

*Lake Amphibian
At Cypress Gardens, Florida*

99news

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

JUNE 1972



Two radios are better than one and a half.

The basic one and a half NAV/COM system has been the heart of America's aircraft instrument packages since the inception of VOR navigation. Narco knows. We built most of them . . . including over 76,000 Mark 12's, the world's most successful aircraft radio.

So why don't we make the Mark 12 anymore?

Because the SPECTRUM COM 11A/NAV 11 combination is better. Far better. It's the logical evolution of the thousands of Mark series radios that have gone before.

Why?

Because Com 11A/NAV 11 is more compact. (The illustration for this ad is life size.) This means your radios fit in your panel where they belong . . . with space for all the radios you need.

Because COM 11A has 360 com channels. NAV 11 has 200 nav channels. The Mark 12 had 90 com channels and 100 nav channels (360 com channels were optional).

Because COM 11A/NAV 11 are engineered with the latest, solid state design. The Mark 12 was a tube radio.

Because COM 11A/NAV 11 weigh less . . . a lot less; nearly five pounds, which is 40% less. When every pound counts, the weight of your radios can be critical.

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Circle the reader service card or drop us a postcard with your name and address to Advertising Department, NARCO, Ft. Washington, Pa. 19034. We'll send you the whole story on SPECTRUM.





99news award

Women's Airforce Service Pilots (WASPS) from all over the country will be converging on Sweetwater, Texas, June 23, 24 and 25 for a once-in-a-lifetime memorial reunion.

The Air Force, celebrating its 25th anniversary this year, will salute its erstwhile female pilots who served with it when it was part of the Army, with parades, bands, the Singing Sergeants, airplanes, and notables.

Among them, Colonel Bruce Arnold, (son of the late Commanding General Hap Arnold - top boss of the WASPs) will be on hand to receive a returning salute by the WASPs.

The World War II female pilots are being honored by the State of Texas with a six-foot granite monument to be dedicated on the town square at Sweetwater, with the history of the WASPs carved on its stony sides. Jacqueline Cochran herself will do the unveiling. A historical marker will be erected by the highway running past old Avenger Field, where WASPs learned to fly military aircraft during the last World War.

Big attractions at the reunion will be two famous personalities, both longtime pilots with a vital interest in the aviation world - Bob Cummings and Senator Barry Goldwater. Cummings will Emcee the banquet at which Goldwater will speak on Saturday, the biggest day of the reunion.

All ex-WASPs (including, of course, the original WAFS) are urged to plan to be at the full and fast-paced reunion. Registration forms can be obtained from the Chamber of Commerce, Sweetwater, Texas, 79556.

The City of Sweetwater (which represents such a singular and colorful page in Air Force history) is planning fun as well as honors for the WASPs - in the form of two cocktail parties. The loyal West Texas citizens will be on hand by the thousands to take part in the various public events (such as an Air Show by North American Rockwell's Bob Hoover). Many residents will open their homes to accommodate the friends they made during WASP training days, since the new area motels will undoubtedly be filled to overflowing for the gala weekend.

N.I.F.A. News

WOW!!! LOOK WHO MADE THE HONOR ROLL

If the National Intercollegiate Flying Association members could give grades, they would pass all the Ninety Nine's with flying colors; nevertheless, some chapters and sections contributed that extra effort in time and/or money to support these intercollegiate activities since May 1971 until April 1972 and, thereby, deserve a place on the NIFA Honor Roll. Congratulations to the following Sections and Chapters: San Fernando Valley, Greater St. Louis, Eastern New England, Tennessee, Idaho, Oklahoma, Monterey Bay, All Ohio, Shreveport, Dallas, Colorado, Florida Gold-coast, Sacramento Valley, Hudson Valley, Kansas, Houston, Southeast Section, Northwest Section, New England Section and Ninety-Nines, Inc.

The total monetary contribution came to over \$1350.00. A nice increase over the year before. We have no way of measuring the enthusiastic help at the Air Meets, but know this has increased also. A Hearty well done!!!

"TOURNAMENT OF CHAMPIONS"

Final plans are being made to assure that everything will be in readiness for outstanding competition to determine which of the Regional qualifiers will be judged the Top Collegiate Flying Team of the Nation. This National Intercollegiate Air Meet is being held at Purdue University on May 12 and 13. In the past, college students could represent their school by registering for the

Meet; however, the interest in this National Meet has grown to such proportions that the host schools were faced with problems in event scheduling, logistics, expenses and many other problems. To reduce these problems and still encourage the college students interest in aviation, a new concept was instigated in the form of Regional Meets. Ten of these have been held throughout the country. The first, second and possibly the third place winners of the Regional Meets are eligible to participate in the National Event.

In addition to the tremendous time and hard work by the host school and visiting teams, it is really a fabulous experience to see how enthusiastically people from all facets of the aviation industry make a concerted effort to contribute to the success of the Air Meet. This year's plans include conferences and activities for delegates from colleges that are not qualified to participate in flying competition. Panel symposiums have been scheduled as well as the Blue Angels, Grover Loening, the movie "Dawn Patrol", big name speakers, "Display of Lights" by Grimes Mfg. Co., and all this topped by an honor awards banquet.

I am looking forward to attending this "Tournament of Champions" and shall be delighted to see those of you who have an opportunity to help the Purdue Team. For those that don't, I shall share with you, through the 99 News, the interesting events and results so that you will know how the teams in your area ranked in the competition. I am sure it will be rewarding no matter who wins to know how much you

Museum Report

By Grace Harris

I was away prior to deadline for our last News Letter and we missed sending you anything relating to the Museum but fortunately Doris R. had another well written article.

However, here are the totals from our Christmas Card sales:

Total Sales	\$1,087.85
Cost of Sales	533.97
Net Profit	\$ 533.97*
Plus contributions (odd amounts) indirectly due to and accompanying purchase of Christmas Cards	\$ 178.00*
Total results from Card Sales	\$ 731.88

The new format of the News Letter is the greatest!

Headquarters will not process any more half-year's dues, unless specifically requested to do so by the sending Section/Chapter.

Mark all applications for "Advance Membership" and include a full year's dues.

Renewal notices will be mailed the early part of May, 1972. Return deadline is July 1, 1972.

financial support contributes to the successful Meet.

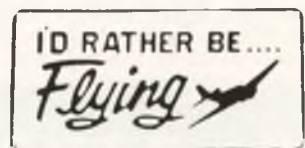
THANKS!!!

Finally, but equally important, I would like to be sure you are aware of the many words of thanks and appreciation that I have received in behalf of the Ninety Nines' support and interest in NIFA. Your response to their need has been absolutely great. If you aren't on the "honor roll" this year, make sure you make it next year by including this item in your budget plans for 1972-73. If you send the check to me, I shall be happy to forward it to the NIFA Headquarters. I would like to encourage each chapter to let me know when you assist in any capacity at one of the Regional or National Meets; in this manner, a record may be made reflecting the total effort of the Ninety Nines in this most important service.

MORE TO COME

We have an outstanding group of women in the Ninety Nines, and it is indeed exciting to see the "neat" ideas the different chapters and sections have created to help NIFA. Next issue I hope to share some of these with you.

THE ORIGINAL



AUTO PLATES

\$1.00 + postage to 99's

Oklahoma 99's

c/o Ruby Knight

1615 15th Street

Woodward, Oklahoma 73801

Backward Glance



By Virginia Thompson

Nineteen forty-nine was a great year--the Twentieth Anniversary of the founding of the Ninety-Nines, an occasion no one wanted to miss.

So that husbands could fly with their wives, the Ninety-Nines Transcontinental Friendship Tour replaced the Transcontinental Race. Entrants from the West coast took off from Palm-dale, California and were joined by other Ninety-Nines at Albuquerque, New Mexico; Tulsa, Oklahoma; and Indianapolis, Indiana for Weschester County Airport near New York City.

About the same time, thirty-five participants entered the Powder Puff Derby, Cleveland, Ohio, to Weschester County Air-port. The pilot who arrived nearest to the ETA which she had established for herself was to receive the Arlene Davis Trophy.

Besides a very productive business meeting, the girls enjoyed hearing Jen-nings Randolph of Capital Airlines, seeing the latest fashions by Gunther Jaekel and attending teas sponsored by the Women's International Association of Aeronautics and Nell Brodman, artist, and a cocktail party by Jacqueline Cochran at the Metropolitan Club, its first feminine affair according to reports. During their spare time, they made tours of New York City to see its many interesting attractions, the Queen Elizabeth before she sailed, television and radio broadcasts, the Stratocruiser at LaGuardia Airport, and a circle tour by boat around Manhattan Island. This was climaxed by a party for charter members at the home of Fay and Linton Wells at Mt. Kisco.

Then came the highlight which President Blanche Noyes described so well, "The night of October 7 was one that no one who was present will ever forget--the dinner dance on the starlit roof of the Waldorf-Astoria. As I sat at the speaker's table looking around the room, I felt like I was in fairyland, with the stars twinkling, soft music playing, and the 99 members looking for all the world like beautiful little prin-cesses. The husbands in white tie and black complemented the setting. Casey Jones acted as toastmaster, and a very splendid one I must say. At the long table sat Betty Gillies, Teddy Kenyon, Melba Gorby Beard, yours truly, Sylvia Nelson, Margaret Manser, and Fay Gillis Wells, all Charter members of the 99's. Also at this table were seated Secretary Kay Brick, and Treasurer, Marjorie Fauth. Trophies were presented to Eugenia Heise, winner of the Powder Puff Derby, to Mrs. Mildred Zimmerman who on September 26 set a new official international altitude record for light planes--26,138 feet--in the category for air-craft weighting less than 1102.3 pounds, and breaking the national record of 24,311 feet, set by Grace Huntington in September 1940. Virginia Sweet was presented the Amelia Earhart award. Mardo Crane received an award for her hard work in blazing the trail for the Friendship tour in that slick little Trojan; it was sponsored by the City of Douglas, Arizona. Pat Gladney,

who flew through some very tough weather, was the first plane to land in the Friendship tour was the recipient of a trophy. A num-ber of other awards were made. After these presentations, lovely Marjorie Gray was crowned 99's beauty queen; she is a fixed base operator at Teterboro airport. Then we danced to the rhythm of Lester Lanin's or-chestra. It was indeed an enchanted night." Marjorie Davis, her committees, and the City of New York made the girls feel like real celebrities from the Welcome by Mayor O'Dwyer to the gala affair just described.

Some of the most important results of the Executive Meetings and Convention were:

- (1) The approval for early counting of the ballots by the Teller's Committee.
- (2) Availability of new, approved Mem-bership Transfer Forms.
- (3) Renaming of East Missouri Chapter to Greater St. Louis Chapter.
- (4) Formation of three new chapters: Ha-waii Chapter sponsored by New York-New Jersey Section; Minnesota Chapter in the North Central Section; and Coachella Valley Chapter in the Southwest Section.
- (5) Legalization of 49-1/2er status.
- (6) Realignment of some sections be-cause of geographical barriers.
- (7) Approval for Membership Roster to be issued in booklet form and the Con-stitution sent to all members in lieu of an issue of the Newsletter.
- (8) Establishment of a new permanent committee -- Transcontinental Air Race.
- (9) Price of official Ninety-Nine pin raised to \$2.00 including tax.

It was reported that the Amelia Earhart Trustees had been successful in in-creasing the income for the Scholarship Award by investing \$3,806.84 of the \$6,459.36 fund in American Telephone and Telegraph and Virginia Electric and Power bonds with the remainder in a savings ac-count. This resulted in \$132.51 instead of \$80.06 for the award but still fell short of the goal of \$200 per year.

The Membership Committee reported on their contest which was entered by fifteen chapters, each paying a \$2.00 entry fee. San Diego Chapter won first place with an 83 per cent increase in membership from January 1, 1949 through September 14, 1949; Oklahoma Chapter, second with a 66 per cent increase; Colorado and Illinois Chap-ters, a 34 per cent increase.

Now to back track just briefly to pick up a few of the other highlights besides the

racers described last month. Navigational systems were changing. Air Traveler magazine pointed out that the Civil Aeronautics Authority was beginning to make real progress in the installation of navigational aids. VHF channels had been put in enough radio range stations and control towers across the country to be of practical value but the cost for new and better VHF transmitters for light planes was still a stumbling block.

It was reported that the new omni-directional VHF radio range system would be operative by the beginning of 1949 in the Northwest. Since it provided "airways" in all directions from the station, it would provide a more effective radio guidance in weather that distorted or drowned out the old long-wave length ranges. The pilots felt that this was great for the airlines but being line-of-sight reception would be of little value to the small planes flying low and slow. Many private pilot organizations felt that the GCA radar ground controlled ap-proach installations would be of more value to them than the ILS instrument landing system that required constant practice and expensive training as well as expensive equipment to be of any use.

Going too were the days when the presence of a stall warning indicator was considered an insult to the pilot's flying ability. Crosswind landing gear was being demonstrated throughout the country. CAA had just announced the future listing of air-ports in "Airman's Guide" where weather information could be obtained and the tabulation of Danger Areas in Flight In-formation Manual.

All of this was a far cry from the early Wright Brothers days of flying. On Decem-ber 17, 1948 their plane was officially presented to the National Air Museum of the Smithsonian Institution. Some of our girls heard Dr. Paul Garber, Curator of the Air Museum, tell of his experiences in escorting the "Kittyhawk" aircraft on its homecoming trip from Halifax, Nova Scotia, to Washington, D.C., the last leg of its journey from England where it had been for the last twenty years.

Another bit of interesting history dealt with the rerun of the Chisholm Trail over which cattle had been herded from Texas to the railroad in Kansas. The trip took four hours instead of four months as it did years ago but the weather was just as un-cooperative. Broneta Davis (Evans) was in charge of the Barbecue stop in El Reno but a blizzard forced a two day delay at Dodge City, Kansas. Other 99's who made the flight included Amy Lee Jamison and Ziggy Hunter of Texas and Mrs. Eves M. Tune of Kansas.

Of great interest to our organization was the presentation of the personal effects and mementos of Amelia Earhart by her mother, Mrs. Amy Otis Earhart, to the Smithsonian Institution on October 7, 1949.

Aviation itself was by now entering a new phase of sounder development as was the industry with fewer operators and fewer makes of airplanes. The war had demon-strated the latter's utility which had held great promise for the average man--the far-mer, the business man or woman--in the pursuit of his livelihood. Even our feathered friends benefited from its utility. Elizabeth

Some Things You Might Want To Know About Insurance But Were Afraid To Ask . . .

By "Susie" Sewell, Vice President

Q-1. What does the present 99 Insurance Program offer?

A-1. Non-ownership aircraft liability in connection with Chapter-sponsored flying events. The policy provides legal liability coverage for Bodily Injury, including passengers, and Property Damage with a maximum single limit of liability of \$1,000,000. It also provides coverage to be extended to the Chapters, at their option, for these events.

Q-2. When is a Chapter required to have coverage?

A-2. At any time the Chapter sponsors in its name an Air Race, Air Tour, Poker Run, Penny-a-Pound flight, or "any flying event for which money is solicited from sources outside of the individual chapter or for which entry fees are required."

Q-3. Then what is meant by coverage to be extended to the Chapters "at their option?"

A-3. Optional only in the sense of the chapter purchasing coverage under the 99 policy. The Chapter may provide its own coverage but the cost is usually much higher for separate coverage.

Q-4. What is meant by the term "non-ownership?"

A-4. Simply, aircraft not owned by the insured, i.e., not owned by Ninety-Nines, Inc., as an organization, or by any Section or Chapter which may become an additional named insured under the 99 policy for a specific flying event.

Q-5. Does the 99 policy cover the liability for the airplanes flying in the event?

A-5. It covers The Ninety-Nines, Inc., the Chapter sponsoring the event but does not cover the aircraft owner's liability or the pilot's.

Q-6. If each airplane has liability coverage then why have liability coverage for The Ninety Nines, Inc. and the Chapters?

A-6. It would not be necessary if the organization(s) could be included in the individual aircraft liability policies. However, it is difficult, costly and sometimes impossible to add a chapter as an insured under an individual's aircraft policy, or to obtain a Waiver of Subrogation (release).

Q-7. What is included in the 99 legal liability policy?

A-7. The 99 policy will defend and "pay on behalf of the Insured all sums **which the insured shall become legally obligated to pay** as damages because of bodily injury sustained by any person and as damages because of property damage resulting from an occurrence and arising out of the use of the aircraft."

Q-8. Is a chapter member or an official of a flying event covered?

A-8. Yes, if acting in official capacity for the event but not as a flying participant. The "insured" shall include all chapter members having legal responsibility for such event.

Q-9. How is a flying participant covered?

A-9. Each flying participant must look to the liability insurance covering the aircraft she (he) is flying for coverage, or provide her own non-owner coverage if there is no coverage on the aircraft to be used in the event.

Q-10. What are the minimum limits of liability required for each aircraft?

A-10. In accordance with the rules of the event but not less than the following:

Bodily Injury (excluding passengers) — \$100,000. ea. person; \$300,000. ea. occurrence; Passenger Bodily Injury — \$50,000. ea. person (multiplied by certificated passenger seats in aircraft); Property Damage — \$100,000. ea. accident; **OR in lieu of the above scheduled limits, the following is acceptable:** Single Limit Bodily Injury, Including Passengers and Property Damage — \$500,000. ea. occurrence or accident.

Q-11. What evidence of coverage is required for each aircraft?

A-11. A Certificate of Insurance completed by the aircraft owner's insurance company (or pilot's own non-owner policy company) (except poker party)

Q-12. Are there any particular pilot qualifications required?

A-12. Rules of the event will state these and the aircraft insurance pilot clause or pilot endorsement will name pilots and/or state minimum requirements.

Q-13. Is a renter pilot covered under the operator's policy?

A-13. Usually, but not always. This is most important to check.

Q-14. What evidence does the Chapter have to show officials that it is covered for a specific event?

A-14. A Certificate of Insurance issued by the insurance company will be sent to the Chapter describing the event, date(s) of coverage, and insurance afforded under the policy, prior to the event.

Chapters will receive revised certificate form which no longer requires Waiver of Subrogation, for sample form in SOP book. Chapter may obtain coverage by following simple procedure in Chapter SOP book, completing Questionnaire form and mailing



"Susie" Sewell, Vice-President

with check payable to Ninety-Nines, Inc. for premium (\$25.00 per official event day) to 99 Insurance Representative, Susie Sewell, P.O. Box 59906, Oklahoma City, Okla. 73159.

Powder Puff Derby

Reporter: Marion Andrews

Early arrivals at the start will have the opportunity to try out the new ATC-5-10 personal flight simulators, thanks to the keen interest of Joseph E. Sidoti, President of ATC, Inc. He will make available an instrument training workshop utilizing 10 of these instruments. The simulators were highly praised in an article by Leighton Collins published in the March issue of Air Facts. Mr. Collins sighted the ATC Trainers as one of the most important advances in aviation training for years. Come early. Impound opens July 1st.

Recent contributors to the General Fund include: Champion Sparkplug, Beech Aircraft, Lycoming, Teledyne Continental and Pat Kelly Tours.

Judges at the Start will be Helen Kelton and Margaret Gerhardt, at the Terminus, Louise Thaden, Louise Smith and Evelyn Hyman. Chief Timer at the Terminus will be Helen Egan with Janet Green as computer-timer assisted by Jane (Jacobus) Sultan and Jeanne Spielberg. Inspection will be in the charge of Lou Freeman at the Start and Joanne Bertles at the Terminus.

We are very pleased to announce that the Flying Tigers will again carry the luggage for the contestants.

It is just too early for the total count of first day entries but you might be interested to know that there will be teams flying from South Africa, Australia, Germany and Canada. Clip your clippings and send a copy to AWTAR Headquarters, Teterboro Airport, Teterboro, New Jersey 07608.

Backward Glance

Continued from previous page

Sewell of the Oklahoma Chapter reported that 1,200 pounds of grain had been distributed through her airport during "Operation Birdfeed".

With that bit of information, we will fly on into the nineteen fifties next month.

Source: Ninety-Nine New Letters
Air Traveler Magazines

FREE PILOT'S CATALOG

Send to: **SPORTY'S PILOT SHOP**
CLERMONT COUNTY AIRPORT
Batavia, Ohio 45103
phone (513) 732-2411

Forced Landings

The high reliability of aircraft engines make their failure a remote possibility. Many pilots have been lulled into false security, and feel that a good forced landing technique is unnecessary since they will never use it anyway. The truth is that power loss can occur, as even experienced pilots have found, when fuel tanks have suddenly and unexpectedly run dry or when engine, ignition, or carburetor components have failed. Now is the time to become proficient in forced landing techniques. When the engine quits it is too late for practice.

The following is "food for thought" in helping you develop your forced landing technique.

1. When a forced landing is required, you should immediately establish a minimum rate of descent airspeed. This will allow you to stay airborne as long as possible giving you time to think, plan, and maneuver. You should already know what speed and aircraft configuration will give you a minimum rate of descent. If you don't, use a speed of 1.3 your stall speed.
2. Next, you should select a landing area. When picking an emergency landing area, many things should be considered since you naturally want to pick the best field available.
 - a. Consider wind direction. If your subconscious has been working prior to the emergency, you will already know which way the wind is blowing and the general velocity. Otherwise, you'll need to find these things out immediately as they can affect which direction you go and what kind of an approach you're going to make into the field. Smoke is a good wind indicator. "Waves" on wheat fields and ripples on water can also give a telltale clue. Even clothes on a wash line or a flag on a pole can tell you what you need to know about the wind. On a cold, windy day cows are always facing downwind. Whenever possible you should land into the wind, but there may be occasions when landing crosswind or downwind would be desirable.
 - b. The landing area must be within range. Below are two examples of how this can be determined.
 1. Establish minimum rate of descent speed. Then check the vertical velocity indicator for the rate of descent you have established. From this information you can estimate how long you will remain airborne. **EXAMPLE:** If you are 5000 feet above the ground and the rate of descent is 500 FPM, you will remain airborne for 10 minutes.
After determining how long you will remain airborne, you can estimate how far you can travel. **EXAMPLE:** If you will remain airborne for 10 minutes, if your airspeed is 80 mph, and if you are flying into a 20 mph headwind, your ground speed will be 60 mph. Therefore, you can travel 10 miles. If the same conditions exist and you are flying downwind to the emergency landing area, your groundspeed will be 100 mph and you could travel 16 miles.
 2. If your ground speed is above 60 mph and your descent rate is less than 1000 FPM, just roll your aircraft into a 10 degree bank. Then project this angle to the ground. You should be able to reach any field within the area between you and the point at which the 10 degree slope meets the ground.

Remember, the above methods are ways of estimating the maximum gliding distance, but good operating procedures would dictate picking an emergency landing area well within the maximum gliding distance.

- c. Consider the size of the field. Be sure the field is long enough to get the airplane stopped after touchdown.
- d. Consider the approach area to the field. If there are high obstruction at the approach end, you will have to land in a longer field than if the approach area is clear.
- e. Consider crosswind fields too! As long as the crosswind component of your aircraft is not exceeded and the field is better, there is nothing wrong with landing in a crosswind.
- f. Consider the condition of the landing area. Those considered good would be:

Airports

Pastures — Normally a farmer will drive through the pasture on the smoothest part. Look for worn paths, freshly cut wheat, barley, oats, or alfalfa fields. If the field is dry, these fields are very good for emergency landing areas.

Those landing areas considered fair: Fields with high grass, wheat, barley, oats, alfalfa, etc. Those considered poor:

High corn, cain, bushes, etc.

Freshly plowed fields — If you must land in a plowed field, land parallel to the rows (even if it is crosswind).

Highways — Look out for cars, wires, signs, bridges, etc.

Terraced fields — Try to avoid landing across the terrace.

Wet field.

Those considered very poor:

Swamps, mountainous (land up slope), wooded, and water. In these areas, land as slow as possible without stalling.

- g. The other things to consider (providing you have time): Is the field close to a house or road? Is the field long enough for take-off, is the field free of livestock? Cows love to eat fabric and scratch on wings, propellers, and empennages.
3. When in a forced landing situation, remember: First, establish minimum rate of descent airspeed; second, pick the emergency landing area; third, start flying the type of forced landing pattern you have previously developed.

Next month we will discuss several of the forced landing patterns along with the continuing discussion of forced landings.

Los Angeles Chapter Celebrates 40th Anniversary



Left to right: Dorothy Pepin, L.A. Chapter Chairman
Katherine Cheung
Melba Beard

JO ANN STEIERT, REPORTER

On March 25, 1972 at the Fox and Hounds Restaurant, in Santa Monica California, the Los Angeles Chapter of the Ninety-Nines celebrated their 40th birthday. Those in attendance that evening saw the very essence of what it meant to be a Ninety-Nine.

Naturally there was the birthday cake, and punch. There was also present a group of ladies whose interest in aviation marched back thru the years to and before the founding of the Ninety-Nines.

There was CLEMA GRANGER, whose license was signed by Orville Wright, who was Southwest Section Treasurer 1929-1932, and Governor 1934-35; DOROTHY REUTHER, Vice-chairman 1936-37 of Los Angeles chapter, and Treasurer 1938-39; ESTELLE MANBECK, member of Aviation Breakfast Club; ELIZABETH HAYWARD,

Continued on page 9



Left to right: Mae Haizlip, Dorothy Pepin,
Clema Granger

Flying Caravan \ Fun Air Tour

To

International Convention Toronto, Canada

July 10-12



JULY 10th—Plan your departure to arrive at Callaway Gardens by 5 p.m. Call Unicom 10 minutes before landing for transportation to Holiday Inn. Swim—Golf or stroll through one or more of the beautiful gardens at sunset—a sight worth seeing. Close the day meeting old friends and making new ones.

JULY 11th—Depart 8 a.m. for Dayton. Vi Blowers and the Dayton 99's will welcome you at Green Co. Airport and provide transportation to the Sheridan Gateway Motel. Spend the afternoon touring the new \$6 million Air Force Museum at Wright-Patterson AFB. A must for all flyers. Finish the evening enjoying the hospitality of the Dayton 99's and your fellow flyers.

JULY 12th—Depart 8 a.m. for Middle Bass Island in Lake Erie. Tour the Lonz Winery (saving the sampling, of course, for later when the day's flying is over) then enjoy a picnic on the Lonz veranda. Depart 1 p.m. for Buttonville Airport, the terminus of our "race" where everyone is the winner in fellowship and fun.

When you register you will be mailed one card per person and at the next four stops will draw another card, the last one to be drawn at the Wine and Cheese Reception in Toronto to determine the "poker" winner. A game of Roulette will be played between Callaway Gardens and Dayton and a surprise at the terminus. See if you can be the big winner of the tour. Join Southeast in a leisure fun "race" to Convention. Meet your fellow flyers, enjoy the exciting stops and win a fortune in fun and fellowship.

COME FLY WITH US

REGISTRATION FORM FLYING CARAVAN / FUN AIR TOUR INTERNATIONAL CONVENTION TORONTO, CANADA

JULY 10-12

RESERVATIONS FOR ROOMS MUST BE
RETURNED BY JUNE 5TH

Name _____
Address _____
Chapter _____ Section _____
Type of Plane _____ N. Number _____
Number of Guests _____
Number of Rooms _____ Type S. _____ D. _____
Joining Tour at _____ Date _____ ETA _____

We have booked a block of rooms at Holiday Inn and Sheridan Gateway Motels and deposits must be made one month in advance. Each person will be responsible for their own cancellations after June 5th. Meals at Callaway Gardens and Dayton will be a group "order from the menu" type and fuel stops will be the pilots decision. The strip at Middle Bass Island is the private runway of Lonz Winery and does not have fueling facilities, but there is fuel at Put-in-Bay airport.

Mail your form today — we have a limited number of reservations. Be sure you get one.

Registration fee	\$ 5.00	\$ _____
Holiday Inn requires one nights deposit —D	\$24.00	\$ _____
	\$22.00	\$ _____
Sheridan Gateway Deposit	\$ 5.00	\$ _____
	TOTAL	\$ _____

Make checks payable to: Evelyn Lyons
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Tips for Flying Mexico and Central America

BY PAT MCEWEN

It's always such fun and a real challenge to fly outside of the good old USA, especially to fly south when our weather is something less than warm and sunny. So let's all climb aboard and take an imaginary trip south of the border. How about Brownsville, Texas to San Jose, Costa Rica, o.k.?

1. **FLIGHT PLANNING.** Just like any cross country trip it is best to plan ahead. In our case it is essential! The ONC charts used to plot our course should be ordered a month to six weeks ahead of our flight - they will still be current - and allow at least two weeks to arrive. Our USA point of departure is Brownsville, Texas, a delightful border town. Before departure, a Flight Plan must be filed listing the city in Mexico where you plan to make your first landing. Here will be your point of entry and you will clear customs.

Filing a flight plan is mandatory in Mexico and Central America. Some of the other regulations are: no single engine IFR and no night flying single engine; there are some areas in Mexico that you fly only cardinal altitudes (the officials will inform you of this upon filing flight plan); of course, even Westerly and Odd Easterly apply the same. Don't forget to close your flight plan, because it can be very unpleasant if you don't. The officials are usually there to help you remember this responsibility.

It is well to have a Check List during the planning stages of your trip, listing all the paper work needed, both personal and aircraft, to fly outside of our country. You no longer need vaccination for smallpox in Mexico, but you DO in Central American countries. You must have a passport or copy of your birth certificate (to verify your citizenship). You must have a visa and the Mexican permit (sometimes referred to as a RAMSA card). You must carry with you all of your aircraft papers - registration, all papers required by FAA and FCC, and make sure your aircraft is insured for out of country. In Mexico you will be given aircraft declaration papers, these state the owner of the aircraft, pilot's name and names of all passengers. They will be returned to the Mexican officials upon leaving their country. Many of the Mexican government employees speak a limited amount of English, so I might recommend that you REALLY PLAN AHEAD and take some Espanol! I feel it makes travelling in the Spanish speaking countries a lot more enjoyable for everyone concerned. COMMUNICATION is still the spice of life. OLE!!!

2. **SURVIVAL GEAR.** Better to leave the extra clothes bag at home and pack a bag with at least a gallon jug of water, jar of peanut butter, crackers and candy, sturdy walking shoes, blanket,

matches, flares, well-supplied first aid kit, and if you didn't make it to a Spanish course, a small book entitled, "Spoken Spanish for Travelers and Tourists". Medicine is of course important to take along just in case of illness. The medicine in the Spanish speaking countries is quite different from ours and sometimes impossible to come by. It's a good idea to bring along a bottle of antibiotics for infection. Humatin (the best), Kaopectate or Lomotil are good to have in case of Montezuma's Revenge (diarrhea). Many people worry about the water in these countries but it is quite safe to drink the water at the hotels where you eat, as it is usually bottled; however, do not drink from the tap. You will be happy to find the food is very good in hotels and restaurants and of, course, the fruit is excellent, specifically the Pina (pineapple).

3. **FUEL AND AIRCRAFT MAINTENANCE.** Most all gasoline at the airports in Mexico is 100 octane. I would recommend using 100 octane even if your aircraft uses a lower octane in the States. Good oil is available; however, it is non-detergent, a mineral oil base. If you use a detergent or ashless dispersant oil I would highly recommend you carry your brand with you in your aircraft. Much safer! There is maintenance available at some of the larger airports where the FBO's, Beech, Cessna or Piper operate; however, it is expensive. I recently had an oil change in San Jose, Costa Rica and the cost was almost double what I pay at home.

4. **WEATHER REPORTS, NAVIGATIONAL AIDS AND COMMUNICATIONS.** Teletype weather reports are available in Mexico and Central America, but it's a good idea to read them yourself. There have been times that the weather specialist reported the ceiling and visibility were poor and I couldn't go, and when I looked at the report he had just misread the number of zeroes. So a word to the wise is to double check and make sure of the report. The nav-aids are adequate and have been upgraded in the past few years, but they are mostly under powered, many still using gasoline generators for power. I recommend for safety sake to practice up on your dead-reckoning, because the nav-aids have a tendency to be on again, off again, and usually the reception is only about 20 - 30 miles, depending on your altitude, of course. Radio reception is good when you are close enough to contact the tower. The tower operators speak enough English to give you the airport advisory and most of the towers use 118.1, 2, or 3; however, I would recommend ordering the latest Coast and Geodetic or Jeppesen kit for Mexico and Central America. There are always many temptations to fly "on top" but please, for safety sake, stay

underneath, because of the hazard of in-operable nav-aids. Most of the flying is following the coast line and certainly the easiest.

5. **CLIMATE AND CLOTHES.** Casual mostly (pantsuits are ideal). Don't take too many, take wash and wear and that are NIDON (NO IRON DRY OVER NIGHT). Comfortable shoes for walking, bathing suit and shorts (no hot pants please, too warm) to wear to the beach. Sunburn is easy in this climate so bring along your favorite lotion and don't forget the sun glasses and hat for shade. The temperature on the Gulf coast is mild and usually windy (Vera Cruz). The Pacific side is HOT, coastal towns (Tapachula). The mountainous cities (Guatemala City) are mild during the days and cool in the evenings. While standing in the sun it is nice and warm.
6. **EXTRA ADDED PLEASURES.** Cigarettes, cigars, film and liquor are all available but you would be money ahead if you would pack American cigarettes and film in your survival bag. The cigars are quite reasonable (don't get too near) and Mexican and European liquor is cheap but you are only allowed to bring back a quart per person through U.S. customs. Scotch - bring your own. The local beer in all of Mexico and Central America is thirst quenching and delicious. Of course, all the tips on drinks are subject to the rule, "24 HOURS FROM THROTTLE TO BOTTLE" or Life Membership in the WCTU!

After take-off from Brownsville, you can stop after a short ten-minute flight and clear customs at Matamoros, but if you have the range, I prefer flying to Vera Cruz. The customs people are very accommodating there. This leg of the flight will be all coastal flying - watch for birds, should the weather be bad inland. During your flight to Vera Cruz you will pass Tampico, and unless you plan to spend some time on the ground (would you believe a day or two?) I wouldn't recommend a stop there. On your way by you might check with the tower and get your weather ahead. On most flights between Tampico and Vera Cruz you might experience some low ceilings and poor visibilities, but the coastline will guide you safely to Vera Cruz REMEMBER - DO NOT GO ON TOP! It's not too comfortable underneath, but it's SAFE! Of course, if the weather is not to your liking, you can always execute the well-known 180 degree turn. As you pass Tampico there is a PROHIBITIVE AREA - it's over an oil refinery near the coast. You can't miss it because it emits a lot of smoke. Stay well out over the Tampico coastline to avoid this area. Vera Cruz is a beautiful Gulf Coast city and you should be able to spot the airport right past the sand dunes. If the wind is blowing hard it may be more difficult. A picturesque Mexican coastal city, Vera Cruz is Mexico's largest and most historic port. Plan to spend some time here.

The second leg of our flight takes us across to Tapachula, Mexico, a colorful little town close to the border of Guatemala. After take-off our flight will take us across many small bodies of water and then over some dense jungle with mountains on both sides of our course line. The safest way to navigate this leg is to fly to the town of Jesus Caranza. Here you will be able to see the Pan American Highway going south (it's the only paved road in the area, so it won't be hard to find). Take up a southerly heading and follow the highway to Tehuantepec Pass. If the Pass is open you will have little trouble seeing the Pacific Ocean on the other side, but fly the highway and railroad through the Pass - it's the safest. The Pass can be socked in occasionally and if this is the case, execute a 180 and return to Vera Cruz. What a beautiful place to spend some more time on the ground! Once through the Pass you're on the Pacific side of Mexico and you will make a gradual transition back to coastline flying. Mark well the check points of the southern entry to the Pass, as finding the Pass on your return trip is more difficult. Fly the coast to the bay or inlet which is the transition point to fly inland to Tapachula. This way you avoid the swamps and mountains. The highway leading inland is normally visible as a bracket to the airport. Beware of spray planes!

Clear customs out of Mexico and file your flight plan to Guatemala City, Guatemala, a lovely, cosmopolitan city nestled in the mountains. As you might guess, my favorite Central American city. Gain plenty of altitude leaving Tapachula, because the terrain rises rapidly entering the pass into Guatemala City. The airport here is quite large and busy (lots of commercial flights in and out) so be watchful for traffic. BEWARD OF BIRDS. Much of the area over this terrain is heavily populated with large birds (eagles and buzzards) and most particularly the mountain passes. As a general rule, go around or over them - Never Under (they are divers). Such an interesting and scenic country as Guatemala should be given at least 3 or 4 days on your itinerary.

The last and most scenic leg of our imaginary flight takes us to Costa Rica. After filing our flight plan to San Jose, Costa Rica, we climb out on our route of flight which takes us over the City of San Salvador into the country of El Salvador. It's a beautiful flight down the valley with farms and fields climbing all the way to the tops of the mountains. Some farms are down inside the craters of extinct volcanoes. We will see the volcano San Miguel shortly after passing San Salvador. Airstrips are everywhere - you can count a dozen without even moving your eyes. A spectacular sight along the route might be Cerro Negro erupting as it was in February of 1970. We fly over the country of Nicaragua and very close to the city of Managua. Looking to the left out our window, we can see the two large lakes in this country. We will be leaving the coastline after passing the lakes and head more inland to the town of Puntarenas, Costa Rica. At this point we turn 90 degrees to the left and on a clear day can see the awesome valley

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and the city of San Jose straight ahead. El Coco is the international airport which you will see at about 11:00 o'clock. Further to the east at about 12:00 is the general aviation field, Pavas, a brand new airport not quite finished but waiting for your arrival. Fly in and say, "Buenas Dias - Pat sent me."

Air Meets

Illi-Nines Air Derby



The month of May has been declared "General Aviation Month" by Governor Richard Ogilvie of Illinois. Kay Halley (on the left) Publicity Chairman for the Illi-Nines Air Derby along with Sherry O'Keefe Illi-Nines Air Derby Chairman are shown looking on as the Governor is signing the proclamation. One of the main activities for the month of May will be the Illi-Nines Air Derby which is being held at the Quad City Airport at Moline, Illinois. Estimated \$1,000 prize money open to men and women pilots and for the first time the proficiency race is open to any age aircraft.

Anyone wanting more information should write to: Jane Schiek, 1341 Parkview Drive, Macomb, Illinois 61455.

Los Angeles Chapter Celebrates 40th Anniversary

Continued from page 6

Governor of Southwest Section 1933-34, MABYL BULL, Secty/Treas of Los Angeles chapter 1935-36, ESTHER JOHNSON, first Chairman of the Los Angeles chapter, KATHERINE CHEUNG, the first licensed woman pilot in China, MAE (Mary) HAIZIP, second commercially licensed women pilot in USA, 1932 spped record that stood for seven years, and two ladies, LOU SAWTELLE and HELEN SLOANE that were not pilots themselves, but both of whom were active in organizing national airracing; and our featured speaker of the evening, MELBA BEARD, a charter member of both the Ninety-Nines and the Los Angeles Chapter, still active with the OX-5 Club, flying bi-planes, and the beloved BIRD AIRCRAFT, and a present member of the Phoenix chapter.

Each of these ladies shared moments and memories, and thanks to them the evening was a potpourri of charm, nostalgia, humor, adventure and history. Not just history of the chapter, but of the Ninety-Nines, air-racing and aviation itself.

Ladies, Thank You. As long as there are women like you, there will be women in aviation.

Convention News

From East Canada Chapter

CONVENTION COUNTDOWN . . . THE INSIDE STORY . . . MORE GEN' ON THE MEN . . . WHAT'S HAPPENING IN JULY AND NOW . . .

SECOND CONVENTION MAILING The mailing room at the Ontario Government offices looked like a disaster area — but finally everything was done — ALL the information you need to get you in on the ACTION in Toronto, your COMPLETE Convention Package. We included a colorful little book "Ontario Flying" While not up-to-date on Airport statistics, it was printed for the private Pilot and General Aviation.

REGISTRATIONS coming in already. Many well-known members have indicated that they are planning to be with us — SHEILA SCOTT, BLANCHE NOYES, EDNA GARDNER WHITE, KAY BRICK, to name a few. Arrangements are even being made for one overseas member to get her Float Endorsement, while she is here. "Past records prove 60 per cent Registrations in by advance deadline" We would be happy to make that 99 per cent — Honest!!! Remember JUNE 1ST — SAVE \$\$\$\$

AIRPORT WELCOME — Flight Plan KZ (Buttonville) Your hosts — Toronto Airways — V.I.P. all the way! TIE-DOWNS, TRANSPORTATION TO HOTEL . . . RELAX . . . ITS ALL FREE . . . We're hoping for the biggest "FLY-IN" ever to a Ninety-Nine Convention . . . THEY are ready and on Stand-By One . . . PLEASE USE OUR OFFICIAL AIRPORT — BUTTONVILLE . . . SPACE IS LIMITED AT TORONTO INTERNATIONAL — there may be a charge for transportation and certainly, landing fees.

LATEST WORD from the Planning Committee is that they are negotiating with the Teams to organize a POLO GAME (one of the "HAPPENINGS" at our informal party, July 13th) . . . Barbequed sides of beef, with all the trimmings . . . The Fashion Show is confirmed — some of the outfits will be given away as lucky draws. Don't miss our "STEER & STIRRUPS" at FOX-DEN FARM on Thursday!

PIPER DOES IT AGAIN! As we type furiously to meet the deadlines — the word comes through that Piper will host again their very special "FLY-AWAY" BREAKFAST in Toronto, Canada, Sunday, July 16th . . . MORE GOODIES are in the pot, we're still STIRRING!!

AVIATION SEMINAR Major Jack Soutendam — (see picture and biog in this issue) — We hope everyone will plan to attend at least one portion of his Thursday program — we promise it will be time well spent . . . MEN'S PROGRAM looks so interesting, we might join them! Options are — a tour of DeHavilland/Downsview complex — stol demonstration. A boat cruise — Pioneer Village — Toronto International Airport, — "fly—the 747. Shoot the day at Pine Valley Golf Course. A visit to Ontario Science Centre. OR enjoy lunch with the Ninety-Nines at the Hyatt — we've got you covered — whatever you decide to do! Contact KEN ALLEN 15 Brookbanks, Drive, Apt. 807, Don Mills, Ontario, for further info or specific requests. PRIZES . . . PRIZES . . . PRIZES . . . A round trip for two on Air Canada — anywhere in the world . . . A \$300 Bulova Universal Watch (the only one of its kind in Canada) . . . Luggage . . . Aviation items . . . These are a few of the things being stashed away by the First Canadian Chapter to add to the festivities.

We hope you can either plan to come EARLY or stay LATE. We are truly looking forward to seeing YOU in '72 . . .

Charles Rathgeb
Will Speak at
Convention Banquet



Charles Rathgeb, speaker for Saturday night banquet at International Convention in Toronto in 1972.

Charles Irwin Rathgeb — A character worthy of an Ernest Hemingway novel! A man who operates in a dimension shared by very few Canadians. Born at Three Rivers, Quebec, educated at Upper Canada College. Married Mr. Rathgeb operates a multi-million dollar International Construction Corporation, is Director of — Algoma Steel Corporation Ltd., Brights Wines Ltd., Canadair Ltd., I.A.C. Ltd., Liquid Carbonic Canada Ltd., The Royal Bank of Canada, The Olympic Trust of Canada and The Ontario Science Center. He travels over 100,000 miles a year and spices his life with adventures that any Hollywood script writer of today or yesterday, would reject on the grounds of implausibility!

Charles "Chuck" Rathgeb has — shot elephants in Tanzania ballooned across the Swiss Alps, established many records in competition won an Olympic Gold Medal Bob-sledding at Innsbruck, Austria shot a Bengal tiger in India caught marlin off Australia's Great Barrier Reef

founded the Ford Comstock Racing Team and participated at Le Mans, Sebring and Mosport

backed a Broadway flopclimbed mountains

tried to join the French Foreign Legion, but was accepted in the Royal Canadian Mounted Police

chased German U-Boats in the Royal Candian Navy druing the War

owned and still races thoroughbred horses

gout!!

Ballooning is his favorite sport. He owns his own hydrogen balloon, which is stored

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in Toronto. He tries to fly it at least ten to fifteen times a year. Each flight is a major undertaking — the launching and preparation for flight takes almost an entire day. Bob-sledding, he considers to be the most dangerous of all sports. He finds the association with people, exhilarating and says he has never yet met a phony white hunter, a phony balloonist, a phony bob-sledder or a phony racing driver!

A raconteur, par excellence, Mr. Rathgeb is going to entertain us after dinner on the evening of July 15th, with an account of his latest adventure — flying a Canadair jet in the Great Air Race from London, England last year — entitled — "A Funny Thing Happened To Me On The Way To Victoria!"

Major Jack Soutendam To Lead Aviation Seminar July 13



Major Jack Soutendam, Officer Commanding, School of Operational Medicine, Canadian Armed Forces, will present an Aviation Seminar, Thursday, July 13, 1972 at the Hyatt Regency Hotel, Toronto. Major Soutendam has an impressive military career. He joined the R.C.A.F. as an Aeromedical Training Officer, he was C.O. of the Aeromedical Training Unit, Advanced Flying School, GIMLI, Manitoba-Deputy C.O., Central Medical Group, 7112th Central Medical Group, USAFE, HQ Europe, Wiesbaden, Germany. Deputy C.O., Human Accelerator Institute of Aviation Medicine, Toronto, Ontario. C.O. of the School of Operational Medicine, DCIEM, Toronto. He teaches space science, aviation medicine and air traffic control at the University of Toronto, York University and Seneca College. He has given papers on Altimeter Response During Rapid Descent, Evolved Gases Dysbarism, Noise and Vibration Measurements in Aircraft and Helicopters. He is a member of the Aerospace Medical Association, Aerospace Physiology Association, C.O.P.A. Etc., with thousands of hours logged in high altitude training on jets. He can be found most weekends at the controls of a Cessna 182.

A Dream Come True . . . Joan Merriam Smith Memorial



A bronze bust of the aviatrix Joan Merriam Smith, the first person to fly solo around the world at the equator, was presented to the Smithsonian Institution's National Air and Space Museum on March 30, 1972. At the presentation ceremony were Lt. Col. George Draper and Mrs. Draper; Mrs. T.G. Evans; Commander Jack Smith, husband of the late aviatrix; Edward D. Muhlfeld, Ziff-Davis Publishing Co.; Fran Johnson; Skeets Coleman, Debby Lake, and Judy Hitchcock, Ziff-Davis Publishing Co.; Michael Collins, Director, National Air and Space Museum; Irene Wirschafter; Fay Gillis Wells; and Robert B. Parke, Editor and Publisher of Flying Magazine.

Irene N. Wirschafter Washington D.C. Chapter

For many years Joan Merriam Smith had a dream. "First to fly an airplane, then, to fly

as She did. . . I was going to fly around the world just like Amelia Earhart."

Joan's dream came to a real and happy ending. Eight years ago Joan completed the longest solo flight around the world in aviation history, 27,750 miles. It was a flight she made in honor of Amelia Earhart.

Nine short months later, Joan and her 99 co-pilot, Trixie Ann Schubert crashed when a wing of a rented plane collapsed in flight.

In these intervening years another 99 had a dream. Fran Johnson sought to honor Joan with a permanent memorial to be displayed in the Smithsonian Institution. With the assistance of donations from Flying Magazine and from many other friends, a bronze bust of the famous aviatrix was presented to Joan's husband, Commander Jack Smith, during a ceremony at the Smithsonian on March 30. Commander Smith, in turn, presented the memorial to the Director of the National Air and Space Museum, former astronaut, Michael Collins.

Others attending the ceremony were the Museum's Aircraft Curator, Louis S. Casey; 99's, Fran Johnson, Fay Gillis Wells, and Irene Wirschafter; Mrs. T.G. Evans, representing the Navy Officers Wives Club; Lt. Col. and Mrs. George Draper, long time friends of Joan and Jack and Ed Muhlfeld, Skeets Coleman, and Bob Parke of Flying Magazine, who hosted the luncheon at the National Aviation Club following the ceremony.



Diane Tribble who, with friend Roy Thompson, flew a Piper J-3 Cub coast to coast without the aid of radios. Trip took 7 days (a total of 53 flying hours) and required 34 fuel stops.

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

May 7 — Illinines Air Derby, Kay Hailey, 4 N 655 Robbie Lane, Addison, Illinois 60101.

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.

September 22-24 — South Central Sectional, Dallas, Texas.

October 14 — Pacific Air Race, Dottie Sanders, 10027 Prospect Ave., Santee, Calif.

October 17-19 — Fifth Flight Instructor Clinic, Miramar Hotel, Santa Monica, Calif., Lynne D. Oppen, 10865 Pickford Way, Culver City, Calif. 90230.



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Section Reports

"Southland Safari," the Southwest Section Spring Sectional really began at Orange County Airport as arrivals were greeted by a creature mostly resembling a gorilla. This monstrosity and another with blackened face and a ring through the nose helped control the crowd and the entertainers at the Friday night Mexican Fiesta Buffet. As Orange County Chapter Chairman, Zona Appleby and "entertainer," Maggie Burch, carried on too far with their parts these creatures helped prod them in the right direction — off the stage. Special prizes were awarded to such outstanding people as: the man who made the most passes, the gal with the biggest and heaviest purse, and the 49 1/2er who complained the most about there being nothing special here for 49 1/2ers. (Governor, Claire Walters, was awarded a special prize the following night for not having fallen asleep at the Friday night affair.)

Apparently everyone enjoyed the "safaris" to various spots including Lion Country Safari — we think there are a few exceptions, though, those who had to abandon their "stuck-in-the-mud bus" in the middle of Lion Country.

Saturday night, John L. Baker, Assistant Administrator for General Aviation, F.A.A., spoke to a full-house attendance on a more

serious note: Advising us that general aviation pilots have a responsibility to educate the public, protect their own rights, and prove themselves capable. He recommended that we all become more involved and proficient and suggested that this could best be done through our organizations. He was backed by our apt MC, Bruce Wayne of "KFI in the Sky" and our APT Chairman (Southwest Section), Margo Smith.

Chapter and Sectional officers should be elected so as to notify Headquarters by July 1, 1972 to be included in the roster.

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Upper left (L to R) . . . VIP's at Banquet Zona Appleby, Orange County Chap. Chairman Claire Walters, So. West Sect. Governor Margo Smith, "Sectional" Chairman "Susie" Sewell, Intern'l Vice-President, Pat McEwen, Intern'l Exec. Board Mrs. Baker, John L. Baker, guest speaker and Assistant Administrator for General Aviation, FAA.

"Friendly Safari Greeter" Origin uncertain — bearing a 49 1/2er badge. (Upper middle pic.)

Upper right (L to R) head table at Banquet Mary Vial, Vice-Governor, So. West Section, Mrs. Baker, Mrs. Bruce Wayne, assisting with door prizes and Mr. Baker.

Middle, right (L to R) John L. Baker taking the podium offered by Bruce Wayne, "KFI in the Sky," Banquet M.C.

Lower left: Members of Santa Barbara Chapter accepting prizes for the largest percentage Chapter attendance.

Lower right: Honeymooning at Sectional Chris (formerly Hoffman) and Larry Copeland . . . Married just for Sectional, two days before.



Middle East

DELEWARE — MARYLAND
PENNSYLVANIA — VIRGINIA
WEST VIRGINIA

EASTERN PENNSYLVANIA CHAPTER Louise Sacchi, Reporter

The ferry business being both cyclical and unpredictable, I have been hard to find the last two months, but my "sources" report:

The March meeting, which was a tour of the Narco plant arranged by Alice Meisenheimer was a huge success. She talked the most knowledgeable executives into giving up a Saturday to conduct tours of 6-7 people, so everyone could see everything and ask questions; at the end of the tours, Sales Manager Don Tricebock gave a talk illustrated with slides, which was so interesting that the 50 members and guests would not let him stop, and the luncheon at Philadelphia Aviation Country Club, arranged through Connie Wolf, had to be postponed for an hour.

The Lingos took their Navion to Indiana to visit their son. Gail is also a ski instructor at Stowe, Vt., and has taught her 4-year-old son to ski.

Elaine and Clyde McGarry have just acquired a Debonair with which they are quite thrilled.

Rachel Hopkinson's Bonanza is still a 99, because Judy de Marco and her husband bought it.

Nancy and "Buzz" Diemand took her Bonanza — Victoria — to Dallas and Palm Springs; they also airlined to Mexico in the middle of that trip.

Joan Bertles has been working hard as the Training Officer of the Twin Pines CAP, in addition to her other flight instructing.

Joan Ribiero has joined the ranks of Commercial Pilots, and is working on the Flight Instructor Rating. She and Anna Spivey attended the 3-day AOPA Instructor Refresher clinic at the Sheraton.

Adelle Parsons was at Winterhaven, Fla. this winter, and while there got an SES rating on a Supercub on floats.

Marianna Blair is working on her Commercial.

Jean White, who has spent the last 6 months in a body cast while recovering from an automobile accident, managed to make the Narco meeting, and we were all very glad to see her again. Her husband, Dr. Richard White, has been speaking at some of the FAA safety meetings.

Libby Duval has been temporarily grounded since they sold their Cherokee — however, George will be home from Vietnam in June and things will change for the better.

At Morrestown Airport there are two young prospective members taking flight instruction, namely Marla Tiffany (16) and Karen Stevens (15).

Chapter Reports

The April airmarking at Pottstown Limerick airport was rained out — better luck next week.

May 13th will be Penny a Pound at Doylestown Airport. Incidentally, Doylestown will soon have an NDB, which will make approaches much less exciting than the 25 n.m. outbound radial of Solberg VOR. Who of us can hit a runway 25 n.m. from a station? "Not I", said the Little Red Hen!

The June 17th meeting will be a Fly-in, but we do not know where. It's an accidental secret.

Between Feb. 1 and April 25, I have delivered 9 airplanes — 2 to Nairobi, Kenya; 3 to London, England; 1 to Paris, France and 3 to Munich, Germany, so I have not been attending meetings, or indeed, been home more than 24 hours at a time.

Very interesting news, and calculated to make some 99's envious: one of the three to Munich is a Beech "Duke," and the wife of the owner is a 99, Margarete Zielberger. Her husband assures me that she will be flying it. They also have a Debonair.

Had a nice telephone conversation with Janet Ferguson when I was in London two weeks ago. She was standing by for a Heron to take to Canada. Also called Elizabeth Overbury. She completed her Captain's course (on jets) last winter, but right now the numbers are holding her back. However, Yvonne Pope has just been promoted to Captain. Who said we in America are more advanced than England? P.S. The two girls work for different airlines.



Southeast

ALABAMA — FLORIDA — GEORGIA
MISSISSIPPI — NORTH CAROLINA
SOUTH CAROLINA — TENNESSEE

ALABAMA CHAPTER Jaye Hudgins, Reporter

April 9th meeting, at Montgomery, with 20 members and visitors present, was full of business, beginning with approval of the committee's nominations for chapter officers for next year. The balloting will be by mail. The chapter gave its support to the WASP petition to Congress for official credit for their time in service. Delegates to the Southeast Section meeting in May were appointed: Miriam Pullins and Jaye Hudgins. We now have 460 pounds of DRF supplies at Huntsville and 150 pounds of books at Alexander City ready to be flown to Mississippi. Margie Pohl, our coordinating chairman of the Montgomery flyby for the Angel Derby, reported on her activities. Besides the Derby and our

Angels being featured in the Montgomery Advertiser magazine section, Nancy Beeland was the cover-girl! Margie has also arranged for Nancy, this month, and Sue Robinson, in May, to be interviewed on WSFA-TV, Channel 12, Montgomery. And May 14th has been officially declared Air Force Day in Alabama, which should focus additional attention on aviation on the closing day of the International Women's Air Race. Mary Relfe has been appointed to the Alabama State Board of Aeronautics. Pardon our back-patting, but that gives us two 99s on the Board. Sunny Turner, appointed last year, is our other member of the Aeronautics Board. Sunny and 49-1/2er Alton had not returned from flying to the Bahamas on the day of the meeting. Nancy and 49-1/2er Jeff Beeland recently spent a flying week-end in Savannah. Juanita and 49-1/2er Foy Halstead flew the Derby race route. Flying fun-and-work has brought new ratings: Hilda Ray passed her Commercial check-ride; Claudia Conn, our Chairman, now has her Instrument rating, and Mary Relfe has the highly-respected CFII rating. Mary reports that FAA man Mr. Burroughs told her that she was the only native-born woman Alabamian to be issued the CFII in Alabama; one woman pilot was issued the rating in Alabama, but she is a native Californian. With the new ratings and proficiency checks, we currently have thirteen APT members: Claudia Conn, Donna Green, Juanita Halstead, Marilyn Holeman, Keren Michaels, Bennie Peters, Miriam Pullins (apty, our APT chairman), Hilda Ray, Mary Relfe, Kathleen Vaughn, Pat Frierson, Camelia Jackson, and Pam McDermott. We had a lovely surprise at Dannelly airport, as members were preparing to fly home; our International President Betty McNabb strolled up. Betty had been attending a meeting in Atlanta and accommodatingly detoured to Montgomery to ferry Col. Smith, the Alabama CAP commander. Believe it or not, Bonanza Betty was using a Skyhawk; I forgot to ask what was ailing 24 Charlie. With the Section meeting in May, we will meet June 4th in Jasper. Hilda Ray hostess, for airmarking the runway, so wear old clothes and bring a picnic lunch.

CAROLINAS CHAPTER Reporter, P S

Flying in the Carolinas, for the month of March, has been centered on aviation education. We attended the Governor's Conference on Aviation Education down in Hot Springs, Arkansas. One of the spark-plugs behind this meeting was our Section's Treasurer, Virginia Proctor, who also is the Vice-Chairman of the Aeronautics Commission in Arkansas. We saw some other 99s there, and we learned a lot about what various states are doing, from kindergarten through college, in av. ed.

Meantime, two of our members, chairman Evie Hyman and Mercy Nancy Wrenn, really are doing it. They're teaching high-school youngsters the art of learning through aviation.

We've got another meeting in April, the National Congress on Aerospace Education, in our sister-state, Tennessee. We'll be there!

Our April Chapter meeting is flying into Charleston and playing with Amalie Walker. She was Amalie Stone, remember? One of the AE Scholarship winners back a few years. Her home in Monks Corners is the site and we're counting on a good time.

Outside of that, we're loading up and moving out for our Section Meeting the first week-end in May. Memphis Chapter hostess, for what's got to be a sure winner—and the Air Armada with first meeting at Calloway Gardens, Georgia and ending at the Convention in Toronto. What you-all doing?

FLORIDA GOLDCOAST CHAPTER **Eloise Ruby, Reporter**

A buffet dinner on Monday, March 20, 1972 at Lenny's Hiway Restaurant in Miami was the prelude for the regular monthly meeting of the Florida Goldcoast Chapter.

Guests attending were Lois Eig and Marian Keys.

In view of the Chapter's low financial condition, it was decided to adopt the "50-50" plan at each meeting wherein 50 cents chances would be sold and the winner would get 50 per cent of the pot, and the other half going to the treasury. The first raffle was won by Joyce Pittman and the treasury was enriched by \$4.00.

Committee Chairman Reports: Lois Porter, APT Chairman, distributed additional forms and urged those members who are currently APT to please send in the forms for Chapter records.

Katherine Strehle, Flying Activities Chairman, announced that the next meeting will be a "fly-in" to Albert Whited Airport in St. Petersburg on Saturday, April 15th, at 11:00 a.m.

Miriam Davis, Publicity and DRF Chairman, reported more medical supplies keep coming in for the International Health Foundation. She reported the publicity coverage of Fran Sargent's winning of the FAPA award and of the Grasshopper's 10th birthday meeting.

Helen Mennitto, Membership Chairman, informed members of the latest directive regarding transfers who must make their request directly to Headquarters. When the records have been adjusted, Headquarters will notify the member and the two chapter chairmen involved.

New Business: Ruth Fleischer, Chapter Chairman, appointed Peggy Borek and Helen Mennitto to draw up a simple Constitution and By-Laws for the consideration of the Chapter at the next meeting. She also announced that the Chapter's Certificate of Registration No. 96 had an expiration date of 3/31/71.

FLORIDA SPACEPORT CHAPTER **Barbara W. Ellis, Reporter**

Mayport Naval Air Station was the destination for our April meeting. Gere Snyder and Jo Christman were on hand with two handsome Navy Officers, Lt. Stella and Lt. McKay, to greet six planes and 18 members, when we landed. Beth Landers was diverted to Craig Field due to a flat tire but Dorothy Ligon made a "round robin" to

bring her back to Mayport while repairs were being made. After coffee at the Senior Officers Lounge, the group was taken on a tour of the guided missile cruiser, USS Albany. The Talos Missile Systems demonstration, a tour of the ships officers quarters, the bridge and the arrival of a helicopter made the visit an exciting one. Luncheon was held at the Officers Club and our guests were Kitty Wallace and Betty Lewis, who, with the cooperation of their husbands, Admiral K.C. Wallace, Cmdr. Cruiser Destroyer Flotilla 12 and Cmdr. H.M.J. Lewis, Asst. Chief of Staff of Operations, provided us with this spectacular program.

"Unbelievable" and "Indescribable" were the comments of the members who attended the launching of Apollo 16 at Cape Kennedy. The weather was perfect and the blast-off an unforgettable moment. The group spent the night before at Betty Knight's "pole house" and were treated to a fabulous bar-b-cue. The day of the launch, ten women and one bathroom created no problem. The group woke up at 5 a.m. and were on their way to the launch center in less than an hour. A mini-miracle! See you all in Gainesville!

GEORGIA CHAPTER **Judy Hall, Reporter**



Painting the airport at Metter, Georgia. Georgia Chapter, Ninety-Nines, March 19, 1972.



Georgia's Esther Wright receiving Accident Prevention Counselor Certificate from Herb Schaaf, Atlanta GADO Accident Prevention Specialist and Doug Moore, Atlanta GADO Chief.

What a day to paint an airport! The sun was shining brightly on Metter, Georgia and the weather was pleasant, temperature and everything else. Eighteen strong, in-

cluding the three little ones and visitors, we painted. The painters were Alyce and Byron Strong, Esther Wright, Betty McNabb, Shirley NeSmith, Lee Reis, Sandy and Tom Myerchin, Shirley and Gene Otis, Judy and Jerry Hall, prospective member Pat Darley and Linda and Ken Winkler, guests of the Otis'.

With almost all aircraft types represented, we could choose but you really can't beat a high-wing Cessna for having a picnic under. We had our picnic under the wings of a Skylane and a Cardinal (which also doubled as a sleeper plane, having been converted by it's owners, the Strong's).

During lunch, we compared notes and found "all systems were still go" on former plans and decided to leave everything as is for now.

Chairman, Alyce, gave all members several posters to put in airports all over Georgia, Alabama, Florida or wherever lady-pilots might be found, to invite them to contact us about the Ninety-Nines. A prize will be awarded to members distributing the most posters to the most airports.

"North to Alaska," that's the theme song of the Strong's. They plan to try to make it again this summer. So be on the look-out Alaska Chairman, Ruby Pappas.

April: Panama City, May: Kentucky Lake and June: Ile de Chien, July; Toronto, Canada. Wow, what a lot of fun flying!

MISSISSIPPI CHAPTER **Wanda Garson, Reporter**

The meeting held in Greenville, Miss. on March 18, 1972 stressed safety. Mr. Jack McDonald, GADO, Accident Prevention Specialist showed two films, "Hand Propping" and "Weather to Fly". Our Chapter recommends "Hand Propping" especially.

Members attending were Lois Bell, Ernestine Hahan, Peggy McCormick, Charlotte Rhett with 49-1/2er Parker, Ruby Williams, and guest Senator Caraway.

NORTH GEORGIA CHAPTER **Peggy Husby, Reporter**

We have had a busy time this last month. On April 8th we had our Rummage sale in Bremen, Ga. You girls who weren't able to make it sure missed out on a lot of fun.

Our business meeting was on April 11th at Pauline Mallary's home. We had as special guest Mrs. Herb Schaaf. We won't have a business meeting in May since we will have the Southeast Section meeting in Kentucky.

On April 11th, Carolyn Steele, Vernita George, Mavis Cheek, and Kay Guice worked for the FAA Flight Instructors Revalidation Clinic which was held in Atlanta.

Newly reinstated — Jean Voyles and our newest member Doris Engerrand, during their spring holidays, flew from Atlanta to the Bahamas, including Nassau, Georgetown, and San Salvador.

Kay and Sonny Guice spent a week in Florida with a camping group from Bremen, Ga. They spent two of those days seeing Disney World and report that they really enjoyed the trip. Kay reports that she has become APT. We have a good many of our girls APT now and if you are one who hasn't become APT let's get with it and have our chapter 100 per cent by next

month. Congratulations to Carolyn Steele on receiving her instrument rating.

TENNESSEE CHAPTER

Ruth W. Thomas, Reporter

And a Brass Band too! Bertha and Guy Jones promised an unusual meeting when the Dayton, Tennessee Airport was scheduled as the spot for April! Bertha is a new member this year and Guy won the chapter's **Annual Award** a couple of years back. Besides the brass band we were met by newspaper photogs — watch it, Southeast Section, the Tennessee Chapter is out to win the coveted PR trophy.

Each monthly meeting brings forth one or more new members. In Dayton (yep, that's the town of monkey trial fame) we met Natalie Terry of Nashville and two prospectives — Charlotte Miller and Carolyn Redd. The theme of the June meeting will be Old Timers — not age, just flying. June is the month for the presentation of the Annual Award for Promotion of General Aviation. To learn the name of the winner, plan to be at the Hilton Inn next to the Nashville Airport, Silver Wings Room, on June 3 at 12 noon. (Those committee members NEVER tell ahead of time.)

Charter members of the Tennessee chapter will also be honored at the June meeting. Jesse Woods, then governor of the Southeast Section, wrote in the *Ninety-Nine News*, September, 1940, "On the 9th of August another Stroke was added to our Crew. We now have a Tennessee Chapter. . . . Their sincerity and attitude about flying is reflected in the manner with which the men pilots and airport officials proudly acclaim these eager girls . . . Here are the members: Pearl Fancher Brock, Knoxville; Louise Carson, Maryville; Ruth Bowler, Alcoa; Ruth Thomas, Knoxville; and Millie Lee Ownby, Chattanooga. Welcome, Tennessee Chapter."

By publication date the chapter will have held its first Poker Run — rundown in next issue.

Rachel Pruitt has a new Cessna T337. Irene Flewellen has a new 172. See you in Toronto!



ALL OHIO CHAPTER

Isla Haas, Reporter

We have a busy girl in our group. Sandra Eisenmenger, began flying in April, 1971. She holds her Private and Commercial and is now working on her CFI.

Ruby Mensching and Donna Fulks attended a meeting and luncheon honoring Women in Aviation. The girls flew to New York in a Lear Jet with Louise Timken as pilot.

Edith Killen was winner of a Genave PWI at CENCOM I open house and radio display

held at Cincinnati Lunken Airport.

A J-3 Cub for Christmas! Rosalie Burchett received "Pneumonia Box" from her husband, Bill.

Rosalie Bracht rented a Cessna 172 while on a Las Vegas vacation, and flew to Phoenix.

Virginia and Charles Thomas and family spent the Easter Holidays in the Bahamas, after flying down in their Comanche.

Thelma and Paul Miller flew their new Cessna Centurion to Florida in February.

Marilyn and Bob Miller, while in Hawaii, rented a plane and flew over the active volcano area of Mauna Ulua. A beautiful sight!

Donna and Jim Fulks, while in Florida in February, took an aerial tour of the State in a rented Cherokee.

Nancy Mills, and her husband, recently flew their Baron to the U.S. and British Virgin Islands; St. Maarten for a day, and returned via the Bahamas. Fantastic visibility — both airborne and under water.

CENTRAL ILLINOIS CHAPTER

Jayne Schiek, Reporter

We had another beautiful day for flying for our April meeting in Sparta, where our hostess was Clarissa Holcomb, ably assisted by 49-1/2er, Max. We have added another new member to our chapter, Ruth Teel, of Rushville. Plans were discussed to airmark Canton airport sometime in May and a request has been made to airmark a rooftop at Waddell later in the summer.

It was reported that Mary Ann Eiff, Wings for International Health coordinator, needs volunteers who are willing to air-life medical supplies from various points across the U.S. Anyone with time and plane to donate should contact her. See Jan.-Feb. issue of 99 News for details on this activity.

Libby Kaiser and her family flew the Debonair to Andros Island and had a wonderful time "snorkeling and skooking" over Easter vacation. Next on the agenda is a trip in early May for gliding in Switzerland. Bob and Libby are also planning to start a new project for the University of Illinois Institute of Aviation. She reports that the films from their last project were a great success and are already in use in the classes.

Ruth and Bob Teel made a quick 24 hour trip in the 235 to take in the Air Force Museum at Dayton, Ohio and a tour of Indianapolis Center on the way back. Kathleen and Jean Wood flew the C-310 to Denver in March.

Bobbye and Deane Kesterson had their first real forced landing a couple of weeks ago when the shaft broke on the Luscombe engine. Luckily they were still within range of the Salem airport so made it in o.k.

Jean McLaughlin and her husband are taking a "busman's holiday" (Jean's words) to the west coast with Lila and Dave Flint of Peoria, leaving April 15 for two weeks. Lila is a student pilot and a potential 99 for Jean soloed Lila just last week!

The Bob and Jean West T-Craft project got set back a week or so when they discovered an illegal and dangerous patch in the front spar of the left wing — thanks to Bruce Miles and his demonstration of compression stresses at an E.A.A. meeting in Decatur. So . . . they have a new spar or-

dered and a ceconite cover kit.

Barbara Jenison and Jean West attended a meeting in Springfield several weeks ago in connection with organizing a state-wide aviation association of pilots and fixed base operators. Check the Illinois Aviation Newsletter for more information on this.

Work proceeds on the Schiek mini-plane by small inches. Jayne is also trying to finish up the minor repairs needed on the Plane Jayne from the December tornado.

CHICAGO AREA CHAPTER

Sandy Klock, Reporter

The big news of the month was our 20th anniversary Achievement Awards banquet held at Clayton House, Palwaukee Airport, Wheeling (site of fall sectional), on March 18th. Banquet chairman Sherry O'Keefe really outdid herself on the arrangements. Really outstanding was the giant 20th anniversary cake, which Sherry baked and helper Pam Stowell decorated. Each of us was served a piece of cake decorated with a blue "20th" on the white icing, and even a lighted candle!

The awards were again presented by North Central Section Governor, Janice Keuchenmeister. I think all the contestants deserve recognition for their efforts throughout the year, so here's everybody! (1) Pat Friedman, (2) Charlene Falkenberg, (3) Elsie Wahrer, followed by Barbara White, Jeanine Tellekson, Mary Panczyszyn, Julia Konger, Mary Strohn, Arlene Edgcumbe, Joan Kerwin, Kay Halley, Sandy



Sherry O'Keefe baking some very special cakes in honor of Chicago Area's 20th anniversary of Achievement Awards.



Mr. Jack Lamping, Terminus Coordinator for 1972 Powder Puff Derby, interviews (left to right, sitting) Nita Fineman, Pam Stowell, Caroline Smith, Elsie Wahrer. (Standing) Norma Freier and Jeanine Tellekson.

Klock, Norma Freier, Nita Fineman, Bea Siemon, Virginia Coffeen, Marge Kinney, Toni Teiber, Sue Michalek, Dorothy White, Louise Kokesh, and Jean Clauss. In the new member category, winner was Barbara Silagi, followed by Diane Zelnick, Carolyn Collins, and Mary Krautkramer. And the special service award went to our chairman, Nita Fineman.

Our special guest speaker for the banquet was Bob Heuer, super aerobatic pilot and president of the International Aerobatic Club. Bob talked to us about aerobatic flying and competition, and stressed "going for excellence in flying — whether it's aerobatics, racing, or a flight well flown."

Six of our members formed a welcoming party at O'Hare Airport on March 23rd for Mr. and Mrs. Jack Lamping, touring the country to get publicity for this year's PPD terminus at Tom's River, N.J. The group consisted of Nita Fineman, Norma Freier, Caroline Smith, Pam Stowell, Elsie Wahner, and Jeanine Telleson. The Lampings taped interviews with our gals in the American Airlines Admiral's Lounge for later use as publicity for the PPD.

Chicago Area racing teams for this year's Angel Derby are Pat Friedman and Mary Krautkramer, Charlene Falkenberg and Jeanine Telleson, and Marion and Pat Jayne, our first mother-daughter team!

Sherry O'Keefe, Pam Stowell and Nita Fineman flew down to Moline for the latest Illi-Nines Air Derby meeting, and report all the plans are going super-smooth.

A sad "bye" to Ann Haller, who's left us for All-Ohio Chapter. And to lucky Ruth Solley, who has gone south to a new home in Columbia, S.C.

GREATER KANSAS CITY CHAPTER **Lois Willy, Acting Reporter**

Our April dinner meeting was held at the Hilton Inn and Bill Mooney was our guest speaker. Bill, a former Captain in the Air Force, has piloted the RF-4B at more than twice the speed of sound. He is now the editor of a monthly aviation paper called the *Suburban Pilot*. He presented a film "The Wind is Right" showing how aviation is introduced at the 3rd grade level to the complete planning and building of an aircraft in a two-year high school aviation class.

At this meeting we also welcomed two new members, Anna Jones and Cornelia Harmon.

There were five aircraft with twelve members and guests at Abilene, Kansas, for our March flyout. After Lunch we toured the Eisenhower Memorial and Museum. Our sincere thanks to Helen Simmons of the Kansas Chapter for her gracious hospitality.

Our April flyout was a bit different. It was planned for a weekend as a family flyout. Arrangements had been made by members Joan Reindl for our group to visit and tour Fort Leavenworth with brunch in the Officers Club. Several members of the Ft. Leavenworth Flying Club greeted us and a bus was provided for the tour. Our tour guide was a volunteer from the Museum. The 49-1/2ers and children who participated in this flyout thoroughly enjoyed the day.

So far weather has not cooperated with our plans for an airmarking. However, two are scheduled and hopefully they will be completed by the time this printing reaches you.

Loretta Jones and her 49-1/2er are in Australia for the "Fly Yourself Safari". Wish she could have taken each of us with her! Also Betty Simpson is off to London for a two week visit.

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.



GREATER ST. LOUIS CHAPTER

Our local Fly To Lunch Bunch got into the swing of Spring and flew to the Lake of the Ozarks for a day at the Lodge of The Four Seasons. Weather was nice so twelve girls were on hand for the fun.

Zonta Club of St. Louis had 100 busts of Amelia Earhart made for sale. We purchased one to be raffled at one of our meetings. A nice ways and means project. Another idea came from Irene Rawlings to auction donated gourmet foods and baked items at our March meeting. The Auctioneer was Jean Lennertson. She made fun out of increasing our treasury.

Golly Miner told us about her 16 day trip to South America. Ruth Lake enjoyed her San Francisco and Las Vegas run. Doris Kuhn her visit to Los Angeles. We hope Edith Olovitch will relate her experiences in Spain at the next meeting.

Bonnie Hrabko has us scheduled for an APT day on May 13 along with a spot landing and flour bombing contest. If you would care to join us, come to Spirit of St. Louis Airport.

Many of our members are looking forward to the Sectional in Cincinnati.

INDIANA CHAPTER

Cari Downes, Reporter

Joan Kubesch received her APT pin and 3 new members were voted in: Ella Jo Mood, Phyllis Gray, and Mary Schute. Billie Smith and 49-1/2er spent two days at River Ranch (which is advertised in the 99 news) and had a wonderful time there. Lots of things to do and excellent runways (hard surface). River Ranch is in Florida.

Pauline and Bob Genung have been busy checking out in their Cessna 210. Have plans to fly to Florida over Spring Vacation.

Jill McCormick back teaching in the Professional Pilot Program after being on sick leave for the Fall Semester. She said that she is not only teaching but learning because so much change has occurred

just in that six months period. Also she is very proud to announce that Purdue is using a 707 simulator in the Pro Pilot Program.

Betty Burroughs' 49-1/2er got his instructor rating.

Rosemary Merims, student in the Professional Pilot Program — School of Aviation Technology — Purdue University has obtained a week-end job with ATE at Midway Airport in Chicago as an Instrument Flight Instructor. Not only is she busy with her own Aviation Education and Flight instructing she is also very busy helping with the National Intercollegiate Flying Association event which will be at Purdue in May 1972.

Our May meeting will be in Lafayette on Sat. May 13 and we will have a reception for the girl pilots that are going to participate in the N.I.F.A. event.

Last month we had tour of the Indianapolis Center as our program at our meeting. Jack and Dell Raabe do alot of instrument flying together and they told me that it was a real treat to get to meet the controller that always handles their flight. I think every one of us that took the tour of the center feel enlightened to know what happens behind the scenes when we're making those instrument flights.

Ann Black announced that the Civil Air Patrol squadrons are going to help us to restore some airmarkings and also to paint many new ones.

Minerva Mahoney received the Nicholas Trophy for this year from the Indianapolis Aero Club.



Minerva Mahoney receives Nicholas Trophy from last years recipient Lois Kennard at Indianapolis Aero Club.

IOWA CHAPTER

Marcia Grismore, Reporter

Our March meeting was in Omaha, as our chapter Chairman, Annetta Haack is now a resident of that city. Weather prevented the meeting from being too large.

On Monday, April 3rd, Susan Oliver, movie actress, pilot, and 99, was in Des Moines on the Easter Seal Campaign tour that took her to many cities. She took time out of her busy schedule for an evening of cocktails and dinner with the Iowa 99's at the new Holiday Inn downtown. We all enjoyed her company and had a delightful time. Mury Witherby and his wife with the DSM GADO, Dick Fletcher and his wife of Elliott Flying Service, a Bonanza representative and pilot from Beechcraft in Wichita, and a representative of the Easter Seal Campaign also joined the group for the evening.

April 9th was our next meeting in

Waterloo — a nice day but a little windy. More work done toward the Sioux City fly-by.

Welcome to Orlean Bohrer, new 99 — our first 66 to become a 99!; to Kathy Mitchell, new 66; and to Ellie Cornett, new 66.

Congratulations to LuEtta White who became APT (along with her 49-1/2er, Jim) and to Marcia Grismore who received her CFI-A and is employed as a flight instructor for Iowa Aviation, Inc., at the Des Moines Municipal Airport.

Sorry to report — Lois Grange, whom many of you know, is in the hospital for knee surgery and will be out of circulation for quite some time.



Lois Grange, Iowa 99, and movie actress Susan Oliver, also a 99, at the Des Moines Municipal Airport on April 3rd as Miss Oliver arrived in Des Moines on her Easter Seal tour of many cities. Miss Oliver joined the Iowa 99's and their husbands for dinner and an enjoyable evening while in Des Moines.

KENTUCKY BLUEGRASS CHAPTER

Skip Gumbert, Reporter

Having had more than enough of bad weather this season, we were happy to have the weatherman provide us with clear skies for our March and April meetings.

A fly-in to Harrodsburg with lunch at historic Shakertown was on the agenda for March. At this meeting it was voted to appropriate \$200 to the CAP, Kentucky Wing, for the purpose of aiding three female cadets to solo encampment. Pat Paulsen, our active liaison with the CAP will keep us informed on the progress of the girls chosen.

Blue Grass Field, Lexington, was the scene of the April Meeting. Plans for the Angel Derby stop in Louisville were discussed over Colonel Sanders Kentucky Fried Chicken.

QUAD CITY AREA CHAPTER

Ellen J. Thiel, Reporter

Eleven members, two 66's, and three guests joined us for our April meeting at Bala's Restaurant at Moline Airport. Gigi Katz, Vice Chairman, conducted the meeting in the absence of Chairman, Norma Smith. Norma's mother-in-law had

passed away, and our Chapter voted to send a \$5.00 donation to the Amelia Aerhart Museum in her memory.

Guests were Clara Gilbert, who joined as a 99, Helen Poole, member of Greater St. Louis, who has just moved to the Quad City Area, and Esther Brown, who has just started taking lessons.

Norma Smith, Ellen Thiel, Mary Ann Eiff, and possibly Carolyn Pobanz are making plans to attend the Spring Sectional in Cincinnati in April. Mary Davis and Ellen Thiel are planning on flying a 180 to Toronto for the International.

Sixty-Six Clara Bealer and husband just returned from two weeks in Florida in their Tri-Pacer. Jeannette Long, 49-1/2er, and children are flying to San Francisco in their Tri-Pacer.

Von Alter and 49-1/2er flew to Indiana for Easter. Von was shooting approaches with her instructor the other day. Mary Davis has been getting quite a bit of instrument dual lately. Jo Ann Walker is getting checked out in Elliott's new Yankee.

Sharon Ehrich is keeping busy instructing. Helen McGee, who was flying the Powder Puff route backward, stopped in Moline and gave Carolyn Pobanz a call.

Plans are in progress for a plane wash in August. Mary Ann Eiff reports she will need about 600 gallons of paint for Air-Marking. Mary Ann is Air Marking chairman, and some of this paint will go to other chapters.

Mary Ann also reported on the Mercy Air Lift of Medical Supplies. Sharon Ehrich was the first in our chapter to fly a load from Pekin, Illinois to Overland, Kansas, with Theo Summer taking the next load two weeks later, weather permitting. Most of the girls in our chapter have signed up for future loads.

The Quad City Airmen's Association donated a check for \$99.99, to be used as a Leg Prize from Moline, Illinois to La Trobe, Penn. for the Powder Puff Derby. The

check was check No. 99, made out to the Quad City Area Chapter of the 99's, and was 2 feet high by 4 feet long. Barring any unforeseen circumstances, everything seems to be in readiness for the Powder Puff stop in Moline, and our gals are really looking forward to it.



ALBUQUERQUE CHAPTER

Wanda Cothran, Reporter

Welcome to our newest member, Peggy Langenwaller. Peggy and 49-1/2er Dan both earned their private rating in December. Dan is working on his commercial then Peggy says it is her turn for another rating.

Congratulations to Peggy Noltensmeyer who has now earned her multi-engine rating. Forgot to ask Peggy who gave her a check ride. If it was her 49-1/2 Bud, Peggy more than earned her rating.

The Albuquerque 99's are getting involved in the shipment of medical supplies to Santa Barbara, California to the Direct Relief Foundation, better known as Wings for International Health. Johnnie Hickey is chairman. We decided to limit our shipments to 250 pounds per month until we become more familiar with all the procedures and find out just how much we can handle.

Eleanor Snachez was in the hospital but is well on the road to recovery now.



Pictured above is the Quad City Airmen's Association presenting our Chapter with a check to be used as Leg Prize from Moline, Illinois to La Trobe, Penn. Left to right are:

Roger Smith, past president; Joe Svec, president; Charlie Alter, vice president; Norma Smith, chairman; and Carolyn Pobanz, past vice chairman.

Phoenix, Arizona, by Ruth Chapman and Joey Mehos, in connection with the Direct Relief Foundation "drug run" program in March. Ruth and Joey flew to Colorado Springs from Salida, Colorado, to attend our meeting. We were happy to welcome prospective member Mary Leonardi, who flew over with them.

Marge Potanko became APT in her instructor's check, and Jenny Sayer in glider proficiency. Come on, let's all follow their good example.

The Pikes Peak Ninety-Nines are looking forward to furnishing transportation and participating in the AOPA Seminar for Mountain Flying, to be held at the Holiday Inn, Colorado Springs, May 4th through 7th.

Exciting plans are in the making for "Aviation Day" to be held at Peterson Field, Colorado Springs, in connection with Colorado Springs Centennial Celebration this summer.

SAN ANTONIO CHAPTER

Marian Burke, Reporter

Airmarking Llano, Texas airport on March 18, 1972 was a fun project for the San Antonio Chapter 99's. Ten chapter members and several friends arrived by plane and auto for the event. After the "big job" was over everyone enjoyed a group picnic lunch. Two hard-working members of the group were San Antonio FAA Accident Prevention Specialist, Erick Andreson and his son Gordon. We appreciated your help! ... also the help of 49-1/2ers and friends. A big thanks to all of you!

Welcome new member Jane King! She has a private license ... has 2 children ... and husband, Stephen is an orthodontist.

Peggy Kemble was a visitor at our April 15th meeting at GEN AERO at San Antonio International Airport. She's a school teacher and her husband is a pastor for the Baptist Church.

Date for the San Antonio 99 Flight Rally has been changed to June 4. We are all hoping for good weather ... It's going to be fun and we hope several "out of town" pilots will join the group. We will send out info to Chapters soon.

Marian Burke and Ruth Hildebrand are making plans for the Powder Puff Derby.

GET APT! GET APT! GET APT! till next month ... safe flyin'.



San Antonio Chapter air marking Llano, Texas on March 18, 1972.

SHREVEPORT CHAPTER

Evelyn Snow, Reporter

Our monthly meeting was held on March 20th at the home of Corinne Strickland. Helen Hewitt gave a humorous account of her experience attending APP ground school in New Orleans — the only woman in a class of experienced Airline pilots.

On March 25th, The 917th Reserve Unit at Barksdale Air Force Base scheduled the last flight of their C-124. Out Chapter was invited to go along and the 99s "took control" of the airplane for 2-1/2 hours. Each 99 and her 49-1/2er had an opportunity to log time in "Old Shakey". Mary Jo Voss' 49-1/2er, Major Ben Voss, is a member of the Reserve Unit and arranged the flight for us. Some thought that one of the most interesting things on board was the little blue curtain toward the rear of the aircraft.

Our new Airmarking Chairman, Ann King, chose an airport with a four letter word for her first effort — Hart Airport at Many, Louisiana. Ann was aided by a stiff crosswind and the following energetic painters: Mary and Don Friday, Helen and Charlie Wray, Mary and Larry L'Herisson, Sandi and Dale Jones, Mary and T.W. Wheelock, Evelyn Snow and daughter, Betty Heise (Abilene Chapter), Helen Hewitt and Ann King's guest, Julia Ferguson. Many's Mayor, Mrs. Virginia Gaddis Godfrey and other officials greeted the airmarkers, took pictures and served coffee and doughnuts. The only calamity reported was the loss of Helen Hewitt's pimiento cheese sandwich on take off!

The Shreveport Chapter welcomes our newest member, Sandi Jones, whose 49-1/2er, Dale, is stationed at Barksdale Air Force Base. Sandi came to us from Washington, D.C. where she learned to fly amid Washington's T.C.A.

We wish to extend our deepest sympathy to our Longview member, Kathy Caston, in the loss of her 49-1/2er, L.P., April 5th.

TRI-STATE CHAPTER

Nancy Teel, Reporter

Our scheduled fly-in to Iola for the March meeting was shot down by a very unfriendly WM who handed us IFR weather, complete with icing and all that other good stuff, so we met at MIZZOU with all present except our Iola hostess, Phyllis, staying away from meetings either gets you talked about or a job. In this case it was a job, airmarking Iola on 4-15 — but rain dated to 4-23. More weather! Hope to get to see De Tar's new C-205 then.

Kansas Chapter invited Tri-State to CNU for an Osa Johnson special on 4-8. Very interesting day, but your chairman turned out to be the only brave soul venturing NW. Had to file IFR, and would you believe 2 holding patterns in the 65 mile trip? It's OK — I needed the practice. Some male type pilot inquired of K.C. Center if it was Pee Dee day, what with all these female pilots heading for CNU.

Out APT chairman Ann Perry proved how APT she was when she and 49-1/2er Neal took off recently and immediately went IFR with a windshield covered with oil.

99NT just got an unbirthday present. A new strobe light. After a VFR trip to TUL, when we were on 3 mile final for runway 26 with haze so thick the runway was still in-

visible, decided it was a good investment.

A hearty welcome to new member Ruth Brewer from Vinita. The more the merrier. Tri-State has gone from 5 charter members in May of '71 to 10 in April of '72.



ALASKA CHAPTER

Dorothy Q. McCulloch, Reporter

Our April 11 meeting: Luncheon at International Airport Upper One Dining Room with 15 members and 7 guests, Karen V. Tiede, Maryanna Foster, Laverne Storms, Joyce Bergstrand, Clarissa Quinlan, Jane Gaffin, and Elizabeth Middleton.

The Pinch Hitter Course held March 24th and 25th in the Aviation Bldg. at Anchorage Community College was a great success. A total of 54 women, 6 men and 7 Girl Scouts attended. The Girl Scouts made and distributed posters advertising the course and were our guests. The speakers at the luncheon at the Cuddy Campus Center were Tom Westall, FAA Accident Prevention Specialist and Kelly Robinson, ACC Aviation Coordinator.

Betty Rogers, Margaret Wagnon and Ruby attended the Aviation Safety Clinic at ACC.

Margaret Wagnon and son Bert (a new pilot) have purchased a T Craft on floats and as soon as the lakes are free of ice Margaret will be working on her float rating.

Ninety Nine Ruth M. Hurst owner of International Air Taxi, became the bride of Jack T. Jefford, chief pilot for FAA and a retired first lieutenant in the Air Force Reserve. The Jeffords will make their home at Wasilla Lake. (PLEASE do not number your lines —Ed.)

EASTERN IDAHO CHAPTER

Elaine Partridge, Reporter

Eastern Idaho Ninety Nine, Carole Depue was one of five women flyers in Idaho to attend a flight instructors clinic held in Boise March 21-23. Carole estimated that about 150 people attended the clinic which was sponsored by the Idaho State Board of Aeronautics and the FAA. According to Carole, the clinic was very worthwhile. Eastern Idaho chapter is very proud to have been represented at the clinic by a pilot with such an impressive professional flying background.

The main topic at the March Ninety Nine meeting held in Blackfoot Idaho at the home of Diane Jex was Shirly Johnson's recent trip to Spain. Shirly and her husband, John Johnson visited Spain in February and according to reports had a wonderful time.

Idaho Safe Pilot Awards were presented to Darlene Schiers and Carole Depue at the

Safe Pilots Dinner held in Pocatello on April 4. To qualify for this award, a pilot must fly at least 50 hours during the year and not have a reportable accident.

Ninety Nines Darlene Schiers, Carole Dupue and Margaret Stanford are all reportedly very busy studying for their instrument ratings.

The April meeting of Eastern Idaho Ninety Nines has been set for April 15 in Rexburg, Idaho.

FAR WEST CHAPTER

Margaret Layton, Reporter

Weather finally cooperated and we were able to fly to Port Orchard for our April meeting. We've been weathered out on 99 day for months.

We're so pleased to have three new members. Elsie MacDougall and Susie Kintner became members in November. Elsie is a nurse to Dr. Kintner. She is really pleased lately as husband Quinten started taking flying lessons after going up with her. Susie Kintner is a Freshman at Pacific Lutheran University. Susie is part of a real flying family — her dad and three older brothers fly. Beverly Christensen is our newest member. Bev teaches 1st grade (this includes aviation education and a trip to the airport for her pupils). She planned to learn to fly earlier, but the trip to Alaska last summer was the inspiration that really got her out there for lessons.

At one of our meetings we saw the slides of the flight to Alaska last summer made by Bev and Chris Christensen in their Lark Commander, Mary and Dave Kochanek in their Skyhawk, and two other planes.

We had one of our meetings at Elene Duncan's and invited women student pilots and explained a little about 99's and Elene showed slides she took on one of the Powder Puff Derbys.

We are very pleased that Elene Duncan now has her instrument rating.

A very interesting and educational FAA Instrument Seminar was held in Port

Angeles in January. Mr. Ralph Carpenter from the FAA and Lt. Cmdr. Harold Tydings, U.S. Coast Guard were in charge of the Seminar. We felt that we women were very well represented. 99's attending were Elsie MacDougall, Jean Rutz, Elene Duncan, Beverly Christensen, Mary Kochanek, and Margaret Layton plus six women students (future members).

Our chapter is planning an educational trip through the FAA Center at Auburn the latter part of May.

GREATER SEATTLE CHAPTER

Marilyn Hughes, Reporter

Lots of unusually cold, stormy weather in the northwest! Virginia Nastuik just missed a freak tornado April 5th on a bouncy instrument flight south to Eugene, Oregon in 65-knot headwinds, downdrafts, and rain. Weathermen were as surprised as she by the tornado, which turned Vancouver, Washington into a disaster area.

Helen Durham and 49-1/2er Claude headed their Skylane for points south on their way to Mexico and the sun. After covering some 9,000 miles and logging 66 hours, Helen arrived back home to be greeted by Seattle's liquid sunshine again! She reports the "99" patch on her jacket kept her from feeling a stranger anywhere.

Congratulations are due new member Linda Rolczynski; your new reporter (will accept help from anyone) Marilyn Hughes is a new transfer from Eastern Washington. Cheers to four members now APT: Ula Hiatt, Iona Funk, Betty Denney and Thora Morgan. How about You?

SOUTH DAKOTA CHAPTER

Ramona Dewald, Reporter

At the January and March meetings, the chapter appreciated the valuable information on survival, given by Sgt. Jack Wagner, USAF. Sgt. Wagner informed us about what should be done if our plane is downed and lost, in order to increase our chances of survival. He also demonstrated survival kits to always have available. The

Sargent's talks were enjoyed by many 99's families. Lenette Macy, Elizabeth Magnusson, and Sara Rambo arranged these meetings. Thanks a lot! By the way, Sara is our newest 99. In the last twelve months, she has obtained her private and commercial license, and as this is being written, Sara is receiving her instructor rating check ride!

Meanwhile, Adeline Hamilton and 49-1/2er Lowell piloted their 210 to Las Vegas and about that time Bev Blake and 49-1/2er Charlie were winging their 210 to Los Angeles.

Leotta Frazee was hostess for the April meeting in Pierre. We were happy Jean Tough arrived from Linton, N.D. Jean will be assisting as a timer for AWTAR.

SOUTHERN OREGON CHAPTER

Shirley Haussler, Reporter

The March meeting was held in Canyonville, Oregon with a very pleasant luncheon at 3J's. Once again we were grounded — It was even IFR driving! Members present were Maxine Pike, Alene Sharp, Ginny Walsh, Shirley Haussler and Chairman Rose Ellison with her guest, Marcelle Johnson.

Rose Ellison showed pictures of her recent trips and also told of some of the exciting things that happened. Seems they had a tire blowout as they took off and were met by a firetruck when they landed. All turned out well and they were able to continue with their vacation.

During our business meeting, we discussed the Palms To Pines Air Race, the route and fly-bys that are to be required. Several of our members are planning to enter the race again this year as they really have enjoyed it.

We also discussed the possibility of our chapter having some short round robin type fly-ins as soon as weather permits. This would get our group together more and also in the air more which can only lead to a great time. Our April meeting was to be



Annual AOPA Pinch Hitter Course Class and Blanche Krager Teacher. Presented by Alaska Chapter 99s.

held in Albany, Oregon but was again cancelled because of bad weather. Instead our chapter luncheon was held at Mr. Steak in Medford, Ore. There were five members present and guest Betty Fordyce.

We were real happy to see Ruth Oliver back with us again. Ruth has been recuperating from several operations and is ready to fly again.

We are going to plan our May meeting for Albany again, weather permitting. Hope to see all of our members present.

WILLAMETTE VALLEY CHAPTER

Bonnie Bradford, Reporter

Our March meeting was held at Portland International Airport. We discussed at the meeting the matter of Incorporating our chapter.

We also assessed all members five dollars to replenish our treasury as we were low on funds and would rather do that than try to raise money from a rummage sale or otherwise.

We had beautiful flying weather for our flight to Portland and wish it to be so for all meetings and also for all other chapters.

After having lunch we took a tour of the tower and Radar room. Most of us had at one time or another had a tour of this type but one always seems to notice and ask questions about something we had missed before.

We were much impressed with new equipment being installed in the Radar room.

There were two new scopes that will give altitude and speeds of planes Transponder equipped.

Betty Starker has just returned from a trip to Australia and your reporter and 49-1/2er spent the month of February in Mexico. This is an annual trip but we went further than we ever had before going to Merida, Yucatan and the Isla of Cozumel, also visited Chichen Itza and enjoyed seeing the Pyramids and ruins.

No matter where one goes you usually run into some fellow 99's. While waiting for gas at Zihuatanejo I met one girl from Iowa and one from Washington, 99's do get around.

Good weather and happy flying to all.

flying money.

Lucille Haley from Alberta Chapter was recently in Hawaii for her annual winter suntan. We enjoyed a lunch with her, picnic style, in Marguerite Wood's hanger.

Several 99s joined the General Aviation Council's overnight fly-in to Kamuela, on the Big Island. Among those participating were Jane Kelley and family, Pat Kelley, Sandy Albers, Pat Davis, Sue Smith, Corinne Briten, Irene Rogers and Dot Kelsey.

We're working hard to get APT. Our instructor-members donate their time to the gals who need an instructor. You can't find better Aloha than that!

BAY CITIES CHAPTER

Kathy Marquardt, Reporter

Calistoga, the soaring center of the Napa Valley was descended upon by Joyce Wells with Rose Sharp in Joyce's Piper Arrow. Kathy Marquardt met them there for lunch in her club Cherokee 180. No match for the retractable gear, I lost a friendly "race" to the Sonoma valley to see Rose's new home.

Karen Kahn spent three weeks traveling, on business, in Atlanta, NYC, Tampa, Miami, and Opa-Locka tower for an interesting tour. On her flight home they made an emergency landing at SFO when their DC-10 showed no nose gear down light. The gear held, crash trucks returned to their hangars, and she was glad to be home.

Mary Fields flew to Columbia with Mary Fields and guests recently. There is a tear in the corner of Mary's eye as she has sold her airplane.

The Southland Safari was a great success from the reports of all of our members. Gail and Fielding Lane with Margaret and John Gerhardt ventured down on the airlines. Caroline Schutt flew down in her Bonanza, while Ruth Rueckert got to fly Myrtle Wright's (Redwood Empire) plane on the trip down for three hours of smooth flying. Kathy Marquardt went with Faye and Bob Kirk and Marion Barnick of Santa Clara Valley.

Ann Morrissey has recently flown to Las Vegas to plan a course for Cystic Fibrosis' Pacific Air Days Oakland to Las Vegas Proficiency Cruise to be held the weekend of June 2-4.

Jean Tinsley has been flying around the state from the southland to Fort Bragg. John and Marga Hinman were seen at the Western States Sheriff's Air Squadron meet in Las Vegas. Joyce and Hal Wells have also been touring Northern Calif. whenever possible. Gertrude Cherry and Karen Kahn are the first in our chapter to get APT for this year. Next month a fly-in meeting at Rio Vista. Happy flying!

GOLDEN WEST CHAPTER

Wilma Bennett, Reporter

Kick-off banquet for drawing 1972 AWTA Race numbers and a door prize of 2 round trip tickets to Hawaii is in progress. Nancy Stock has been busy making all the arrangements and checking last minute details. Captain Elgen Long of Flying Tigers, who holds 8 world flying records, will be our Master of Ceremonies. Other distinguished guests include: Thon Giffith, Mrs. Wm. Southern (Amelia Earhart's Flight

Instructor), and Dixon Arnett, congressman. Snoopy (49-1/2er Charlie Appel) will be there too!!!

Vivian Harshbarger was our representative to the SW Sectional in Orange County. She had a great flight.

Toni and Dale Kuhns traveled to Greece on 747 and had a great time discussing PPD. Pat and Charlie Appel went to Puerto Vallarta, Mexico. Jeanne and Al Abramson went to Mexico but only after Jeanne sent out 220 press kits for the 1972 PPD Start.

Flood's Flying Service will be the official FBO for PPD start at San Carlos Airport. Other major sponsors are San Carlos Chamber of Commerce, San Mateo County, Mobil Oil, Hills Brothers Coffee, Villa Hotel, Holiday Inn, Monterrey Bay Chapter 99, TWA, Pensicola Choir, Hawaii-Aloha Chapter 99, Keri's Dress Shop for official hostess outfits.

A San Francisco tour will be available from Gray Line. Rental cars and hair appointments will also be available.

We are planning a special group APT program for this month.

LAS VEGAS VALLEY CHAPTER

Marie McMillan, Reporter

Welcome to Amy Koning, newest member of Las Vegas Valley Chapter. In Amy's first air race, the 1971 Powder Puff Derby, she placed seventh, flying co-pilot with her sister, Dorene Christensen of Santa Ana, California. Amy is now preparing for the Angel Derby, teaming up with Sue Robinson of Alexander City, Alabama. Las Vegas Chapter is preparing to give her a big send-off in May.

Priscilla Alexander is a Charter member of the Las Vegas Chapter. Pris was featured in the Spring "Frontiersman" publication with Maxine Brown (soon to become a 99). The feature article details Pris' ability to fly, race cars and water ski. You name it and Pris can do it!

Chairman Marilyn Andrews is carrying on in her wonderful manner after the shock of the deaths of both her father, Glen Roberts, and Mother-in-law, Margaret Andrews (99 life member of San Joaquin Valley Chapter).

Marie McMillan and family returned from a holiday at Cabo San Lucas, Baja California, Sur, just in time to attend the Spring Sectional with Liz Heller at Orange County. What a delightful opportunity to meet and chat with Achsa Holfelder, 99 Charter Member, Bakersfield, California. She makes us very proud to be Ninety-Nines.

LONG BEACH CHAPTER

Dorothy Waltz, Reporter

Well, it is Race Season again and the Long Beach Chapter is off and Flying.

First is the Angel Derby — a few known entries that we will be cheering are Dorothy Waltz and Margaret Mead, Emma McGuire and Georgia Lambert, Claire Walters and Mary Telfe from the Montgomery Ala. Chapter and Judy Wagner.

Then on into the season for the Powder Puff Derby. A change of partners is in order ... it is rumored that Dorothy Waltz is on a diet to compensate for Wally Funk's cast, but the doctor assures Wally that by that time she will be in a knee length cast and will be airworthy. Emma McGuire will also be changing partners back to Jean Schiff-



ALOHA CHAPTER

Dot Read, Reporter

Aloha, here's hoping that spring fever has you up in the air and APT.

We are proud of Irene Rogers, who has just added CFI to her long list of ratings. Irene seems to have a new rating every time I write my report, but I think she will have to take up ballooning for many more ratings, as she has most of them now. She is also a very impressive aerobatic pilot, and sells real estate to keep herself in

mann . . . a known team by now in this race. Claire Walters will stick with the combination of Mary Relfe from the Angel Derby.

Word is that Kay Fitzpatrick plans to enter the Derby as soon as she passes her Commercial rating (sounds like she just about has it). Congratulations!

The excitement is beginning to mount for the Palms to Pines Air Race. It takes place beginning August 11th and begins at Santa Monica and terminates at Independence Oregon. Entry kits may be obtained by sending \$1.50 to Claire Walters of the Long Beach Chapter.

Wally Funk had an occasion recently to visit the Library at Northrup and speak with David Hatfield, the Professor of Aviation. The library has some wonderful picture albums of Amelia Earhart which are available through contacting Mr. Hatfield. He has also developed a sound slide program on Women in Aviation which can be seen at Northrup.

The weather is turning nice and the blue skies are full of 99's Jean Schiffmann and Karen Sherman off enjoying the day and Georgia Lambert doing the same. Chris Huerth has been seen sneaking out of work at lunch time for a flight to Catalina in 44 Charlie.

Congratulations for a great job! Kay Fitzpatrick was named the Top Woman Pilot in the Regional Intercollegiate Meet at Sonora. She is hoping for the invitation to go the National Meet at Purdue.

LOS ANGELES CHAPTER

Jo Ann Steiert, Reporter

The news these days is the surge of members getting APT. With spring there seems to be a surge to up-grade ratings, and get current with existing ones. Norma Futterman was the first officially APT member, with a commercial rating the attained goal. Virginia Showers is another APT private pilot, enroute to commercial, with a slight side-tract to twin-rating. Both of them are flying Norma's 310 in the Angel Derby in May.

The April meeting was held at the home of Lynn and Bob Oppen, under happy social hospitality of these two. The guest of the evening was Dick Kringle of the Santa Monica FAA office, who showed a film "Weather to Fly".

We want to welcome new member, Elaine Fischel, and congratulate new pilot Holly Baird, who, being our scholarship winner, is all-but-the-paperwork a member.

We had six members in attendance at the Orange County sectional. They report a delightful meeting place, and gracious hostess chapter.

Load that barge, and tote that bale . . . that's just what happened, on the recent Pharmaceutical Run, the airlift portion of the World Relief Organization, from Burbank Airport to Santa Barbara. Barbara Nichols is our chapter co-ordinator on this project, and a natural for the job.

MT. DIABLO CHAPTER

Sharon Ketchum, Reporter

It's time for this reporter to get caught up on the news! It seems as though our February fly-in was a little rearranged as the weather didn't permit flying to Half Moon Bay as planned.

February 29th we invited our 49-1/2ers and other guests to hear Mr. Thoville Smith from the FAA present a program on Aviation Safety. Mr. Smith demonstrated (along with volunteers from the audience) the "Vertigo" Chair and explained the tricks and effects of Vertigo. Mr. Smith also told us about hypoxia. Unfortunately, many of the flying accidents are due from one of these two effects (hypoxia or vertigo). Mr. Smith had a good suggestion for us all, in addition to having our regular physicals, we should also have an instructor ride with us from time to time just to make sure we haven't gotten into any bad habits. Some time in the near future our 99's will be planning a visit to an Altitude Chamber.

St. Patrick's Day found our 99's sky bound for Modesto. The Modesto 99's very kindly met our girls and taxied them to a very nice restaurant, Cote D'Oro. Pauline Wade, guest-Joan Mason, guest-Nancy Richard, Marty Graham, guest-Cleo Quinn, Nancy Wallis, Margo Hinman (Bay Cities), Marge Rogers, Peggy Winters, Arlene Rossman, Grace Ellis, guest-Dori Smith, Lil Riley, Modesto gals — Eve Hendly, Billie Wyatt and Charlotte Ryan were there to enjoy the outing.

At our regular April Business Meeting we elected new officers for the coming year. We will be under the fine leadership of Marty Graham as Chairman, Peggy Winters — Vice Chairman, Georgia Confer — Secretary, and Judy Bigby — Treasurer. We are looking forward to another great year in aviation. Which, by the way, our chapter will be having it's 5th Anniversary soon. Plans are in progress for an Anniversary Party.

Buckie, we're all happy you're feeling better.

ORANGE COUNTY CHAPTER

Avery Grey, Reporter

Orange County Chapter has a really exciting new member. She is Francine Bowman, of Bayonne New Jersey. Francine joined the foreign service in 1961 and has served in Bangkok, Athens, Saigon and Santiago. She learned to fly a Cessna 150 and speak Spanish at the same time, in Chile. Can you imagine flying instructions and ground school in Spanish?

In 1969 Francine moved to Mexico where she studied for and passed the Mexican Governments tests. To obtain a license in Mexico it is necessary to understand aeronautic telecommunications, among other things. At this point she had a



Francine Bowman, Orange County Chapter.

decision to make, give up flying or buy a plane. There are no planes to rent in Mexico. Needless to say, she bought a plane. A Piper Tri-Pacer.

There are now five Mexican women pilots quite an honor to be one of them, wouldn't you say?

Francine has received a new assignment, Washington, U.S.A.

After 11 years away she is excited at the prospect of returning home. She will have three months off between assignments and Orange County members are delighted.

PALOMAR CHAPTER

Wanda Miller, Reporter

Welcome back to the fold: Dorothy Lovelady, Barbara Johnson and Dorothea Hurst Palmer who have all been reinstated. And a big hello and welcome to our newest members: Harriet Booth and Ellen Boykin.

Pam van der Linden gave a talk to the Fallbrook School System on Career's in Aviation.

Plans are well underway for our annual Pilots Poker Party to be held May 21st (that day has been designated "Lindberg Day") — come join us in a fun day!

A thumb-nail sketch of our Mary Pearson a candidate for Treasurer for the Southwest Section:

FAA Examiner with 8,000 hours . . . ASEL, CFI, ASES. Commercial and Instrument.

AWTAR Pilot — 6 years . . . Numerous other races.

Co-Owner with 49-1/2er Brad: Flight Trails Flight School, Palomar Airport.

Charter Member: Tuscon Chapter 99's.

Charter Member and First Chairman: Palomar Chapter 99's.

Member of the Southwest Section Nominating Committee for two years.

PHOENIX CHAPTER

Beth Ussher, Reporter



Left to right: Mrs. George Vial, Mrs. Henry Reuss, Mrs. Charles Berschneider, Mrs. Graham Edwards and Mrs. Robert Brooks.

April's top news item is our Airlift, which was extremely successful. In spite of the hot sun and a tricky crosswind, many people waited over an hour for their turn. Twenty-three aircraft participated during the day; 103,826 pounds were hoisted aloft and profits will be over \$1000. These monies go to Girls Ranch in Arizona and Amelia Earhart Scholarship Fund. The gal

who deserves the majority of credit for organizing her 8 chairmen and the Chapter members is Carol Borgerding.

The Phoenix Chapter was well represented at Sectional by 7 members — Carol Borgerding, Millie Dawe, Clare Ellis, Sue Harper, Alice Roberts, Mary Vial and Jessie Wimmers.

Other local items — Melba Beard, charter member, was the guest speaker at the 40th anniversary celebration of the Los Angeles Chapter on March 25th — Bev Powell just returned from Jamaica. Her husband had won the trip for 2 through a company contest. One of the most unusual stories this month was told by Marilyn Simis. She and her husband were on a trip to Mazatlan when their throttle stuck in the full open position on their 180. After a hectic landing at Mazatlan at 150 mph where the fire trucks met them, an Aeronaves mechanic fixed the throttle (they thought). But it happened again on the way to Ciudad Obregon. At least they made it home safely. Another Mexican trip highly recommended by Natasha and Cliff Swigard is to Acapulco, with a restful week at the Las Brisas Hotel.

REDWOOD EMPIRE CHAPTER

Anita Worel, Reporter

Myrtle Wright, Janet Allbeck, Nina Rookaird and I, plus Les Allbeck, Dick Rookaird and my Jack flew down to the delightful Spring Section meeting hosted by the Orange County Chapter. I was greeted by the Orange County tower with "We missed you last nite at the party, Anita" as I called in downwind early Saturday morning. Upon leaving Sunday morning I received similar personalized treatment from our Friendly Aviation Agency. Two of Myrtle's passengers were attending a Sectional for the first time. Myrtle's new address is P.O. Box 52, El Cerrito, Ca. 94530.

Our March meeting was held at my house. Eight members attended plus two very new pilots, Esther Harri and Jeanne Gibson. This meeting was their third and they will join as soon as they get their pilot license numbers.

RENO AREA CHAPTER

Hazel Hohn, Reporter

Katie Bolstad says that she and Doris Eacret had a ball at the spring Southwest Sectional in Orange County, California, going on Safari and lots of other goodies, not to mention being met at the airport by a gorilla. Katie also reports that they met The Male Chauvenist of the animal kingdom — Frasier, an ancient, decrepit lion with an 8 inch tongue hanging out non-stop. After fathering 31 cubs, the females still think he's so great that every time the Dirty Old Man got up, the gals all came a-running.

Our April meeting focused on the TAR fly-by and stop at Winnemucca. Mary Boles, Fran Gustavson, Doris Eacret, and Katie Bolstad recently went with California 99's Thon Griffith and Phyllis Pierce to Winnemucca to firm up plans for the race.

A quartet of couples recently flew to Baja, Calif. for 10 days — Lois and Dave Williams in their 182, Dorothy and Louis Baer (congratulations to them on their recent marriage) in their Bonanza, Gwen and Jim Woods (she's a student pilot) in



Dedication of historical aviation marker, Carson City, Nevada. (left to right) Hazel Hohn, Reno Area Chapter; Jim Lien, President C.C. Chamber of Commerce; Miss Carson City; Eugene Scrivner, Mayor of C.C.; Col. James Ames, Commanding Officer of Mather AFB, Calif.; Herb Jones, Captain, American Airlines, representing Senator Howard Cannon; and Wilbur Stodieck, present at the 1919 flight.

their 182, and Elaine and Stan Brown driving the family 175. Elaine says the weather couldn't have been more ideal, and they met 99 Faith Douthitt at Alphon-sines. This is a strip with gas and 6 cabins, where the runway is under water at high tide. It was still damp when Elaine and Stan landed. They enjoyed it so much they are winging off again this week with daughter Allison for 6 days of hunting shells and scuba diving.

The historical aviation marker I sponsored has been installed on Highway 50 about a mile east of Carson City. It commemorates the first flight over the Sierra Nevada in 1919, from Mather Air Force Base, California, to Carson City and Reno. There is an article about this flight in the summer issue of *Nevada Magazine*. State and city officials helped me organize a dedication luncheon at Carson City Aripport with Colonel James Ames, Commanding Officer of Mather AFB giving a speech. To show how times have changed, in 1919, an unauthorized student pilot in a 90 hp Curtis trainer joined the three 400 hp Army de Havillands in crossing the mountains the first time. But in 1972 even the Commanding Officer of the base could not get a plane. Col. Ames had to drive.

SACRAMENTO VALLEY CHAPTER

Barbara Goetz, Reporter

A Lady Bug Banquet was the theme of our April meeting. A fly-in dinner to Marysville Airport. We had a great turn-out thanks to dinner hostesses Audrey Snovel and Miriam Burcham. Once again this chapter provided the transportation for the AOPA flying clinic at the Sacramento Executive airport. Shirley Lehr was the chairman of the transportation. She and about 15 members spent many hours

driving pilots to and from the airport. Juanita Bowler and Ann Walmsley provided the early morning refreshments. We were glad to see Coral Bloom, our commuting member from Contra Costa, at the clinic as a flight instructor.

Several members have submitted applications for AWTAR this year. Shirley Lehr will be flying the Mooney Ranger again, only solo this time. Barbara Goetz and Thelma Cull have their applications in and are hoping to fly a Commanche. Barbara completed her commercial rating on April 12th just in time to submit the applications on April 14th.

The Sacramento Symphony Best Dressed contest was won by our own Judy Marquart. Judy wowed the judges in an elegant evening dress.

Thirteen members attended the Southwest Sectional Safari in Orange County. Frazier the Lion made a big impression on June Devine who is an avid Frazier fan. June's husband Jim, had to do some fast talking to keep her from trying to take Frazier home. A seven foot gorilla met Ruth Wagner, Thelma Cull, Lorain Hery, Ann Walmsley, Barbara Foster, Gerry Mickelsen and Juanita Bowler as they deplaned at Orange County Airport via Air California. Also attending were Darlene Gilmore who braved the back seat of the T-34 all the way home flown by Barbara Goetz; Ann Corder, Maxine Northart, and Coral Bloom.

The fly-in plans for May include Hollister, Yosemite, and the Nut Tree.



Thelma Cull, outgoing chapter chairman, Sacramento Valley Chapter, was given a silver bowl when she left office.

SAN DIEGO CHAPTER

Eleanor Richardson, Reporter

Margaret Moody and Bonnie Adams took a Bachelorette vacation during their school's Easter vacation week. Off to New Mexico in Moody's Bonanza. Leaving San Diego heading to Winslow at 13,500' — 168 knot ground speed. The high winds at Winslow prevented any further travel that day, so they visited Meteor Crater. On to Santa Fe the next day. During their four day stay, they visited Los Alamos, Tacos, Bandolier, Pecos and Fort Union National Monuments, and all the museums in and around Santa

Fe. Even though it was cold with flurries of snow they had a GREAT time.

Pat Osmon flew to the Air Force Academy in Colorado, Tuesday and Wednesday 29 and 30 March (also her Easter vacation). She escorted 30 young CAP Cadets (boys and girls). Pat says the high point of the whole trip was the Air Force Chapel and the indoor athletic facilities.

Marie Lewis flew her husband and the Whartons to Imperial County for her "birthday luncheon" on Easter. The men flew back home and practiced their "tactics" for the Fresno 400 Men's Air Race.

Pat Osmon and Eleanor Richardson attended the South West Spring Sectional at Newport Beach, Orange County. Other San Diego chapter members attending were Marian Banks, Ruth Ebey, Betty Gilles, and Terry Vasques. Terry is finally surfacing after many months of hard work in her own real estate business.

After returning from the Safari to Lion Country where Betty Wharton saw Frazier the prolific lion — she insisted on having a copy of Fraziers (90 years old-33 cubs) diet for Claud — why? — Claud is flying in the Fresno 400 Men's Air Race 15 April and he needs the go power to win.

Ruth Ebey won a prize for low-time pilot attending the Spring Sectional.

Shirley A. Wolf and Jo Cromwell were guests at our meeting 10 April.

SAN GABRIEL VALLEY CHAPTER

Marie A. Hight, Reporter

Our 99s are working hard to make the "3 cents-a-pound Sunday Fair" a success. Our commercial pilots will fly the passengers, a helicopter will offer rides, and a static display (guarded by CAP Cadets) will be set up for the waiting passengers to view.

Four guests were present. We were happy to meet Pat Evans and Ilse Cook who are student pilots, and Marion Jirschevske and Carolyn Wieland who are private pilots.

Patsy Galloway has transferred to our Chapter and we welcome her and her willingness to work with other 99s.

It is good to see Rose Ann Ford back at our meetings.

Marion and Bob Marriott flew to Nut Tree near Sacramento for a Sunday outing and invited Marie and Sterling Hight to go along. The flight up the coast was beautiful on that clear day, and flying over San Francisco was a delight.

Mary Jane Nelson experienced an unexpected thrill in a T-34 when the tank indicator lever failed (for a moment) to register correctly.

SAN FERNANDO VALLEY CHAPTER

Gerry Vickers, Reporter

The San Fernando Valley Chapter Ninety Nines held its 12th annual awards banquet at the Alpine Haus in San Fernando on Saturday, March 18, 1972.

The trophy for Woman Pilot of the Year was won by Elizabeth Dinan. The runners-up were Lola Ricci, Audrey Schutte, Vesta Malby, and Shirley Thom. This award is presented to the chapter member who has done the most during the year to advance women in aviation by her hours in the air, by adding advanced ratings and by her participation in chapter and community aviation activities.



San Fernando Valley Chapter members Pauline Fleming, left, winner of the Trixie Ann Schubert Memorial Service Award;

and Elizabeth Dinan, right, winner of the Woman Pilot of the Year Award; center, Roland Barton.

The second award presented was the Trixie Ann Schubert Memorial Service Award. This award was presented to Pauline Fleming, this year's chapter chairman. This award was established in memory of Trixie Ann Schubert, a charter member and past chairman of the San Fernando Valley Chapter, and is given to the member who has given outstanding service to the organization during the year. The runners-up were Rodg Rodgers and Lola Ricci.

Our heartiest congratulations go to these women who have done so much to further the interests of our group.

The speaker of the evening was Mr. Roland Barton of the Los Angeles Fire and Rescue Department. Mr. Barton related many interesting experiences and showed slides of the many uses of helicopters in firefighting and rescue.

SAN JOAQUIN VALLEY CHAPTER

Dorothy McAllister, Reporter

Lee and Fran Roesch had hoped to take part in the Australian Fly-It-Yourself. Unable to schedule that, but by then intrigued with the world Down Under, they made their own plans for a trip to New Zealand. 19,000 miles via six airlines took them there and back, and a delightful trip it was, with a flight while there in a Norman Britten Islander one of the highlights of their jaunt.

Also in the midst of unpacking is Helen McGee, who just returned home from a flight with Harvey to Washington, D.C., in their Comanche 9303P. Their itinerary included Chicago, where they lunched with Marian Jayne, and Columbia, Missouri, where they visited co-ed daughter Lauramary.

At our April meeting in Columbia we welcomed new member Marianne McCullough who is back in the saddle, literally, having flown her family to Nevada to drive their cattle to the summer range. Marianne says, "Eight hours in the saddle is not comparable to eight hours in the air."

Also at the meeting were Queen Rose Hijos who had flown to Calistoga to hostess the California Flying Farmers; Laverne Gudgel who had attended an Aerial Applicators Convention in Palm Springs; and Shirley Miller who reported a flight to Porterville.

Just back from Phoenix was hostess Diane Kaufmann. Completing the contingent of members present were Jean Murray and Charlene Kirk.

Guests included Santa Clara Valley Chapter's Irene Leverton, now a Columbia resident, and contract pilot for Tuolumne Air Service, Welcome, too, to Lynn Davis, transferring from Iowa since she's now a Chowchilla resident.

When last heard from Charlotte Morrill was getting checked out in a Comanche. Dottie McAllister has a new Instrument Rating, proving that husbands *can* instruct their wives; however, Mac would be the first to say, "It ain't easy!" Dottie co-piloted for Rene Nealon on a jaunt to Ogden, Utah, to see "The Godfather".

Among the ideal fly-in spots in northern California is Oceano Airport at Pismo Beach, just a half-a-block stroll from the ocean's edge. Twelve of us, in five planes, spent a lovely day there in early April.

SAN LUIS OBISPO COUNTY CHAPTER

Wanda Ewing, Reporter

Hazel Johnson, who now owns a Bonanza in addition to her helicopter, recently served as an interpreter for Dr. Werthmann with the Flying Physicians in the village of Chinabampa in Mexico.

Six of our chapter members (Marci Barnett, Sally Jo Dividian, Criss Henderson, Dolores Kirschner, Grace McChesney and Wanda Strassburg) are enrolled in the local adult night school instrument ground course.

Wanda Strassburg is currently teaching two "mini-courses" on careers in aviation to youngsters in the 5th and 6th grades at Pacheco school and 8th and 9th grades at

Laguna school.

Yours truly (Wanda Ewing) has been appointed to the San Luis Obispo Chamber of Commerce Aviation Committee.

SANTA CLARA VALLEY CHAPTER

Betty Hicks, Reporter

Time-logging has occupied the energies and interests of Santa Clara Valley Chapterites in the past month, with trips for pleasure and benevolence scheduled and flown with equal enthusiasm.

The appeal for help by the Northern California chapter of the Flying Samaritans brought prompt chapter response. Pat Roberts flew members of the Stanford reconstructive and plastic surgery group to Mexicali in March. Then RN-pilot Pat came out of retirement as a scrub nurse, as she assisted in the cleft palate surgery on impoverished Mexicans who otherwise faced life with hideous deformities. Pat was in surgery eight hours the first day of the mercy mission, 12 hours the second, then flew the team back to San Jose that night.

Willy Gardner is another Samaritan volunteer. She and 49-1/2er Russ flew an X-ray technician and a medical secretary to the Flying Samaritans' Colnett, Mexico clinic, where dentists, doctors, nurses and medical technicians volunteer their services on a regular basis. The March clinic in Colnett was followed by another Gardner flight, this one a charity-begins-at-home type April 15. Destination was the territory of northern California's Hoopa Indian tribe, a medically-neglected group of Americans. Willy returned aglow with accounts of the work accomplished.

Pleasure flights scarcely included the one made by Mary Ann Penson and 49-1/2er Bob who appear to be otherwise sane. Their flight to Oklahoma late in March might have merely represented a momentary lapse. The Champ's range leaves something to be desired, it seems, and its equipment is minimal for VFR-day, period. Headwinds? Naturally. What would have been a two-day trip by automobile became a three-day trip by Champ. "We learned," reports Mary Ann dolefully, "a great deal." Pure Pleasure it was, however, for those who flew more sophisticated birds to the Southwest Sectional. Evelyn Lundstrom Comanched with 49-1/2er Lundy; Marion Barnick flew her 172; the Roberts crew (Pat, 49-1/2er Sheldon, and son Wayne) arrived in the Aztec, and Faye and Jim Kirk flew in something unreported, their departure airport having been Ukiah. Amy Sylvestri commercialled in. Phyllis and Fred Pierce shunned their Ercoupe in favor of a machine with four wheels. Highlight of the convention for Evelyn was the receipt of the top prize for most unusual occupation at the convention. This Evelyn achieved by plopping self and knitting in the lobby of the Newporter Inn, where she brazenly proceeded to produce a leper bandage, for which ingenuity and service to mankind she was awarded, quite incongruously, an old fashioned motorman's cap printed with antique airplanes which we'll have to assume she'll perch jauntily upon her imaginative head when she next makes her delivery to the colony. Completing her coup of prizes, Evelyn also scooped up the hospitality award, a hand woven rug upon

which she may now sit in her motorman's cap with the antique airplane's on it, and knit leper bandages. The April 13 Carmel Valley Fly-in was a unquestioned success, except for Mary Ann Penson's undiagnosable disease, which defies medical science by occurring with regularity the second Thursday of each month. No respite from her mysterious symptoms is experienced until approximately two hours following return from the fly-in. Or so she informs her employer. Marion Barnick and Jeanne McElhatton were there in the 172. Shally Rohlfing and Jeanine Ceccio braved it in Sally's 150. Jackie Petty and Willie Gardner made it in a Cherokee 140. Pat Roberts and Evelyn Lundstrom, rehearsing for the 1972 AWTAR, flew their race Comanche with guest Katy Ahmann aboard. Des Stuart-Alexander will, if all goes well with Apollo 16, by now be intimately involved with the talent she maps for NASA. Dr. Stuart-Alexander has just been appointed the first woman member of a Lunar Geology Team. Her team will examine rocks brought back by the Apollo 16.

TUSCON CHAPTER

Judy Preble, Reporter

Our beautiful desert spring finds our Tucson Chapter busy as usual. Our regular glib reporter, Ginny Cook, is so very busy planning, pushing and pulling our Fun Filled Fiesta, alias the Treasure Hunt.

We are very pleased Dave McElhatton graciously agreed to M. C. our Treasure Hunt as well as fly in it. Good news sure gets around! We have had inquiries from as far away as Chicago, Kansas City and Maine, and several more "Frugal Flyers" signed up at the Sectional to unravel our clues.

Speaking of the Sectional, reports were that a wonderful time was had by all. Patsy Brooks flew her Baron and Virginia Edwards co-piloted. Virginia Cook and Barbara Welsh enjoyed trying out back-seat piloting for a change. The crew won the trophy for the first plane arriving. In a Baron, what else would you expect! Barbara's luck was with her when she won a Golden West airline ticket for two to San Francisco! Wonder if her suitcases are large enough to squeeze a couple of the rest of us in.

UTAH CHAPTER

Barbara Whitaker, Reporter

Our regular meeting for the month of April was held at the Ogden Municipal airport on April 12th. Those in attendance were Joan Winterling, Eloise Wilcox, Joan Barton, Barbara Whitaker, Barbara Barlow, Virginia Wilkinson, Nancy Reuling, Lila Fielden, Jane Patterson, Wilma Nichols, Alberta Nicholson and a guest from California, Pat Northrup, who is a student at the University of Utah. We watched a film on basic radio procedures which is put out by the FAA. They urged pilots to use proper phraseology and not clutter up the radio with unnecessary conversation and to use approach control whenever available.

Nancy and Lila have been spending their Saturday afternoons soaring in the vicinity of Nephi.

Barbara Barlow has been training in a Lear Jet in anticipation of a check ride for type rating.

Wilma Nichols recently returned from Africa.

Alberta Nicholson visited San Bernadino, California along with members of her family. While there she made a brief visit to the Southwest Sectional. One Saturday she met a 99 from the Tennessee chapter who had stopped over for some skiing. An hour later at Sky Park, Utah, another gal walked up and asked if Alberta was by any chance a 99. This turned out to be an ex-Chapter Chairman from Denver.

Barbara Whitaker flew to Salmon, Idaho and had a prop accident while taxiing over to a tie down area. Don't taxi across ditches! Play it safe and push it across.



Kirsti Pesola, Reporter

Hi again!

We had our spring party on March 18 at restaurant Mestaritali. Much more than a hundred people interested in flying were present at this party arranged in an Hungarian way. We had a delicious Hungarian meal, and the headprize at the lottery was, of course a journey to Budapest, the capital of Hungary, for one week, including the flight to and from, the hotel, etc. Our past president Pirkko Helminen was the happy one to go to Budapest.

At the end of February, during three days, we had a course, just for repetition, concerning briefing, meteorological services, traffic at Malmi airport and radio operating. This was all voluntary, and a very active group of our members was present. The longest days lasted from 10 o'clock am to 8 o'clock pm. First we were told about weather, briefing, etc. and on the last day we all imagined, a map in hands, to make a flight somewhere, one of us flew to Stockholm, and our three instructors imagined to be Mr. Briefing, Mr. Air Traffic Control and Mr. Weather. The whole time we had to be in radio connection with traffic controller, our Mr. Weather made us troubles by giving us a quite bad weather. At that time one of our girls got lost, and had to be helped with radar back to airport, another said that she won't continue any longer, she'll stay at the nearest airport, etc. All what happened could have happened also in reality, but this time we were able to stop and ask for some help, how should we do if this and that really happened.

This type of course was held for the first time here. Even our instructors were interested in this kind of schooling, the idea was from our president Raili Aronen. I personally can say that I learned quite a lot of useful things.

Next summer, on June 17-22, we have an International Rallye in Finland, the III International Polar Circle Air Rally, that has been held every third year. Every time

earlier we have had competitors from several European countries, the first time there was a German Ninety-Nine. Last time I was there, too, and have to say that I really liked that way of flying. This rallye makes first a tour in Southern and Eastern Finland and ends at Rovaniemi airport. Rovaniemi is situated about at the Polar Circle. There we have a competition in precision landing in the midnight sun, beginning usually about at midnight, and we make a little flight quite near Rovaniemi just to look at the scenery at night time. That's really something.



Christine Henderson, Reporter

Welcome! to our new member Joan Thompson of Sydney; whom we hope to see at our Sectional in Charleville. Rosemary DePierre flew to Perth in her Cessna 172 from her home at Wyalkatchem, to meet the president-elect of Zonta, Mrs. Harriet Yeckel; who was visiting Australia.

Rosemary reports a delightful day spent at Rottnest Island — 12 miles off the West Australian coast. Flew over in the Cessna 172 for an A.W.P.A. Meeting underneath the immense native ti-tree; which afforded an excellent sunshade in century temperature. We were only 50 ft. from the waters edge — an idyllic spot. (The Santa Catalina of W. Australia.) With a complement of Women Pilots, Robin Miller will be flying a Baron across the Simpson Desert to Charleville.

Congratulations! to Judy Lording and Greg Williams on their marriage and also to Margie Hall of the Cape Girardeau Chapter and Paul Loiseau.

Queensland has endured the effects of several cyclones this Southern Hemisphere summer. Beryl Young's Christmas dinner was a ham sandwich amongst the destruction in Townsville from 'Althea', as Beryl had flown the Premier of Queensland in to inspect the damage.

Dorothy Herbert in the midst of her hectic preparations for our Sectional, flew 700 n.m.s from Charleville to Adelaide in her Comanche 250.

On March 22, Olga Tarling and her mother left for England. Olga will attend an Air Traffic Control Conference in Dublin, end of April.

Kathryn Henderson was elected assistant secretary for the S. Australian region of the General Aviation Association — newly formed group; which will represent the Australian General Aviation industry in all its aspects. The Association held a large

Sale items must be approved and into headquarters by July 1, 1972 to be included in roster.

and colourful function at Canberra — March 10-11 — the highlight being the taxiing of 9 aircraft (single and multi-engined) from a tiny park down the main 6-lane thoroughfare — Northbourne Avenue to the City Centre. Also at the function were Nancy Leebold and Arthur, Annette Murphy and Bob, and Helen Blackburn.

Recently Kathryn has been gliding in a self-launching glider and has also attained her first multi-engine rating on a Twin Comanche.

At present Jane Wallace is working on a veterinary project at the University of the Philippines.

Leslie Willson from the Dallas Redbird Chapter (Texas) was entertained by Marie Richardson and Margaret Kentley during her visit to Sydney in January.

Whilst in Estorial Portugal, Ann Carter visited Brunhilde Bradley; who competed in a Rome to London Air Rally with her husband Ken.

We will all be taking-off soon for what promises to be a fantastic Sectional in Charleville; wish you could all join us in person! *(Your moving up slowly — Each month the sections are rotated and you should be first in the 10th issue from now. —Ed.)*



From left to right: Elisabeth Boselli, Record du Monde de distance et de vitesse sur 1.000 kms sur Jet en 1955, Francine Milhaud (99), Marie-Joséphine de Beauregard, (French Section Governor), Comtesse de Clermont-Tonnerre (Presidente de la Section Feminine de l'Aero-Club de France), Maurice Bellonte, qui avec Dieudonne Costes fit en 1930 la premiere traversée de l'Atlantique Nord d'est en ouest, sur le "Point d'Interrogation", Maryann Jessup, Presidente du Chapitre de Washington.

La photo a été prise dans les salons de l'Aero-Club de France, lors de la reception de fin d'annee.



**EASTERN ONTARIO CHAPTER
Bev Wilkinson, Asst. Reporter**

We're digging out from under the winter's snow. It was the usual unpredictable Canadian winter with weeks of bad weather and then a few days of good weather. However, the winter didn't keep at least two of our members grounded for very long. We're very proud of Anne Stevens and Mary MacMillan who completed their Night Ratings this winter and were awarded their APT pins at our recent meeting at Isobel



Gerda Ruckerbauer (left) admiring the APT Pins of Mary MacMillan (center) and Anne Stevens (right) at the March meeting at Isobel Pepler's home.

Famous speedster Pat McEwen insists on ALUMIGRIP^{T.M.}

"It's the only coating I'd have on my Racing Redbird"

Pat McEwen, busy housewife, mother of seven, knows her way around when it comes to airplanes. A 3,000 hour commercial and instrument rated pilot, she's checked out in everything from small singles to executive jets — and she's one of the country's most successful women air racers.

"Alumigrip?" she says, "it's the best. Before I accepted delivery on my new Racing Redbird (a 1969 V35A Bonanza) I insisted on Alumigrip coating. It's the standard King Air coating, you know, . . . and it's beautiful."

Alumigrip has special advantages for Pat. "I'm not going to tell the competition how much, but Alumigrip is so smooth it makes my Racing Redbird faster — and I never have to wax it. It's easy to keep clean, too. Bugs wipe off with just a damp rag, and dust blows right off." Pat McEwen insisted on Alumigrip for beauty and performance — and her reputation rides with her in the Racing Redbird. Doesn't that tell you something about Alumigrip?



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Peppler's home.

Everyone is busily preparing for the Angel Derby in May. We want to make the contestants feel welcome in Ottawa, and we want to give them a never-to-be-forgotten Angel Derby start.

Because of the preparation for the Angel Derby our Annual Poker Run will not be held this spring, but we hope to have one in the Fall of this year instead.

I tried not to let the winter snows ground me, and I'm almost ready to start working on an Instructor's Rating.

That's all for this lovely Spring month of April.

FIRST CANADIAN CHAPTER

Shirley Allen, Reporter

Happiness is flying an old friend — "Charlie" (CF-VOC) — the first Alon A-2 brought into Canada in 1967 — now living in Victoria, British Columbia. He has crossed the mighty Rockies five times in his short life — what a great little fun-flying machine.

Room 601 at the Edmonton Inn — you're in the circuit — well, almost, at the downtown Industrial Airport — but definitely where the action is, if you're an aviation buff. Enjoyed meeting Lucy Hailey, who instructs and other friendly Western folk at the Edmonton Flying Club, a fine facility and all within a stone's throw from the Inn!

A combined Chapter and Convention Planning Meeting was well attended this month at the Hyatt Regency Hotel — Headquarters for Convention '72. Some of the out-of-town members stayed overnight at the Hyatt and reported first-hand, the luxurious comfort of the rooms, excellent food and service . . . A tour was conducted through the Banquet and Meeting Rooms.

Scheduled for the end of May . . . the First Canadian Chapter is holding an informative Seminar on the Lycoming Engine. A representative from Avco Industries, Pennsylvania, will present this interesting session at Buttonville Airport, Sunday, May 28th at 1330 hrs.

Inspired by the interest in the Governor General's Cup Air Rally last year, Guelph Airpark plan to hold their won. Dates June 2nd to 4th (the GGC being way out in Vernon, B.C. this year) . . . Contact Judy Johnson at Guelph for more information . . . Judy incidentally made her first parachute jump last month . . . Overheard around the hangar — some of our 49-1/2ers are pressing on with higher ratings — ATR's-AND did we see Lois Apperley, the ink barely dry on her commercial license, with a Fostair Instrument Book under her arm the other day? . . . How about a float endorsement? . . . Check-out on a tail-dragger? . . . This could be your year to become a multi-engine pilot? . . . LET'S FLY!

ANNOUNCEMENT

Future 99 Insurance Program may include a Group Insurance Plan for Aircraft Insurance at reduced rates for 99 members, which may be purchased through selected agents throughout the United States. Annual Proficiency Tests will be required. More on this later.

Susie Sewell



CONNECTICUT CHAPTER

Connie MacLeish, Reporter

Our March meeting was hostessed by Evelyn Kropp. Most of the discussion involved the All-Woman New England Air Race to be held at Windham Airport, Willimantic, Connecticut, on May 5, 6 and 7. Peg Davidson, Chairman, will be assisted by Landon Storrs, previously from the Eastern New England Chapter, who had worked on the Norwood, Massachusetts, 1967 AWEAR. The race committee also includes: Marcia Spakoski, Chairman of Registration, and Loraine Jencik, Ruth Crowell, Jerry Gardiner, Lauri Spence, Chris Winzer; Connie Mac Leish, Chairman of Publicity, and Claire Ball, Mary Scribner, Bobbie Herbert; Nancy Tier, Chairman of Hospitality, and Teddy Kenyon, Cynthia Kemper, Nina Hetmanenko; and Bobbie Herbert, Treasurer. The Civil Air Patrol has offered its assistance with mobile units and a large tent as well as much-needed manpower. And we are blessed with Florence Macfarlane, Mayor of the City of Willimantic, who is a former Ninety-Nine and one-time contestant in the AWTAR, and, of course, a local pilot.

Nina Hetmanenko was our only APT member this month.

Dana and Bobbie flew to Florida in their Bonanza with tail winds and a ground speed of up to 210 and from there went on to Ft. Smith, Arkansas, to attend their son's wedding. Connie MacLeish's son, Doug, appeared at the wedding as best man on crutches, having suffered a head-on collision the night before. From all reports it was a beautiful wedding and a gala time was had by all.

The Florida sun also attracted Peg Davidson and her family who flew down in their Cessna 205. At this writing Bobbie Herbert is again on her way to Florida.

The MacLeishes and Herberts attended Operation Raincheck at MacArthur Airport, Long Island, New York. We all thought it was a very worthwhile project sponsored by the FAA and would highly recommend it to all instrument pilots or students.

EASTERN NEW ENGLAND CHAPTER

Lucille Flynn, Reporter

E.N.E. members have done a lot of cross-country and cross-ocean hopping this month.

Georgia Pappas started it off by a trip to the Grenadine Islands and a vacation in Greece. Our busy secretary has also been appointed an FAA Safety Counselor and along with Virginia Bonesteel and Harriet Fuller, recently attended a meeting at FAA's Burlington office. The purpose was to cooperate in the planning of the Safety

Symposium to be held at Hanscom Fld., Bedford, Mass., on May 14.

Harriet and Virginia had the pleasure of flying in the latter's 182, to the Lycoming Plant in Williamsport, Pa. It was a most satisfying trip for Virginia who was researching an article on Fuel Management.

Billie Downing's 49-1/2er Stu, received an award in Texas last month. He and Billie took a week to VFR it both ways from Hanscom. They loved the Dallas hospitality and the topography of the various states.

The newest Marion and Bob Aubeurn Showings were popular with the local 99s. Ripley and Ken Miller, Lillian and Howard Emerson, Billie and Stu Downing, Millie Doremus and hubby Bud, Carol and Frank Stites, my 49-1/2er, George and myself, were among the large gathering who enjoyed Flying Alaska.

The week after Easter, Lillian and Howard Emerson flew their Cessna 172 to Florida. George and I went to Chicago, were pushed out by an oncoming front, RON'd at Bowling Green and eventually made Pompano Beach, all IFR. Also had to file to return to Worcester, Mass. Didn't see much country from the air but had the fun of meeting Dot and Cliff Pulis during lunch stop-over in Raleigh-Durham, N.C.

WESTERN NEW ENGLAND CHAPTER

Margaret Brown, Reporter

This month marks the first anniversary of our chapter. We now have sixteen members, more than half of whom are already APT and the rest are working on it, to win the Governor's Trophy as we did last year. Half of the membership is now commercial or instrument rated, with two CFII's among us.

At the moment all of our thoughts and actions are directed toward planning the New England Section meeting which we are hosting April 21 and 22. At the Dinner Fling on Friday evening, our speaker will be Edward H. Granville, one of the five brothers who built the record-breaking Gee Bee airplanes that made aviation history. He has been in aviation all of his life, and for some years has been chief of experimental production for Pratt and Whitney Aircraft. Saturday morning, while we 99's have our business meeting, 49 1/2ers and guests will enjoy a homebuilt workshop put on by Walter (Red) Maziarz, a long-time pilot-mechanic and member of EAA. He has built a fully aerobatic EAA-designed biplane which will be on display while he answers questions and gives help to those who are building, or hope to build, an airplane.

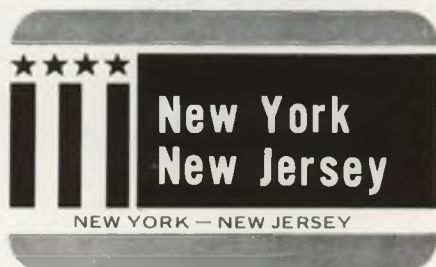
Our speaker at the Saturday luncheon will be Douglas Webster of WTIC-Hartford, who will talk about Amelia Earhart and show some rare films of her flying career. He is a flying enthusiast who has done a lot of research on Amelia Earhart and discovered films half-forgotten in television libraries.

Our Dinner Flings were inaugurated last September, with John Graham, our local FAA Accident Prevention Specialist as our first speaker. Later speakers included Michael V. Huck, AOPA's new head of Air Traffic Control Department, who spoke about his experiences with Category 2 and

3 landings, and Albert Duncan, an air traffic controller at Barnes-Westfield airport, who gave a most interesting talk on "the system" and how it works.

Margaret Mead's Air Race Clinic was held here in Amherst on March 11 and 12. Alexandra and Sue Stidham attended from this chapter, and Helen Rhodes, Ripley Miller and Lois Auchterlonie came over from Eastern New England for the two day clinic.

The March meeting was held on a very snowy evening at my home, my first since I was voted in as vice-chairman. Due to the snowstorm, only five were able to come; we had a very informal business meeting, but got a great deal accomplished toward the Spring Section meeting. Our April meeting was a "brown bag" luncheon at Alexandra Taylor's with a full agenda due to the section plans. Sue Stidham, the APT chairman, gave out APT pins to those who had qualified since the last meeting, and Shirley Dunlevy, our latest member, was congratulations on her new instrument rating.



HUDSON VALLEY CHAPTER Gertrude Felsen, Reporter

The April meeting was held at Oneida County Airport — a great fly-in spot but, unfortunately, the fates gave us a strictly IFR day.

Plans were finalized for our hostessing at Syracuse Hancock International Airport the first stop along the way in the Angel Derby. The date is Monday, May 15 and we have our fingers crossed for a CAVU day. Our Chapter will provide juice, coffee and danish with the following job assignments for the hostesses:

Welcoming Teams — Virginia Wentzel, Sharon Bliss, Diane Teel, Mickey Duncan, Gale Browniee, Audrey Stern-Montagny.

Gift Table — Carole Betz, Julie Price.

Refreshment Table — Jane Swart, Harriette Hilliard.

Hangar Entrance — Gertrude Felsen.

Inside Hangar Information — Eveline Cooney.

Our talented Elaine Roehrig is making the necessary signs. Minnie Osteyee is Stop Chairman, Doris Miller, Shirley Dingman and Elaine Roehrig will act as timers. Key people working on the Angel Derby will receive 99 Certificates of Appreciation (e.g. Commissioner of Aviation, Tower Chief, Customs, etc.)

We are pleased to welcome into our group two new members — Julie Price and Sharon Bliss.

LONG ISLAND CHAPTER Marilyn P. Hibner, Reporter

A.E. SCHOLARSHIP ENTRY:

Diane Tribble of our Chapter is one of two entries from the New York-New Jersey

Section that will be eligible for selection for an A.E. Scholarship award this year. Diane has amply displayed to our members and others in The Ninety-Nines her constant thirst for the unsampled adventures and education of aviating experiences. This was well displayed to many as Diane embarked, with friend Roy Thompson, on a coast-to-coast trip in a Piper J-3 Cub, without the aid of radios and the average up-to-date equipment so many of us take for granted when flying. With only several hundred hours between Diane and her friend, they very skillfully made their way, via road maps and sectionals, from the East Coast to the West Coast, executing joyous loops as they crossed each state line enroute. Since Diane's return to Long Island, she has been the goodwill ambassador of aerospace education, often showing her extensive pictorial collection of photos taken throughout her trip, accompanied by a captivating narrative of her experience. At this point, Diane looks to the day when she can combine her teaching education talents along with her aviation skills, as a flight instructor. Our hopes are with Diane that she may be assisted to this goal by the award of an A.E. Scholarship.

FLYING ACTIVITIES:

April 16th (rain date April 23rd), Jane Duggan, Nicole Radecki, and Marilyn Hibner, will be flying to Orange County, New York Airport to join the Greater New York Chapter for the Spot Landing Contest they are holding. Our gals have literally worn the numbers off the Long Island airport runways while brushing up their skills for this event. Watch out Greater New York Chapter!!!

Latest information on Angel Derby entries from our Chapter are Irene Brunks with Diane Tribble and Ellie McCullough with Polly Duncan (of Memphis, Tenn.). Meanwhile, on the AWNEAR scene, entries from our Chapter to date are Marilyn Hibner with Naomi Best; Jane Duggan with Nicole Radecki; Ellie McCullough with Anna Dietrich; and Irene Henry in her trusty tail-dragger with a box lunch, two hard-boiled eggs and a can of dry-roasted peanuts in the co-pilot's seat!

It's obvious the Long Island gals are quickly brushing the moth balls out of their aircraft and getting off the ground with the first signs of spring appearing. Too bad the gal in our cartoon didn't have the foresight to resort to moth balls last fall!

WINTER'S CASUALTIES:

Thelma Baker just completing recovery from a tangle with a scalpel-wielding surgeon in the hospital.

Nina Claremont on her second trip to the sickbed this season—this time with a slow-recovery illness.

Donna Flaum breaking the record for fast recovery, after breaking and dislocating various portions of her skeletal structure, during a charter flight accident this past winter. A brief rundown of the accident indicated that the flight encountered snow storms which could not be avoided as high as 10,000 feet! First suspicions are that impacted snow in the fuel vent caused fuel starvation to the engines. It is most certainly due to the extensive aviation knowledge and skills of the

pilot and Donna, that all but one of the six persons aboard survived the crash which occurred during their descent for an emergency landing. That white stuff that looks so pretty on the ground and highlights the bare tree branches during winter can be lethal in the air and does not always give visible advance warning before it inflicts its fatal damage.



WESTERN NEW YORK CHAPTER Peg Pieper, Reporter

Our April meeting was held in Elmira, N.Y. which is to be the terminus of the 1973 Powder Puff Derby. On Friday evening, April 14th, the Elmira Chamber of Commerce hosted a cocktail party at Chemung County Airport for the W.N.Y. 99's. It was a delightful event which was followed by a film on the Powder Puff Derby. The area businessmen seem to be very excited and enthusiastic about raising funds for the terminus. We had around 30 girls for the meeting on Saturday, April 15th. It was a pleasure to see such a nice turnout. Barbara Riggs, Virginia Schweizer, Betty Haalsloop, Cathy Wolcott and Evelyn Taylor ran a good meeting. Special thanks to Mr. & Mrs. Paul (Virginia) Schweizer for providing glider rides for the girls and their 49 1/2ers.

Marcia Gitelman, Julie Doughty and Phyllis Blanchard flew in from Rochester, N.Y. Marcia logs around 100 hours in the air a year.

Received a card from Nell Dutcher — would you believe from the Bahamas.

The following were elected to serve the W.N.Y. Chapter as follows: Chairman, Kathy Potoczak; Vice-Chairman, Jean Valvo; Secretary-Treasurer, Peggy Pieper; Membership, Ethel Fedders, and News Reporter, Diane Mudd.

Diane Mudd and Shirley Hivice are making plans for a trip to Alaska this summer, in Shirley's Tri-Pacer.

Diana Mudd will be sending in the news from our chapter for the next couple of years.

My thanks to all the 99's of Western New York who have cooperated with me in the last couple of years by giving me their news. It has been a pleasure being your reporter. Now I must settle down to taking the minutes at the meetings. Me a secretary — This I Have To See!!!

Product Report



Hangar Your Plane . . . By Remote Control

Pulling your plane in or out of the hangar can be part of the fun of flying. So claims Thern, Inc., Winona, Minn., manufacturers of the Thern-O-Matic Hangar Winch.

Both ease of handling and complete, positive control are promised in this remote controlled electric winch. A

special clutch permits the load cable to be "free wheeled" out and attached to the plane. Re-clutching is done remotely by means of a start-stop switch that provides either "inching movements" or a smooth, steady pull. A drag brake applies just enough pressure to allow the load cable to be played out smoothly and yet prevent backlash or snarling.

Weather conditions, inclines, and icy ramps are said to have little or no effect on the ease of controlling the plane with the Thern-O-Matic.

Quality features mentioned in the specifications include machine cut steel gears . . . sealed, ball bearings on drive shaft . . . oil bronze bearings in drive pulley and clutch . . . large diameter one-piece cast drum to insure proper coiling of the load cable . . . heavy duty ball bearing electric motor . . . and quiet, non-slip, V belt drive.

For complete information Thern, Inc., P.O. Box 347 Winona, Minn. 55987.

Silver Anniversary Beechcraft Bonanza To Make Special Appearances During '72

A specially painted Beechcraft V35B will be making a series of appearances during 1972 to commemorate 25 years production of the classic V-tailed aircraft which enjoys the longest production run of any high performance general aviation airplane.

Since the original Beechcraft Bonanzas were unpainted except for striping, the anniversary airplane has been painted in overall bright aluminum urethane paint with the traditional Beechcraft blue trim.

It will carry the identification of N25AB to signify that it is the 25th anniversary Bonanza. One of the most extensively equipped Beechcraft Bonanzas ever built, the aircraft will carry a Bendix FCS-810 autopilot/flight director system and King TSO'D Silver Crown navigation and communications equipment. It also is equipped with the new standby generator, a recently announced option to provide dual electrical generating source for selected instruments and electronics.

A total of 1,359 product improvements have been added since the Beechcraft Bonanza was first introduced in 1947. Gross weight of the aircraft has increased from 2,500 lbs. to 3,400 lbs. and cruising speed has gone from 175 to 203 mph.

The specially painted Beechcraft Bonanza will make its first appearance at a meeting of Military Aero Clubs being hosted by Beech in Wichita on May 5-7. It also will be available for special Beechcraft dealer activities during the year and is scheduled to appear at several aviation meetings and conventions.

Telex Designs Slim Line Mike



If you've ever fumbled in the dark for the front side of your mike . . . if you've ever repeated a long clearance into the flip side . . . and if you've ever wished for a better way to attach the mike to the

panel, you'll want to check out the 100TRA hand mike by Telex.

This mike is slim and shapely — perfect for any hand — and you never have to worry about what is back and front, because you talk into the end. When you finish transmitting, there is no fumbling for the clip, because the 100TRA simply drops into a hangar bracket.

Weighing 9 oz. and measuring 1-1/4" at its widest point, this mike is ideal for the woman pilot and can be held however is most comfortable, without fear of impeding communication. A push to talk switch is conveniently located on the mike.

For further information, contact Telex Communications Division, 9600 Aldrich Avenue South, Minneapolis, Minnesota 55420.

Flight Handbook that Eliminates "Search" for Complete Airport Information, Nets 12,000 Orders in First Month

Closter, N.J. — An innovative new HANDBOOK for pilots that provides detailed flight and ground information in an easy-to-find, easy-to-read format, has gained immediate widespread acceptance.

Developed by the Institute for Aeronautical Education and entitled FLIGHT HANDBOOK AND AIRPORT GUIDE, the new publication gives the pilot more data about all 6,292 public airports than do other manuals or commercially published directories.

In other words, the HANDBOOK eliminates the "search" that pilots have had to undertake to collect pertinent airport data both prior to and during cross-country flights. Items such as the airport diagram, runway lengths, lighting, nav and radio aids, fuel, flight service, food, lodging, ground transportation, type of maintenance, etc. are all listed along with special NOTAMS, VOR coordinates and local ground facilities.

According to the HANDBOOK's editor, Alan C. Gillespie, "this is the first and only publication in the history of U.S. aviation that gives pilots the vital information they need when they're flying into strange airports in simple, understandable, easily accessible form."

The 5-1/2" x 9" HANDBOOK was designed for easy handling on the ground and in the cockpit. Once open to the desired airport, the unique binding keeps the book open to the page.

Separate sections of the FLIGHT HANDBOOK contain all the usable data in the Airman's Information Manual (Parts 1, 2, 3, 3A, and 4) and Federal Aviation Regulations pertaining to general aviation.

In each issue any new regulations are "highlighted" to show changes made in the previous 60 days.

The HANDBOOK also contains a vacation directory for each state which is updated for each issue. In addition there are guides to the Bahamas, Baja California, plus information on how to enter Canada, etc.

Two HANDBOOKS split the U.S. in half and a yearly subscription to either the east or west edition may be obtained. (Special combination rates are available to those desiring both the eastern and western editions.)

So confident is the Institute about pilot acceptance that it has inaugurated a "seeing is believing" policy and offers the HANDBOOK for a ten-day trial period with no obligation.

For further information contact Wallace M. Juechter, Institute for Aeronautical Education, One Ruckman Rd., Closter, N.J. 07624. Phone (201) 767-3850.

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