days of tests, instrument and commercial writtens. She reminded me that I hadn't taken my commercial test. Which I did one foggy afternoon. So now we are both down to the flight work.

Our forty-year mark is being observed with a chapter birthday party at the Fox and Hounds Restaurant in Santa Monica on March 25th. We welcome other 99's.

PALOMAR CHAPTER

Wanda Miller, Reporter

Members and guests met for our March meeting in Sunny Palm Springs. This time of year is great flying weather in our lovely desert area.

Esther Whitt kept us all on the edge of our seats as she related she and Lou's (49-1/2er) forced landing near Borrego after losing a valve in their TriPacer.

We are so proud of our own Mary Pearsons' acceptance to run for Treasurer for the Southwest Section. Mary was our first Chairman and has held Committee Chairmanships for Aero-Space Education, Nominating and Membership.

Our annual Pilot's Poker Party will be held May 21st with Esther Whitt and Betty Kitchen as co-chairmen.

Some of our members are part-owners in a condominium in Kino Bay, Mexico and a warm welcome to all of our flying friends to come join us for a delightful jaunt south of the border. Anyone interested may contact Pam van der Linden for more information.

HASTA LA VISTA!

PHOENIX CHAPTER

Beth Ussher, Reporter

Proper Microphone procedures were realistically demonstrated by Jessie Wimmers at our March Chapter meeting in Nancy Crase's home. Jessie, by the way, went to West Palm Beach, Florida in January to teach at the AOPA flight clinic.

Carol Borgerding has passed the 1st step (Fundamentals of Teaching) in the tests to teach Basic Graduate School. Talking of tests — Nancy Crase and Beth Ussher passed their instrument writtens. They are now racing each other to the practical.

Nan France arranged for members of the Phoenix Chapter to log time in three F-4 simulators at Luke Air Force Base. Other events on the Flying Calendar:

March 19 — CAP open house

April 7-9 — Spring Southwest Sectional, Los Angeles

April 9 — Desert Sportsman Pilots Association Air Show — Mesa's Falcon Field.

April 16 — Phoenix Airlift at Deer Valley Airport.

May 5-7 — Tucson Treasure Hunt

May 23 — Coffee for "AWARE" (All Wives Are Really Experts) — for non-flying wives of pilots. Will include talk on survival, speech on safety and a fashion show.

Mary and George Vial flew to San Francisco in February — Pat Lambart, Rick and

their two children spent a month in their Cessna 170 visiting Chicago, Detroit, Omaha and Colorado Springs — Gwyn Dare hopped over to Loma Linda, California in Bev Periman's Cessna 172 to pick up Gwyn's two daughters.

Our most noted visitor of the month was Betty McNabb — our International President. She had been three days in Casa Grande teaching at a medical records workshop. Beth Ussher flew her to Phoenix from Casa Grande and then the two of them joined several other 99's and their husbands for cocktails at Millie Dawe's home and a fish fry at the fabulous Camelback Inn. What a pleasure for all of us to meet such a vivacious, gracious, and inspirational woman as "our Betty"!

REDWOOD EMPIRE CHAPTER

Anita Worel, Reporter

We held our February dinner meeting at Jonsey's Steak House at Napa Airport. Regular members attending were Betty Worstell, Janet Allbeck, Olive Agron, Louise Ramsey, Pat Stouffer, Nina Rookiard, Lynne Ahrens, Myrtle Wright and Anita Worel. New pilot Fran Gauger was voted in as a new member. We were pleased to greet Nancy Buckelew who is transferring from the Aloha Chapter. Also attending the dinner were Rich Worstell, Harold Gauger and Jack Worel.

Myrtle Wright is our latest member to complete her APT. We sent \$17 to the Helen McGee Fund and \$50 to AWTAR.

Our new policy of flying for fun on Sundays and having our meetings on Wednesday nites is working well. Seven aircraft flew to Red Bluff for lunch at the nice restaurant at the airport, Nina Rookiard and 49-1/2er Dick in their 172, Betty Worstell and her sons Kris and Randy in a Cardinal, Pat Stauffer in her Skylane, Olive Agron with prospective member student pilot Esther Harri in a Cessna 150, Janet Allbeck in her Bellanca, prospective member student pilot Jean Gibson, in a Cessna 150 and Anita Worel with 49-1/2er Jack in their Bonanza. On the return flight Esther Harri flew the 150 while Jean Gibson flew with Olive Agron.

Nina Rookiard took 8 of her high school aeronautics class students through the Ames Research Center at Naval Air Station, Moffet Field.

Janet Allbeck has sold her beloved white, orange and hot pink Bonanza and everywhere the new owner goes he is asked "Where is Janet?" Janet is enjoying the performance of her new Bellanca. Louise Ramsey has purchased her first airplane, a Cessna Skyhawk, and has almost completed updating it for IFR.

RENO AREA CHAPTER

Hazel Hohn, Reporter

Our March Meeting was held in Aviation Services Inc. Ground School Building at Reno International Airport. This will be our regular meeting place now. We had a guest from Carson City, Beverly Martin. Beverly got her Private on the 9th of March, and her husband Dr. W. J. Martin is also a pilot.

During a short business meeting we discussed plans for the TAR stop and fly-by at Winnemucca, for which we are receiving excellent co-operation and enthusiasm from the people of that city. Art Anglin and

Jim Tittle of the Reno Tower Radar Service, and Stage II Radar Service. After learning of the complications of flying in the Los Angeles area, we all appreciate the simple life we enjoy in the skies around Reno Airport.

A letter from Faye Stewart told about the good life in Hawaii that she and Pete enjoyed recently, thanks to Faye buying the Folded Wings winning raffle ticket from Elaine Brown. The Stewarts have bought a new ranch which is "10 miles out of Carlin, Nevada, on the road to Eureka in Pine Valley, 28 miles from Elko." Faye sez to dip your wing if you fly over, and they plan to have a strip on the ranch eventually. The Citabria is still in the shop at Fallon Airport, where Gus Gustavson is recovering the wings.

SAN DIEGO CHAPTER

Pat Osmon, Reporter

Chapter members Bobbie Adams, Phyllis Blum, Marian Banks, Lynn Briggs, Ruth Ebey, Marie Lewis, Margaret Moody, and Betty Wharton turned out in their grubbies February 12 to repaint one airmarking on Montgomery Field, San Diego. Since no measuring had to be done, the work only took three hours, with the city supplying the paint and airport employees priming the workers with soft drinks to keep their strength up.

Chairman Pat Osmon, a CAP major, arranged a trip to Miramar Naval Air Station for a group of CAP members, who saw a film on spatial disorientation and had their questions about it answered by a member of the Aviation Physiological Training Unit.

Margaret Moody announced that the family was going somewhere over the long weekend "even if we have to rent an airplane!" The Moody Bonanza was crashed as it stood in its chocks by a runaway airplane that had been hand-propped nearby with no one at the controls. We thought that was supposed to be covered in Lesson One.

Plans proceed apace for the 1972 version of the Pacific Air Race, with Lois Bartling and Dottie Sanders (El Cajon Chapter) as chairmen. The probable route will be from San Diego to porterville to San Jose. Prizes will be awarded for the first ten places, but leg prizes will be omitted this year.



San Diego Chapter airmarking Montgomery Field.

SAN FERNANDO VALLEY CHAPTER

Gerry Vickers, Reporter

Coralee Tucker, membership chairman,

pinned another member at our last meeting. Her name is Dolores Pines, and we offer her a very warm welcome.

Our chapter has been invited to participate in an "Aviation Week" program at the Fashion Square in Sherman Oaks, in June. Some of the girls will model fashion outfits, while others will be stationed throughout the mall by planes and/or booths to answer questions regarding aviation.

At a recent meeting, the chapter voted to continue our Wing Scout and CAP Air Education Program in which we offer flight and ground instruction to a limited number of young people. It is generally felt that this direct approach has been most meaningful.

Our annual awards banquet is planned for March 18 at The Alpine Haus in San Fernando. Everyone, hopefully, is busy totalling up her points for the woman pilot of the year awards.

The next monthly fly-in is planned for March 14 at Borrego Valley.

SAN GABRIEL VALLEY CHAPTER

Marie A. Hight, Reporter

Marion Marriott made arrangements for our Chapter's Annual Dinner at the Old Hickory Inn in Glendora. Our members and the 49-1/2er who attended had a lovely evening.

Jean Gillingwaters introduced the speaker for the evening, Mrs. B. J. Grimes, an ex-airline hostess. "B. J." showed slides of American Airlines' advancement in type aircraft, and of scenery at their added stops enroute to Australia.

SAN JOAQUIN VALLEY CHAPTER

Dorothy McAllister, Reporter

LAST FLIGHT

Margaret Andrews, Life Member and past Chairman of our Chapter, died on February 28th after a long illness.

Working on Instrument ratings are Sammy Mercer, attending Instrument Ground School, and Dottie McAllister, who has passed her written and is presently struggling with holding patterns and short-coupled clearances.

Laverne Gudgel is back to charter duties with flights to Imperial County; Las Vegas, Nevada; and Orange County. She flew Bob and one of their employees to Phoenix where they ROned, intending to fly on to Dallas, Texas, the next day to a National Aerial Applicators Convention. The weather didn't cooperate, though, and Laverne returned the Debonair to Chowchilla as Bob and Herb went on via airliner.

One of the rare sunny days in February found Jean Murray winging her way to Mariposa, reporting that the "world is getting green and springtime is coming once again." Marie McDwell found summery 96 degree temperatures in Bullhead City, Arizona, where she Bonanzaed to visit her parents. Marie's 49-1/2er Alan is threatening to hire a public relations agency to handle Marie's publicity — she found that the soon-to-be-opened freeway in the Valley made an excellent spot for an emergency landing, and became Gustine's local celebrity!

Imperial County was the destination for a weekend flight for Charlene and Bob Kirk, with a side-trip into Mexico. At this writing

Helen and Harvey McGee are Comancheing to Colorado. Then on to points east, with Helen showing sudden interest in Scottsbluff, Fort Wayne and Tom's River.

February's meeting in Stockton, hosted by Lee Roesch, and March's in Chowchilla at Laverne's home were highlighted by plans for a rummage sale, and by hearing details from Fresno Chapter's Voline Dodson and Kathy Muller of the All-Men's Air Race, for which Chowchilla is to be a fly-by.

The weather finally cooperated for our third attempt at a fly-in to Solvang, except for a hefty cross-wind at the Santa Inez Airport. Refiguring weight and balance to accommodate baggage compartments filled with goodies on the return trip were pilots Laverne Gudel, Shirley Miller, Rene Nealon, Helen McGee, Marie McDowell, Rose Hijos, Barbara Glantz, and Dottie McAllister, all with a full complement of passengers, who also should have been reweighed for the return trip.

March brought our Chapter's Anniversary celebration with sixty of us gathering in Newman for a banquet.

SAN LUIS OBISPO COUNTY CHAPTER

Wanda Ewing, Reporter

Invitation to all 99 members: Plan a vacation or weekend cross-country trip to our beautiful San Luis Obispo airport located on the scenic coastline midway between Los Angeles and San Francisco. Points of interest include California State Polytechnic College, Madonna Inn, Pismo Beach clamming, and Hearst castle.

Flying events scheduled for the SLO 99's:

1) Acceptance of an invitation from the Santa Barbara chapter to fly down with them to Edwards Air Force Base for an educational tour.

2) Participation in April 28 CCAA meeting at the Holiday Inn, Santa Maria.

3) Hostesses at the May 5 national Ryan fly-in at the Paso Robles airport (25 to 40 Ryans expected).

4) SLO 99's have a standing, open invitation to participate with the SLO Pilots Association in their activities; for example — March 26 is the second annual Poker Run chairmanned by Bob and Marci Barnet, and April 16 is the second annual pilot updating program with courtesy check flights — your chance to get APT at no cost!

Connie Brown and Kathy Sherman are very effectively raising money for 99 projects via cookie sales at the airports.

Dianna Slone is our welcome newest member as a transfer from the Los Angeles chapter; her husband is a pilot with Swift Aire Lines which serves our central coast area.

Betty Warren has learned to fly a tail-dragger and is now working on aerobatics.

Barbara Gafner from Paso Robles to Las Vegas, Nevada to meet her 350-mile cross-country requirement for her commercial license; also has soloed in aerobatics via new Citabria.

Emily and Bill Cletsoway to Aspen, Colorado for a week of skiing.

Vel and Bard Kreider to Death Valley and San Diego.

Jane Snow and Carol Hallett — each to Monterey.

SANTA BARBARA CHAPTER Virginia Moser, Reporter

The Santa Barbara chapter spent a quiet month this March where flying is concerned, due to several foggy weekends.

Meeting a pair of girls who did get to fly in with Direct Relief Supplies from the Salinas area one day was lots of fun. Expecting five or six planes, we were all out in force. Since all but one were weathered in at their home airports, we ended up with more greeters than greetees.

A flight to Fullerton to pick up supplies was made by Joan Steinberger. Johnny coats and bandages for lepers, that had been made by the women of the Fullerton Ebell.

Erma Christian is practicing her cross-wind landings in anticipation of a trip to beautiful Sedona in Arizona. And Shirley and Ted Sendrak enjoyed a lovely flight and lunch at Apple Valley Airport.

Chairman Pat Rowe and her son, Dan, have been taking turns with 49-1/2er Henry, commuting by air to Oakland. Henry (Dr. Henry Rowe) has been stationed at Oakland Center as Regional Flight Surgeon with the FAA.

At our last chapter meeting, an expert on aircraft and pilot insurance policies spoke.

SANTA CLARA VALLEY CHAPTER

Betty Hicks, Reporter

The daffodils are blooming in Amador County. Direct Relief Foundation and the Flying Samaritans need airborne assistance, aerospace education is calling us on 121.5, the 1972 AWTAR start is imminent, and endangered airports are crying to be saved! Santa Clara Valley Chapter is not without projects.

There's a hill north of the town of Volcano, near an airport variously called Westover or Amador County, in the Sierra Nevada foothills. The hill is called Daffodil, for reasons which were beautifully obvious to chapterites who flew over it March 19, enroute to the monthly fly-in. Daffodil-watching was followed by an optional picnic lunch at the airport, or lunch in the towns of Jackson or Sutter's Camp. To date, SCV Chapter has airlifted 10,000 pounds — that's five tons! — of medicines and medical supplies to Direct Relief Foundation's headquarters in Santa Barbara. Another DRF flight was just taking off as this report was mailed, and still another was slated for April 22. Chapter members going to Santa Barbara for whatever reasons also are carrying packages of varying sizes to DRF's storeroom. Sole airplane to get to SBA on a recent DRF flight was, ironically, a Cessna 150 flown by Ann Geoffrion. Pat Roberts' Aztec turned up with a recalcitrant attitude indicator on that very IFR day, and our VFR types were logically grounded, so off with her 80

pounds of supplies went intrepid Ann in her C150-slash-nothing, into the wild gray yonder. Her dual navcom functioning faultlessly (what else would one expect of a 90-channel Cessna Navcom and a 12-year-old Mark 2?) Ann was VFR-on-top most of the near-three-hour flight. A localizer approach into Santa Barbara and it was another load delivered on schedule for DRF!

RN Pat Roberts was last seen warming up the weight-and-balance computer of her Aztec, in preparation for flying co-pilot Willy Gardner and four doctors to a Flying Samaritan clinic in Mexicali. Willy and Verna West were the first arrivals at a recent fly-in to San Andreas Airport. The Calaveras County airstrip is among the "endangered species." Channel 12 TV was on the scene for the story. Verna and Willy were followed by Evelyn Lundstrom, Pat Roberts, Adrienne Parker, Jackie Petty and Charlene Taylor. They were also met by reporters from the local weekly, along with local high school representatives, who received a huge stack of charts, computers and other surplus aviation supplies intended to motivate the mathematical interest of Calaveras High's unmotivated. The chapter's newsletter "The Wind Sock," finally ran out of luck. Our third-hand newsgathering system, destined for a breakdown, finally did it. It was Mary Ann Penson and 49-1/2er Bob, not Lynn Belgium and Dick, who made the abortive attempt to Champ their way to the February fly-in at Solvang. Mary Ann had been appointed the temporary fly-in chairman, made it all the way to the vicinity of Hearst's Ranch when the decision to return to King City for fuel was made. Then it was too late to take the lightless Champ to Solvang and back again to San Jose. Women's Airline Transport Association president Irene Leverton has been flying snow surveys out of Columbia. "They put stakes on the most inaccessible places for us to go by at 90 MPH and full flaps in the Skylane — in the deepest possible gorges," reports wide-eyed Irene, no stranger to flying the Sierras. Helpers of California's ecology are Jeanne and Dave McElhatton, who contributed \$25 to the state's pollution struggle, in turn for which they received their auto license plate emblazoned with 99-QB. It was a long wait for zero-zero Delta and Mayetta Behringer. The Behringer's aging 180, until only recently even without a VOR receiver, responded heroically to Mayetta's coaxing and, either because of zero-zero-Delta or in spite of it, Mayetta won her instrument rating on March 19.

TUCSON CHAPTER Ginny Cook, Reporter

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Guess who's number 1 entry in the Hunt??? None other than our past governor, Alberta Nicholson! It's a cinch number 2 will have to try harder, she's Dee Olson. Among the first ten early birds to enter were: Shirley Tanner, Mary Painter, Rosemarie Schoening, Elaine Brady, Pat Roberts, and Evelyn Lundstrom.

Norma Wilcox, chief flight instructor for Norma's Flight School at Ryan Field, is sponsoring a unique contest. All housewife's who take a \$5.00 familiarization ride and who if they win will go on to private, are eligible in a drawing to be held on April 16th, 1972 during the experimental Aircraft Show, where Norma will award the course, resulting in a Solo Certificate. Norma is now commuting to Nogales, Az. twice a week to accommodate several students living there.

Almost a dozen DRF shipments of drugs have been received and relayed to PHX, by Virginia Edwards, Lorraine Yocum and Patsy Brooks. In case you haven't heard the pet name for the Brook's Beech Baron, it's "Baron Grinnit" ... Travels include, Judy and Jim Preble flying to San Diego for the reunion of the Marana Pilots, and to Denver to visit their son, Jayne and Bill Hunter to Trinidad, and Lum and Virginia Edwards to San Diego, also for the Marana Reunion.

Welcome to Judith Andrews from the Aloha Chapter. Here visiting her parents,

she is taking flying lessons at Hudgins and getting prepared by Dick Leary for her commercial ticket. She is helping us welcome pilots at the FAA Aviation Seminar in April on Aircraft Maintenance and Pre-flight procedures to be held at the U of A.



FIRST CANADIAN CHAPTER

Shirley Allen, Reporter

At least one Runway was active at Simcoe Airport last week — about a dozen members of the local Flying Club held a skating party on 06. Jackie Frampton reported ... Barbara Brotherton had her leg cast removed the day before she and Tom left for the Bahamas in their Commanche ... Daphne Schiff also sporting a cast, acquired while skiing in Aspen, Colorado (hope we can get back to flying soon — it's much safer!) ... Among those who have left the slopes for warmer climes — Ann McLean to Hawaii and now recuperating in Florida, Julia Trent and 49-1/2er John taking a well deserved break in Mexico now that the final episodes of "Jalna" have been filmed ... Heather, Mike Sifton and boys heading for Barbados during the winter school vacation ... Edith and Wally Denny finally got to Arizona ... News from member-at-large Wendy Smith — enthused about glider flying to 4500 ft. in Australia on her second attempt — Wendy will be completing her round the world trip via Europe in a year's time ... New Chapter on our East Coast??? Edith Denny on an

emergency trip in SKY to pick a stranded Wally at St. John's, N.B. on a Maritime Scout Tour, during the Air Strike — contacted two new members in Moncton and Halifax ... Postscript to the story — the Aztec ran into fierce headwinds returning to Montreal — trueing out at a spectacular 88 kts ...

Headlines in the local rag — "Boy-Friend Jumps Out Of Plane — Afraid of Flying" ... Well, we won't mention any names, but a certain FCC member was on her way into Guelph Airport "Meet the Bunch" with daughter and friend — He bailed out at 5000 ft. and arrived for lunch *before* they did!!

We hate to admit it, but sometimes we just aren't as sharp on the radio as we would like to be ... An ATC "Communications Workshop" has been set up with this in mind ... A second Session has been scheduled for late April ... Margaret Marland reports keen interest in this program, even the News Reporters stayed to the very end of the presentations ... Worthy of consideration as a Chapter project?

Congratulations to Lois Apperley on getting her Commercial License — Josh Rogers, Carole's 49-1/2er, his Helicopter ticket ... our Gail Stanfield is aiming to fly that pink traffic helicopter for CKEY this year.



CONNECTICUT — MAINE
MASSACHUSETTS — NEW HAMPSHIRE
RHODE ISLAND — VERMONT

CONNECTICUT CHAPTER

Connie MacLeish, Reporter

At a recent meeting hosted by Mary Scribner, we were treated to a slide presentation of "Old Timer" aviation post cards presented by Mrs. Alpheia Driscoll of Windsor, Connecticut, and her husband.

Business discussion primarily concerned the AWNEAR (All Woman New England Air Race) to be held May 5, 6, 7, at Windham Airport, Windham, Connecticut, and sponsored by the Connecticut chapter. Deadline for entry is April 20, 1972, and entry kit of \$1 may be obtained from the Registration Chairman, Marcia Spakoski, 65 Valley Road, Groton, Connecticut 06340.

Mary Scribner recently attended the

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Federal Aviation Administration symposium on area navigation at the Washington Hilton in Washington, D.C. John Shaeffer gave the opening address and speakers included William Flener, James Rudolph, Governor Reed and Astronaut McDavitt. Mary, who has lately become a licensed realtor, found her flying experience to be of value when a transaction requiring an immediate signature was consummated because of her ability to locate the client some 200 miles distant, obtain his signature and return within a matter of hours, by plane, of course.

A long week end in Florida was enjoyed by Evelyn Kropp who flew down in her Arrow with her son and Jerry Gardiner. They landed at Herndon Airport in Orlando and, in spite of very cold weather, (which

must have kept the crowds away) had a great time touring Disney World.

Marcia Spakoski, working with John Graham, F.A.A. Accident Prevention Specialist, presented another "Movie Night for Pilots" at Trumbull Airport, Groton, Connecticut, and introduced the vertigo chair.

EASTERN NEW ENGLAND CHAPTER Lucille Flynn, Reporter

Millie Doremus and Marie Lepore had just returned from the Virgin Islands. Georgia Pappas was in Greece. Billie Downing on her way to Texas. Ripley Miller was at the Margaret Mead Race Clinic, so we weren't too sure what the attendance would be at our Chapter meeting on March 11, at Worcester Airport. The day was so lovely, though, many of the 23 who came

flew in and enjoyed the new London Towers restaurant on the field.

Hank Szefflinski, Chief of the Worcester Control Tower, showed us an FAA film on the importance of filing a VFR flight plan and the help and reassurance a DF steer can be to a disoriented pilot or one caught in adverse conditions.

Our guests, June Kelly, Susanne Brooks, Nan Foulke, Alice Foeh, and Mary Guy joined us as we formed small groups to visit the Control Tower. We observed the Dappler Direction Finder in action. Carol Stites and Sandi Silverbush especially enjoyed the action when their husbands cooperated and approached the field on practice DF steers.

Eveline Cooney from the Hudson Valley Chapter, gave us a pleasant surprise when she stopped at DRH and joined us for lunch.

Cora Clark, our APT Ch., is busy planning an early June wedding. With her tight schedule, she'll welcome her co-chairman Sue Linsley's efforts to get everyone APT by June 1st. Those of us who have earned the little buttons will be eligible for prizes from both our chapter chairman, Virginia Bonesteel and our Section Governor, Fran Porter.

Again this year, we voted to support the Powder Puff Derby, AE Scholarship Fund and the NIFA (National Intercollegiate Flying Activities). With Spring Sectional, AWWNEAR, co-sponsoring an FAA Country Fair, and an Airmarking date coming up, we expect a very busy spring indeed!

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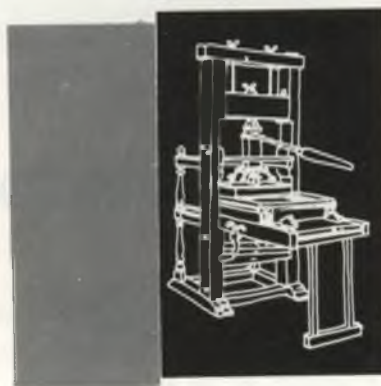
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