

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99news



IN THIS ISSUE

Powder Puff Derby
July 7-10

International Convention
Toronto, Canada
July 12-15

JULY 1972

THE NINETY-NINES, INC.

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President's Column



Betty McNabb

THREE sectionals in two weeks ... four, anybody? I think your prez may have set some sort of record — and had a wonderful time at all three of em — Middle East, North Central, Southeastern. Would you believe West Virginia, Ohio, and Kentucky?

But ... problems are still with us. Just CAN'T solve the problem of late news and information for people outside the USA. And some of them inside! Finland got only ONE roster, and that was months late. Aloha Chapter gets the news so late they miss things they'd like to share.

Said my Aloha informant — "No Ninety Nine officers visit us ... " Well, Aloha gals, I meant to, but when the Australian Safari fell through, so did my chances to get out your way. Any time the membership wants to send an international officer to Hawaii, we'll be standing in line. It just costs too much and your Board is always trying to economize.

This month your president enjoyed a dozen chapter and section newsletters ... Central Pennsylvania (Boots Husted edits); New York-New Jersey extolling Saratoga Springs and harness racing for sectional — and did you see Doris Renninger modeling in HARPER'S BAZAAR?

Houston Chapter has sponsored FIVE Safety Seminars. Bet FAA is beaming. Twelve out of 17 Shreveport girls are APT. (So is your prez. Got APT in Puerto Rico recently.) Pauline Winthrop's daughter soloed SIX planes on her 16th birthday. (Dallas.) Colorado Chapter gave AWTAR \$200.00, NIFA ditto, AE \$100.00!!

Susan Oliver, Easter Seal Ambassadors, flew a Beech 36, brought glory to the Ninety Nines all the way. Prez received a warm letter from Easter Seal about 99 assistance and hospitality to Susan.

South Central offers THREE APT rewards, based on number in chapter. Kansas 99s put on their flying fashion show again, to SRO — 540 people!

Dell Hinn went to North Central Section meeting, made a great pitch on DRF. Keep those pharmaceuticals coming! LOUISE SACCHI has made 185 TRANSOCEANIC FLIGHTS!

From Dallas and Dallas Redbird news we learn with sorrow that Kathy Caston lost her husband recently.

New York Wings' Club bulletin had pix of Doris Renninger, Lauretta Foy, Mary Jo Oliver and Nona Quarles at the Valentine Luncheon we all so much enjoyed.

Cloud 99, Phoenix, shows civic interest by including a legislative page prepared by Ruth Reinhold on Senate Bill 1328 (Ariz.) which will combine the present Aeronautics Board with the Highway Commission. Pros and cons were discussed. It certainly pertains to the flying world and that includes Ninety Nines. Comments were solicited.

Jessie Wimmers, Phoenix, is an AOPA instructor. Many 99s instruct in these top-level safety clinics. Charter member Melba Beard was guest speaker at the 40th anniversary of the Los Angeles Chapter.

Ruth Renton tucked a flyer on Disorientation in the Wichita Falls Newsletter. Marilyn O'Neil has a new air-conditioned Navajo, a new Chipmunk (airplane type), a new instrument rating, and a trip to Jamaica!

Received the Start Chairman's Report on PPD plans. Wish all big business and industry tycoons could read it. There COULDN'T be any better organizing than the AWTAR Board does. It's FABULOUS.

Pauline's Pireps mentions that Professor James Maris recently appointed Nancy Orcutt to the Indiana Aviation Association Education Committee.

I'm frustrated because we can't just publish ALL of Betty Hick's marvellous Santa Clara Valley News.

And I'm now off for a hospital meeting, judging Angel Derby, taking 24C to Dulles for the Transpo-72 flyover, airlining to OKC for WACOA and back to Dulles, and then to New York for another medrec meeting. WILL TALK ABOUT AVIATION THERE!

Betty W. McNabb

DEADLINES?
MEMOS?
REPORTS?
CORRECTIONS!

Editor

Headlines from Hazel

MEMBERSHIP COUNT
4076

Each year we close out our books with 4000 plus members. I find this to be distressing in that more and more girls are learning to fly and the reports indicate that we are taking in new members regularly but our aggregate number never gets much bigger. I have heard of girls "not being acceptable" because we don't like the way they dress or we don't like the way they wear their hair or maybe we feel "threatened" because they are young and eager and gung-ho. I think it is time that we as professional women doing a professional job need an agonizing reappraisal of just what the Ninety Nines are and what they stand for. Are we a sorority content with "blackballing" someone because we don't like the "cut of their jib". Or, are we a professional organization dedicated to promoting general aviation and things that will benefit us, as women. A professional pilot in Omaha, Nebraska saw the welcome sign to Ninety Nines as a recent sectional and asked me what the Ninety Nines were. We are very BIG in our own circle, but outside, generally the public does not know who we are or what we stand for. The answer, obviously, is a stronger organization with a more powerful impact on our own communities and the nation. With approximately 30,000 women pilots in the U.S. alone we are not really a drop in the bucket. Think about it!

— o o o —

It is very discouraging to all of we "camp followers" who fly air races to hear that Margaret Mead can conduct classes in racing, lose a prop and have trouble with the "rollers" and still beat you in a race. We must not be doing something right. Cheers to her anyway. We were lucky enough to see her on Ch. 8 TV in Dallas and hear first hand about her experiences. She is a real "pro" and a great credit to all of us. The top five winners in the IAR were:

1. Margaret Mead
2. Judy Wagner
3. Ginny Richardson
4. Helen McGee
5. Marion Jayne

— o o o —

NOTE TO REPORTERS

We have a month off. The next report is due July 20th. So the month of June we can graduate from high school, go camping, prepare for the PPD, prepare for convention, or whatever is your thing. On the 20th we will have a slight Guilty feeling as if we should be doing something, but really

Museum Report

By Doris Renninger

The Ninety-Nine organization has a special heritage in aviation and as Ninety-Nine members we are justly proud of that heritage. In creating an International Women's Air and Space Museum, the Ninety-Nines have recognized the importance of providing a home for historical artifacts of ALL women in aviation. Now lets all recognize the importance of locating and collecting these irreplaceable memorabilia of this aeronautical heritage for the Ninety-Nine Museum.

We are very lucky, measured by the yardstick of many other historical events throughout the century, aviation history is just in its infancy. On book shelves, up in attics, down in basements, maybe in old cartons, we have the opportunity to resurrect and rescue bits and pieces of our aviation history. It has happened — ask the Connecticut Chapter, who "rescued" many of Ruth Nichols' aviation possessions. Beg, borrow or ask your friends for any contributions of anything that indicates history of women pilots. Remember, that even today and tomorrow, we are participating in many aviation events and activities throughout the world that will become the aviation history of tomorrow. It is extremely important that we record and save all current information for our Museum. Save it all, don't throw it away.

As we plan to attend the Ninety-Nines' 43rd International Convention in Toronto, Canada, we will be again making history — the first convention to be held outside the United States. The artifacts from this convention, memorabilia of women pilots who attended, etc., will be as interesting to pilots of another year, as the following copy of the original letter from our first President, Amelia Earhart to Charter Member, Viola Gentry, regarding the convention of 1932 is to us.

Dear Ninety-niner:

The Westlake Hotel has been selected by the majority of the sections as the official meeting place of the Ninety-nines. The prices are as follows:

Single room\$3.00
Two in a room 5.00

For occupancy over five days, rates will be \$2.50 single, and \$4.00 double, for the duration of stay.

There is a possibility that cheaper quarters may be available near the field. Lauretta Schimmoler, Governor of the section there, is trying to make some such arrangements.

The annual dinner will be held August 30, at 7 o'clock, and the nomination of officers and other business will be brought up. Please come and meet your fellow members.

Amelia Earhart

P.S. This third annual national meeting held on August 30, 1932, at the Westlake

we are scot free until July 20th. See you somewhere along the way or in Toronto or via mail on the 20th. Fly Safely — we cannot afford to lose any of you.

Hotel, took place in Cleveland, Ohio. From a 15th Anniversary booklet written by Fay Gillies Wells in 1940-41, at this 1932 meeting, "The plan for an official publication to be known as the 99er was accepted; first issue, October 15, 1932. The 99 pin was voted the official insignia of the Club. (the same as we are using today) The National Officers were, President — Amelia Earhart, Vice President — Louise Thaden, Secretary-Treasurer — Laurette Schimmoler.

D.H.R.

Your Museum Committee will meet in Oklahoma City May 22nd and among the items on the Agenda there is bound to be discussion regarding an overall Master Plan for the development of the Ninety-Nine Museum. To think, in just a few short years, the Ninety Nines' Headquarters has changed from a small office to a much larger office area which now incorporates the Ninety-Nine Museum in a lovely, hospitable and interesting setting. With the help and cooperation of all Ninety-Nines, who knows what bright and rosy future is ahead for both the Museum and Ninety-Nine Headquarters. We shall accomplish these goals.

What Is A Nervous Navigator?

Remitron Snevets, Reporter

BE IT KNOWN NOW AND FOREVER BY ALL YE PRESENT AND ABSENT THAT THIS CERTIFICATE IS PRESENTED TO ROYS C. JONES WHO IS FULLY QUALIFIED AS A NERVOUS NAVIGATOR, AND WHO HAS DISPLAYED THE HIGHEST ORDER OF AIRMANSHIP, GOOD SPORTSMANSHIP, AND LIMITED COURAGE BY FLYING WITH HIS OWN WIFE.

To be qualified as a member in this exclusive organization, you must be a pilot, and the husband of a Ninety-Nine. We decided to meet when our wives met at their regular monthly meetings, sectional meetings and international conventions. What better way was there to get the husbands and wives together who fly—TOGETHER! Well anyway, it was a great idea, because our membership grew from seven to fifty-two, from all over the United States and Canada. We are still growing and going strong.

What else do we do? Well, in our own way, we sell general aviation, help the Ninety-Nines when ever help is needed, encourage flying among the youth, but most of all, we preach, teach and practice safe flying habits.

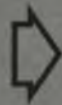
Every member holds the rank of full Colonel.

Squadrons are now being formed. Charters are being designed and will be presented to the new Squadrons as soon as they are ready. Squadrons will carry a name of their choice, but will be cleared through National Headquarters to avoid duplication of names.

JOIN UP— BE A PROUD MEMBER OF THE "NERVOUS NAVIGATORS". HELP US SELL AVIATION, AND SAFE FLYING HABITS. BACK THE 99'S.

Yours to "Flight Test" for Two Weeks - FREE!

ACTUAL
SIZE



EAST HADDAM, Flying B, 10 ft., 1/8
Low intensity runway lites, hangars,
tie-downs, minor airframe and engine
repairs. Fuel: 80, 100
FSS: Windsor Locks (Tel. 873-9645)
Hazard—Bridge—runway 14 approach
Hazard—Hill—East
Remarks: Attended April-December,
daylight hours. Land at own risk during
winter months. Landing fee waived
with gas purchase. VFR operations only.
Seaplane operations on adjacent river.
Unicom—122.8 (weekends & holidays)

VOR	Freq.	Radial	NM
Norwich (ORW)	109.8	265°	22
Hartford (HFD)	114.9	176°	12
WCNX (days)	115.0	143°	10

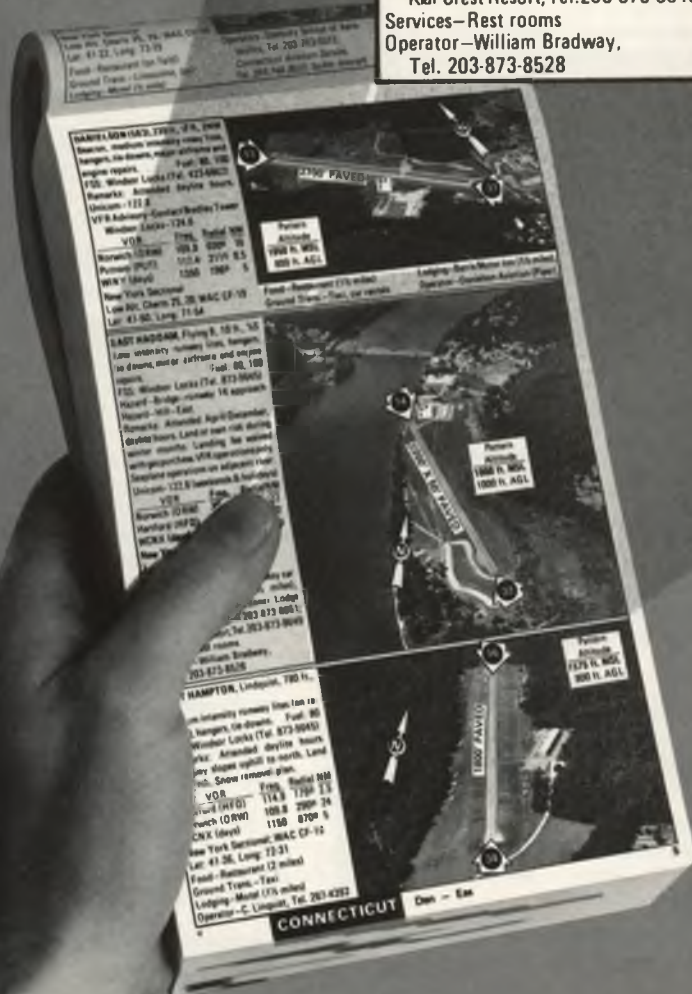
New York Sectional: WAC CF-19
Lat: 41-27, Long: 72-27

Food—Gelston Hotel (1/4 mile)
Ground Trans.—Car rentals, courtesy car
Lodging—Davis Resort (2 1/2 miles),
Tel. 203-873-8651; Banner Lodge
Resort (2 1/2 miles), Tel. 203-873-8651;
Klar Crest Resort, Tel. 203-873-8649

Services—Rest rooms
Operator—William Bradley,
Tel. 203-873-8528



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your flying can be
easier, safer, and more fun
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thanks to the remarkable
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99news award



Doctor Desiree Elizabeth Stuart-Alexander

Honors fly in formation for Dr. Desiree Stuart-Alexander.

The Santa Clara Valley Chapter member, holder of a doctorate in geology and assigned to the Astrogeology Branch of the United States Geological Survey, is commuting these days between her home in California and Houston's Manned Spacecraft Center. During the flight of Apollo 16, Desiree worked with the Lunar Geology Field Experiment Team. More importantly, she also has become the first woman ever assigned to the Lunar Sample Preliminary Examination Team, that select group of geologists which classifies rocks returned by Apollo crews.

Following her initial Houston trip, an arduous stint with the Field Experiment Team in which she was responsible for listing descriptions of all of the rocks snatched up by astronauts Young and Duke, she returned to Santa Clara Valley long enough to be awarded the chapter's "Aviatrix of the Year" diadem, an honor based upon quantity and quality of flying time in the previous year.

Des. (a shortening of her ponderous name which she prefers) pursues both career and her compelling avocation with equal fervor. In the past 12 months, she logged 195 of her 560 total hours flying time, and also added instrument and multi-engine ratings to her already-held commercial certificate. It is difficult to discern whether the challenge, well-met, of a power-off short field landing in her Cessna 206, or the mysteries of lunar basalt excite her more.

A native of London, Des was a history major as an undergraduate at the University of Richmond. It was a post-graduation assignment with a metals company which stimulated her interest in geology, so she returned to Southern Methodist University to complete necessary prerequisites for graduate work in geology. Winning a teaching assistantship at Stanford University, she became a confirmed Californian in 1957. She annexed her master of science

degree and her United States citizenship almost simultaneously in 1961. Between her M.S. and her Ph.D., also earned at Stanford, she spent two years teaching geology at Haile Sellassie I (note to ed: that is "I" for "the first) University in Ethiopia.

With uncommon humility for a person of her exceptional brilliance and achievement, Des merely shrugs when asked how she was selected for the Lunar Sample Preliminary Examination Team. "They ran out of other names," she smiles. "Well," she'll finally confess, "they selected particularly from those geologists who know something about basalts — the lava rocks." She had participated in prior research on Hawaiian basalts under USGS.

Are any other women qualified to do the job to which she has been assigned. "Of course!" she insists. "Furthermore, I was not chosen simply because I am a woman."

And to the inevitable question "Would you like to have gone to the moon?" the answer is an emphatic "Yes!" but with important qualifications. "A geologist could probably have observed more than the astronauts," she points out guardedly, "but their traverses — the paths they follow on the moon — are so carefully controlled from the ground, there is room for little individual initiative. Geologists working in the field have a great advantage, of course, in that we can objectively observe the en-

vironment from which the selected rocks are taken. But on the moon, there are so many limitations of time and physical capabilities placed on the astronauts in collecting and identifying the lunar rocks, I might merely be frustrated — especially since I couldn't use my geologist's hand lens in my space suit," she laughs.

A woman astronaut — why haven't we had one? "They have not been willing actually to judge and see if there were a qualified woman," is her terse answer to this commonly-asked question. With the selection of a civilian geologist for the Apollo 17 crew, the proven NASA dodge of jet - military - test - pilot - experience - required, which was totally effective in waving off women aspirants to space flights, became invalid. But it ceases to be important: the end of our man-on-the-moon efforts will be marked by the splashdown of Apollo 17.

Des' assignment on the PET will be to describe the lunar rocks well enough so the rocks and sections of them can be sent to "Principal Investigators" throughout the world. These are persons whose proposals to conduct any one of innumerable further study on the rocks were acceptable to NASA. "We must determine what the rocks are before they can be sent to the P.I's," Des explains. "Some proposals have requested rocks we may not have to send them, dependent upon our analysis."

Why is it important to explore the moon? This popular inquiry launches Des into a resolute expression of man's purpose for existence. "The press bugged our personnel about this after the Apollo 16 mission," she protested. "They asked us to justify the space program. And I thought about it on the way home. It's really like putting together a magnificent orchestra with a gifted conductor. You let them play just a couple of concerts and then say 'Well, we've seen that they can do it. Now disband them!'"

"Without even considering the tremendous spinoffs we obtain from the space program — as opposed to none from other of man's pursuits which separate him from the animal," she continued, "pure science — intrinsic in its own knowledge, knowledge for the sake of knowledge — is essential if man is to remain a living being rather than merely an existing being. We must awaken and keep awakened all of our senses, rather than just those essential to survival."

Why not clean up the ghettos instead of sending men to the moon? "We could, if we wished, do away with poverty on an individual basis. If three persons who were able — and there are enough in this country — each took on the mission of releasing one other person from poverty, we would have no poverty. Obviously we do not care enough. So we transfer the blame to any governmental program which is a handy scape goat, and right now it happens to be the space program. Yet the space program's budget is just a small percentage of what we spend on other governmental programs such as welfare."

"Apollo, on the other hand, requires an organized governmental effort. We cannot launch rockets individually. We would

Backward Glance



By Virginia Thompson

As the nineteen fifties dawned, flying was taking on a new meaning — fun. It had gone from the early days of challenge and adventure, through the war years of necessity, to the fun years of racing, air shows, contests, and just the love of feeling "free" of earth's bounds. Good flying movies like "Twelve O'Clock High" were being shown and international records set, one by Jacqueline Cochran for propeller driven planes over a 500 kilometer closed course. Her speed was 444 miles per hour according to the National Aeronautics Association.

Racing was being recognized as "the thing", as we would say today. To cope with the "growing" stage, a special Air Race Advisory Committee was formed. Their recommendations of: VFR flying, the filing of flight plans, and the clearing of dates for air events are still being followed today. In July, 1950, our organization ratified their recommendations that all reference to the Transcontinental Air Race be deleted from our Constitution because of increased liability and that whenever possible each Air Race should be incorporated as well as our organization. Delaware was chosen as the state for incorporation of "The Ninety-Nines, Inc." because it permitted stockholders meetings in any state.

At our 20th Anniversary Convention in New York City in 1949, Mardo Crane was elected chairman of the new permanent Transcontinental Air Race Committee. Appointed members were: Bea Medes, Betty Loufek, Barbara London, and Evelyn Briggs. This race the following year, 1950, stressed navigational ability rather than speed. The only major change was raising the horsepower to 300. This race was unique — only the middle place winners were the losers. The women who placed in the last three positions received special

prizes, Co-Pilot Girdles. When Zack Mosley, creator of the well known comic strip "Smilin' Jack", heard about Herman Kress' proposed award to the tailenders in the Air Race of "Co-Pilots to the co-pilots who needed 'em most!" he remarked with a grin, "Next time, when they are wearing the things, maybe it will make them itchy enough to get ahead and win." Jean Parker and Boots Seymour won the race.

Jean was a lucky girl that year, winning the race from San Diego, California, to Greenville, South Carolina, and sustaining only a few cuts and bruises when the wing of her glider decided to part company over the Mojave Desert forcing her to bail out. Betty Loufek was more fortunate. According to the News Letter, she set three new soaring records over the July 4th weekend, bringing her total to six.

Not satisfied with just an air show in 1949, the Florida girls had inaugurated the International Air Race between Montreal, Canada, and Miami, Florida. This year, they were all excited about flying from Montreal, Canada, to "The Ninety-Nines All Women Air Maneuvers" in West Palm Beach, Florida, June 17th and 18th. Who was waiting to greet the winner, Betty Haas, and the other contestants — Aviation's Man of Distinction for 1950, the famed star of TV and radio — Arthur Godfrey. As an added inducement, the city offered a free tank of gas, oil and tie-down, free room, entertainment, and transportation for each show participant and room as low as \$2.00 for all other Ninety-Nines who attended.

The big prize was \$1,000.00 for the AT-6-SNJ Type Close Course Race; \$500.00 for the 75 to 125 HP; and \$300.00 for the 65 HP Fixed Gear Races. Some of the stars were Kaddy Landry, acrobatic pilot; Mary Tracy, sky writer; and Caro Bayley, stunt flyer. Betty Skelton won third place in the International Aerobatic Contest following such famous flyers as Rodney Jocelyn and Bevo Howard. Caro Bayley set an unofficial world's altitude record of 27,510 feet but because of having but one barograph aboard, her record could not be made official.

Following the Air Maneuvers, a mass flight was scheduled to our National Convention in Bracketville, Texas, June 22-25, 1950. Here the girls were treated to "a touch of Texas" when they attended and participated in a rodeo put on in their honor. Despite bad weather throughout the

southern portion of the United States, the turn-out was great with forty four of a possible forty-three registered delegates present, representing seven sections for the business meeting.

The delegates decided to: plug a financial loop hole in the half-year dues paid by some new members, continue publication of the roster in the News Letter, require a two-thirds vote of all registered delegates before the Ninety-Nines could affiliate with any other organization and to require that all activities carried on under the sponsorship of our organization or using our name would require two-thirds vote of the chapter or section in which the activity was to take place.

The delegates, motivated by safety, also decided to send a resolution to D.W. Rentzel, Administrator of the Civil Aeronautics Authority, to consider requiring a minimum of flying hours per year for keeping pilot certificates currently valid. It also proposed that the letter include, "The delegates assembled go on record as strongly urging all members of the Ninety-Nines to use the added safety which comes from filing of flight plans at all times practical."

Of the nine applicants that year, Amelia Stone of Greenville, South Carolina, was the winner of the Amelia Earhart Scholarship to be used for her commercial and Instructor's Rating. The Amelia Earhart Trustees decided that future qualifications would include two years "consecutive" Ninety-Nine membership and that married women would not be barred but that their husband's income would be taken into consideration and that a condensed history of the Award should be included in the News Letter each year for the benefit of new members.

If an award had been given for the busiest section, the Southeast would have been the winner. Here are some of their accomplishments: held the Beverly Whitefield Trophy Race and the Bertram Trophy Race in Orlando, Florida; the All Women Air Maneuvers and Terminus of the International Air Race in West Palm Beach, Florida, and the Terminus of the Transcontinental Air Race in Greenville, South Carolina. The New England Section merged their North and South New England Chapters, the North Central Section published a membership booklet with pictures, the New York-New Jersey Section recuperated from our gala Twentieth Anniversary Convention, the South Central Section held a number of flying activities; the Southwest Section hosted and Start of the Transcontinental Air Race and formed three new chapters: Arizona, Redwood Empire and Las Vegas, the Northwest reactivated, the Middle-East Section reported two of their women had set records: Mildred Zimmerman of Reading, Pennsylvania, established an international altitude record in 1st category and Louisa Branger, Washington, D.C., Cultural Attache of the Venezuelan Embassy, established a national and international altitude record in 2nd category with a height of 24,504 feet, and a future Canadian Section was in the making with the ac-

Ninety-Nine Award

Continued from previous page

banish poverty individually. We just don't happen to want to — not enough."

"Are you excited about looking at the lunar samples?" Des was asked as she explained for her second Houston sojourn. "I am," she admitted, "except for those appalling working conditions in the Lunar Receiving Laboratory, which was designed for the benefit of the rocks, not the geologists." Des will don oversized gloves and handle the rocks through a porthole, beyond which is a pure nitrogen environment. "But of course I am excited about looking at them. I know what has gone into obtaining them. And after having spent the past six years mapping lunar surfaces, I have a logical interest in lunar geology."

But if you really want to see the blue eyes of Dr. Desiree Elizabeth Stuart-Alexander sparkle, just ask her how that last landing was in the 206!

Continued on page 6

AWTAR-99

Ways and Means



Instrument Indicates
Dollars in Thousands



CONTRIBUTORS TO 1973 PPD

Ilovene Potter; N. New England (In memoriam for Jeanne Bennett); Virginia Chapter; New England Section; High Sky Chapter; Maple Leaf Chapter; Monterey Bay Chapter; Suncoast Chapter; Pauline Glasson; Shreveport Chapter; Dallas Chapter; Kitty Hawk Chapter; Colorado Chapter; Central Illinois Chapter; Spanish Peaks Chapter; Abilene Chapter; Long Beach Chapter; Reno Area Chapter; Tennessee Chapter; Los Angeles Chapter; Redwood Empire Chapter; Santa Clara Valley Chapter;

Indiana Chapter; Bay Cities Chapter; Nebraska Chapter; Sacramento Valley Chapter; Florida Goldcoast Chapter; Phoenix Chapter; Georgia Chapter; El Cajon Valley, Pledge; First Canadian, Pledge; Puget Sound Chapter; Kansas Chapter; Wichita Falls Chapter; Cap Girardeau Area Chapter; Orange County Chapter; North Georgia Chapter; San Antonio Chapter; Golden Triangle Chapter; Eastern New England Chapter; Alaska Chapter; San Joaquin Valley Chapter; Fort Worth Chapter; Mount Diablo Chapter; Dallas Redbird Chapter; Coastal Bend Chapter;

Connecticut Chapter; Iowa Chapter; Mississippi Chapter; Western Washington Chapter; San Diego Chapter; Western Manitoba Chapter; Houston Chapter; Kentucky Bluegrass Chapter; Wyoming Chapter; Palomar Chapter; Topeka Chapter; Greater St. Louis Chapter; Tri-State Chapter; Oklahoma Chapter; Greater St. Louis Chapter; Tri-Swte Chapter; Oklahoma

Connecticut Chapter; Iowa Chapter; Mississippi Chapter; Western Washington

Chapter; San Diego Chapter; Western Manitoba Chapter; Houston Chapter; Kentucky Bluegrass Chapter; Wyoming Chapter; Palomar Chapter; Topeka Chapter; Greater St. Louis Chapter; Tri-State Chapter; Oklahoma Chapter; El Cajon Valley Chapter; Bakersfield Chapter; Betty Jo Reed; Bea Jobe; Aloha Chapter; Greater Seattle Chapter; and South Dakota Chapter.

AWTAR-99 WAYS & MEANS CHAIRMAN
Helen Shropshire
P. O. Box 534
Pacific Grove, Calif., 93950

Reporter: Marion Andrews
Ninety-four first day entries went into the hat for the drawing of names for take-off positions. First out of the hat was Mary Relfe with Claire Walters as co-pilot. We have 105 entries. Add to the list of General Race Contributors: Cessna; Piper; Cross Roads Travel Service, Inc., Oak Park, Illinois; Gulf Oil; Phoenix, Arizona, Chamber of Commerce; Puritan Zep; Southern Marine & Aviation Underwriters, Inc.; Flying Magazine and Rudolph Challow, Inc. Simplex will again furnish the time stamp machines for timing at the stops and Jepsen will furnish the Avigation Kits and their usual awards. A \$400 AWTAR Scholarship will go to the crew with the highest score whose combined flying time is 700 hrs. or less. This award is being given by an anonymous donor in memory of Joanne Miriam Smith.

Demand has been so great for the post cards put out by Mr. Gentle of Aero

Publishers, Inc. that he has volunteered to print 6000 more, making a total of 26,000. A round trip for two to Jamaica on Air Jamaica will go to the winner and Air Band Radios to the pilots of each "Best of Class" crew. The Official Race Program will have a new look this year, it will contain advertising. The Program has always been a major expense loss to AWTAR and we have endeavored to put it on a self supporting basis. It is being printed by Heritage Publishers Company, the printer of this 99 News.

If you watched the Andy Griffith Show on April 6th, you heard that "Aunt B" soloed with a mention of flying the "Powder Puff Derby."

Coming Events

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 Cfral 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.

What Is A Ninety Nine?

By Betty McNabb
President, The Nineth-Nines, Inc.

She's sugar and spice, and everything nice. And she's many other things, too. For one thing, she's a woman. And a pilot. You have to be both to be a Ninety Nine. And she's sparked with courage and humility, with perseverance and resourcefulness.

Ninety Nines are housewives, mothers, grandmothers, career women; they are artists, writers, engineers, judges, statesmen, teachers, moon-mappers, mechanics, nurses, doctors, attorneys, paramedical personnel, secretaries, executives, fixed base operators, flight instructors, parachute jumpers, FAA Examiners and Air Traffic Controllers, professional pilots of all sorts, even, in other countries than our own, (so far), airline pilots.

They are globe-trotters, designers, business and professional women in every area of industry and the arts.

It is this tremendous variety of interests and capabilities, united by the common bond of flight, which helps to give the Ninety Nine organization its unique character.

From the chicken-salad social-hour days of not so long ago, the Ninety Nines have developed into thinking and contributory aviation group whose opinion is nationally recognized and sought.

We participate in AOPA safety activities as instructors; we assist the FAA in their safety programs on a national basis; many of us are Safety Counselors and we number

FSS specialists, tower operators, and GADO inspectors in our ranks.

We belong to the Talent Bank of the Federated Women's Business Clubs; of the 30 members of the Women's Advisory Committee on Aviation to the FAA, 27 are 99s and one isn't a pilot!

Our pilot upgrading program, "APT", includes an annual check ride with a certified flight instructor.

The Amelia Earhart Scholarship trust gives three or four annual scholarships to Ninety Nines who wish to enter professional aviation.

We contribute to the National Intercollegiate Flying Association.

We work at local level with Wing Scouts and Civil Air Patrol.

Our aerospace education program takes us into classrooms at every level, we talk to civic clubs, make TV and radio appearances, write aviation columns.

We transport thousands of pounds of pharmaceuticals to collection points for the Direct Relief Foundation and other charitable organizations.

Our fledgling museum for women in space is gathering priceless and irreplaceable memorabilia on women with wings.

And by our world-wide membership, we believe that we help to foster friendship and understanding around the globe.

Lastly, we believe that flying is fun, freedom, joy; and that the Chief Pilot of us all keeps a hand under our wings as we cross His skies.

Forced Landings

In reviewing last month's article on forced landings, I find that we failed to identify this important safety item to be only one type of in-flight emergency that the pilot might face. This series of articles will deal with many types of these emergencies.

To continue our discussion on forced landings, I would like to state that there is no simple answer to cope with all forced landings. The reasons for this are many: altitude, surface winds, surface condition, flight weather and type of aircraft being flown, to mention a few. Happily though, there are three fundamental steps which will apply to any forced landing. They are: (1) Set-up your best glide, (2) Pick your field, and (3) Plan your approach. Items 1 and 2 were covered in last month's issue and will not be discussed further at this time.

Webster's definition of a forced landing is "an involuntary landing" or "compelled by necessity." With this thought in mind, the only thing new with landing "off airport" is the "involuntary" situation. If we endeavor to plan our action on what we already know, then we will develop our approach to a "forced landing" to conform as nearly as possible to a normal traffic pattern.

If steps one and two have been followed and we have glided at proper speed to a field well within range, we may proceed to our next step. This is the "joining-up" or "trying-into" the normal pattern. If we find ourselves too high we can spiral as needed to make our altitude compatible with a normal pattern. If we remember the altitudes flown in a normal pattern, i.e., about 800 AGL on downwind, 700 AGL turning into base, 500 to 600 AGL turning into final, we should have little difficulty in finding our "slot" in the pattern.

Remember these points before you begin

Backward Glance

Continued from page 4

ceptance of seven Canadian pilots as Members-at-Large.

Others like Perry Robinson of Washington, D.C. received the Washington Air Derby Association Trophy for her unrelenting fight for legislation to teach aviation in the public schools; Frances Nolde, Reading, Pennsylvania, was presented a plaque by that city for her outstanding contribution to aviation; Elizabeth Warnock, Gloria Heath, Marilyn Link and Kay Brick participated in the National Aviation Education Conference at Atlantic City, New Jersey; and Diana Bixby, a new ATR pilot, told of her flight "round-the-world" with her husband in their Mosquito Bomber.

Next month, we will follow the course set by our new President, Kay Brick and her able officers.

Source: *Ninety-Nine News Letters*
Newspaper Clippings

Correction: *May Issue 99 News* - First sentence - "The world looked brighter the latter part of the 1940's" -

your practice: (1) This method is only one of many in use by competent instructors and schools; (2) No method is able to cope with all variables of wind, up-drafts, down drafts and gusts; (3) A competent instructor is your best bet for learning new procedures and your cheapest insurance. Regretably, we see many accident reports that result from practice forced landing. These usually result from continuing too low to effect a go-around from an unsuitable field. Don't be a statistic.

A. E. Fund

From a single scholarship of \$150. toward a needed advanced rating in 1941, your contributions to the Amelia Earhart Memorial Scholarship Fund have made possible an admirable increase over the 31 years of its existence. In 1969 it was possible to make four \$800. awards; in 1970 three \$1000. awards, and in 1971 four for \$900. each indicating a commendable increase in value and stability.

The continued growth and availability of these memorial scholarships are assured in two ways: One way is traceable to the wisdom of those Ninety Nines who established a growing trust which allowed scholarships to be paid only from income. This foresight means that nearly half the scholarship money available each year now comes from established trust investments and savings. The other way lies in the generosity of the present active Ninety Nines whose donations each year provide for over half of the award money for that year.

This is accomplished by the trust policy of placing one half of the chapter or section donations each year into the trust and the other half into the current year awards fund. The balance of the award fund each year comes from the trust income thus providing for continued growth and an assured minimum each year. Then the number of scholarships for any year is determined directly by your contributions.

Through the years some Ninety Nines have used an additional way to increase the future income available. Donations received "in Memoriam" go entirely to the trust. The memorial is permanently recorded and provides a way in which a loss may be acknowledged and the donation will also help future deserving Ninety Nines.

With the 1972 awards, fifty-three Ninety Nines will have received scholarships for advanced aeronautical training and many are opening new and promising areas for all women. In the thirty one years of the Amelia Earhart Scholarship the winners have accounted for 87 advanced ratings awarded to Ninety Nines. Fourteen of these ratings will have been earned by five of our international Ninety Nines.

These scholarship recipients continue to show us many of the ways in which talented and worthy Ninety Nines may advance their professional capabilities and expand the horizons for all of us.

Let's demonstrate our continuing faith in our potential for outstanding leadership in aviation. Let's keep the scholarships growing!
Iris C. Critchell

AWNEAR Report

Connie MacLeish, Reporter

The All Woman New England Air Race (AWNEAR) sponsored by the Connecticut Chapter was held on May 6 at Windham Airport, Windham, Connecticut.

Mayor Florence Macfarlane of the City of Willimantic, a local pilot, former Ninety-Nine and one-time contestant in the AWTAR, greeted the arriving pilots.

The Connecticut Chapter's two charter members, Nancy Tier and Teddy Kenyon, arrived with their usual effervescent miens and were interviewed by WILI radio station and subjected to constant picture taking most of the day from photographers with the Hartford Chronicle, who are writing a feature story on the AWNEAR, Connecticut Life, a monthly, is planning a feature story around Teddy from arrival to departure as a race contestant.

The Chamber of Commerce provided transportation to and from the motel, and all events went like clockwork. The Williamantic Squardon, of the C.A.P. did a superb job, and we were grateful for the use of their public address system, intercom system, walkie talkies and mobile units.

Special mention must go to the persevering 49-1/2rs, Don Davidson, Dana Herbert and Rollins MacLeish who worked diligently in the operations side of the race with a very professional job of directing, parking and gassing planes. Richard Sagan and David Storrs were also active in the operations field and scoring as well as other 49-1/2rs who pitched in. The fellows in the tower did a great job. Elmer Travers, meteorologist, forecast a good day at the late-night briefing.

The weather was not only good but perfect — CAVU — Twenty-two crews embarked on their flight from Windham, Connecticut, to Fitchburg, Massachusetts, to Rutland, Vermont, and return with no major mishaps.

During the interval following the departure of the race planes, there was a spectacular exhibition for the public of formation, aerobatic and comic routines performed by radio-controlled planes from a local club.

Master of Ceremonies for the awards banquet was Hal Schmeer from Air Kamaan and guests included Mayor Macfarlane, who presented the key to the City to Fran Porter, Governor of New England Section; Eugene Lariviere and Max Lessenger from the Chamber of Commerce; and Charles Steffens and his wife, Jolly, who gave a very interesting slide presentation of their trip to the Arctic Circle.

Lois Auchterlonie and Billie Downing from Massachusetts took first place; Ripley Miller and Georgia Pappas, from the same state, for second place; Ellie McCullough and Anna Dietrich from Long Island, New York, placed third; Dorothy Pulis and Millie Doremus from Massachusetts placed fourth; and Shirley Mahn and Ethel Saunders from New Hampshire placed fifth.

Prizes for the crew with the lowest number of hours went to Mary Claybaugh and

Continued on next page

Committee Reports

Aviation Education

Are you aviation education chairman for your chapter, or section? Where do you go for information? What is your chapter doing? Do you want to do more? Do you want to know what more can be done? So do many others judging by the number of letters I receive from all over the country. Most of them requesting information of what to do and how to go about it.

I had a request recently to publicly brag about Aviation Education by 99s, but how can I when I don't even know what's going on in some areas. Why not share our accomplishments with each other? If each Chapter Chairman could let me know what you are doing in aviation education we could put it all together and pass along the ideas and the know-how to the rest of the membership. Sound interesting? Get busy and brag a little.

Here are a few things I've been able to pry from our bashful membership: Far West Chapter furnished air transportation for a group of Air Explorer Scouts; worked with community projects such as Head Start and Half-way House for girls. Mt. Tahoma Chapter worked with local Girl Scouts on Aviation Badges; actively worked to promote flying interest in schools. South Dakota Chapter raised funds to give \$250 scholarship to a young student pilot. Southern Oregon Chapter volunteered planes and pilots to take first grade students for plane rides. Verna West, Santa Clara Valley Chapter works with Woodside High School on activity program (one day a week) teaching aviation orientation, helping locate speakers, etc.

Thelma Cull, Sacramento Valley has offered a seminar class twice a week to intermediate grade students teaching basic flight maneuvers, radio communication, navigation and history of aviation. We have many teachers who have ongoing programs in their classes or as extra-curricular activity. What we really need to know from all of you is how you made initial contacts to start your programs, what materials you find especially helpful, and where you can phone or write to get those materials. I guess what I'm really trying to build is a resource center of ideas and materials sources to share with everyone. Lot of things are happening and it would be great if they could be shared with the entire membership.

Jeanne McElhatton
Chairman Aviation Education

AWNEAR Report Continued

Louise Kozlowsz, from Rome, New York. Cessna, Beech and Piper prizes for best score went to Nancy Tier, Dorothy Pulis and Lois Auchterlonie respectively.

Connecticut Chapter members serving on the Race Board were: Peg Davidson, Chairman; Marcia Spakoski, Registration; Ruth Crowell, Operations with Laurie Spence; Connie MacLeish, Publicity; Nancy Tier, hospitality, with Teddy Kenyon, Cynthia Kemper, Nina Hetman and Bobbie Herbert, and Bobbie Herbert, Treasurer.

NAEC — If you don't know what it means; you should!

It is the irony of aviation, that the country that put man into the air at Kittyhawk and landed man on the moon, has spent so much effort in developing manned flight that the true importance and meaning of aviation has been lost on most of the populous. The aviation community is a small and rather exclusive group. One need look to the recent suggestion that Los Angeles International Airport be closed down rather than face court sanctioned lawsuits as tangible evidence that our school systems may teach us about everything else, but they seldom provide adequate aerospace education. Aviation has been accused of being a bad neighbor because of ear and air pollution. But the antagonized public really has little knowledge of where aviation fits into their daily lives, its importance in the lives of all Americans whether they ever step aboard an airplane.

In order to help put the aerospace industry in its proper perspective, and to generate an enthusiasm among students to choose some facet of aviation as a career possibility, the 99s have sought to encourage aerospace education on the chapter level. In conjunction with this generalized aim, the 99s Executive Board recently voted to endorse and support the National Aerospace Education Council. This organization not only needs our encouragement and support, but it also provides excellent teaching aids and ongoing information on the subject so vital to all of us, aviation. Membership is \$10.00 and provides a multitude of informational and educational material — aerospace books, teaching aids, units, bibliographies, charts, pictures, pamphlets for all grade levels, 1 through 12, PLUS related curricular fields. Imagine social studies, science, language arts and mathematics all related to and geared toward aviation education.

NAEC is an independent, non-profit, education organization whose officers and directors represent a broad scope of educators, administrators and representatives of aerospace industry and of aviation and space agencies at state and national level. NAEC objectives are obvious from its title, but it offers much more than can be suggested of listed here. For further information or to apply for membership write to: National Aerospace Education Council, Suite 310, Shoreham Building, 806 Fifteenth St., N.W., Washington, D.C. 20005.

The organization can help you. You can help the organization. And perhaps, together, we can both help a most important of American life.

NIFA News

Part of the success of the NIFA activities can be attributed to the interest, concern, and support of the 99's. In previous reports

I've talked about the students and their activities, but this time I would like to brag on some of the ways our members have used to promote the continued success of this group of college students in their activities. It may also answer some questions members have asked in regards to ways they may help the college teams or inspire you to think of other ways your chapter or section can contribute during the year.

A terrific idea forwarded from Marilyn Copeland tells that the South Central Section added NIFA contributions to their list of credits for points for chapters to qualify for the Annual Chapter Achievement Award. I'm sure this has spurred the excellent response for NIFA from the South Central Section.

Pat Domas as Section Chairman for NIFA in the North Central Section sent to each of the chapters in her section a short sketch of NIFA to familiarize members with the scope of the NIFA. An excellent way to get the word to the chapters. I'm sure she would be glad to share her report with other NIFA chairmen. The only suggestion would be that any contributions be sent to 99's International NIFA Chairman so that we can get immediate credit.

Doris Renninger, NIFA Chairman of the New York/New Jersey Section, has contacted each chapter through a most enthusiastic and appealing letter in behalf of our effort in this project.

Thelma Cull, an ardent supporter of NIFA from the Sacramento Chapter and helper at the '71 Air Meet in San Jose, challenged the members of her chapter to the proposition that she would match penny-for-penny any contribution that they made. Luckily for her a number of active members were absent at the meeting or Thelma may have had to float a loan. The results were a nice fat check of \$33.00 plus \$10.00 from another chapter member that didn't hold Thelma to the plan.

Lady McReynold and Fran Davis not only helped with the Regional 9 Air Meet but Lady volunteered to fly three members of the team from Tennessee to the Regional 10 Air Meet. Unfortunately, the flu-bug hit

Continued on next page

**WHAT DOES GO ON BEHIND
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Sectional Meeting Reports

NORTH CENTRAL SECTION

By Nita Fineman

The North Central Spring Sectional was hosted by the All-Ohio Chapter in beautiful and historic Cincinnati. For those of us visiting the lovely "Queen City" for the first time, we were delighted by the guided bus tour which was our first official activity.

Our very friendly bus driver drove up to a lovely lookout point high above Lunken Airport where some of our gals had landed a short time before. What a welcome sight to see the magnolias and fruit trees in full blossom after such a bleak and extended winter season. It was truly Spring in Cincinnati!

After dinner we congregated in the meeting room to watch the slide presentation of Don Fairbanks telling the exciting story of the Reno Air Races when Don was a contestant in his Knight Twister Imperial. The next stop was the Hospitality Room for fun and liquid sunshine. It was a lovely day and a fun evening.

Saturday began with joining Jayne Shiek of the Central Illinois Chapter for a most delightful ten-minute walk before breakfast.

At 8:30 A.M., 99s were in motion! Some of us headed for the Chapter Chairmen's Coffee; others assembled in the various parlors for special committee discussions on Flying Activities, Ways and Means, A.P.T., and Membership. Those attending thought it was so worthwhile that it should be repeated at all future section meetings.

As the separate discussions ended, the gals joined the 49 1/2ers as they listened to William Mangold, champion of Champion Spark Plugs. His technical clinic was followed by an Art Scholl film entitled "Ballet in Blue" and another film, "Man for the Record."

Governor Janice really kept things moving right along. As usual, it was fascinating to listen to the Chairmen Reports of other chapters. Each chapter has its own personality each carrying on activities that meet their needs, and it was a good opportunity to learn and to share.

Dell Hinn, made a special trip in from California to tell us more about the Direct Relief Foundation. Many of the chapters in the North Central Section have already flown IRF missions.

After the very full afternoon, we continued our fun and friendship at the cocktail party preceding the Banquet. We were thrilled to have International President Betty McNabb join us at this festive occasion.

Betty delivered her beautiful definition of "What is a Ninety-Nine?" and we all felt the pride, the warmth, the very special feeling that goes into being a 99.

Mr. John Baker, Assistant Administrator of General Aviation for the F.A.A. captured our imagination as well as our dedication to want to return to our home state and our own flying community and to work as we have never worked before to preserve general aviation and to inform the non-flying community of the importance of general aviation. An enormous task awaits

us all, but together we can do it!

The lovely parting touch of a beautiful week-end was the marvelous Fly-Away Breakfast — along with fond farewells till Toronto in July and Chicago Area in October for the North Central Sectional in the Fall.

SOUTH CENTRAL SECTIONAL

Linda Hooker, Reporter

The South Central Section held its Spring meeting May 5-7 in Omaha, Nebraska. Headquarters for the Sectional meeting was the Omaha Hilton with the theme "Red, White and Blue for '72."

Dawn, Friday, May 5th, ushered in a day full of excitement and anticipation for things to come. Registration at the Hilton and the Spot Landing Contest at Eppley Airfield started the ball rolling.

Shortly after noon the Chairman's Coffee was held followed by a tour of the "Strategic Air Command," Offutt AFB. During the tour, one overhead such comments as, "It's just like what you see in the movies."

The Reception Dinner, Friday night, was held in the SAC Officer's Club Ballroom at Offutt AFB. "Famous Nebraska Beef" was the featured item on the menu. Guest speaker was John Baker, Asst. Admin. for General Aviation, FAA.

Saturday morning broke bleak and grey, weatherwise, but that was no indication of the type of day that was in store. The morning began with a scrumptious welcome breakfast at the Woodman Tower. Capt. Robert McMaster, Chief of Physiological Training at Offutt AFB spoke on "Self-Imposed Stress." Following Capt. McMaster's thought-provoking presentation, Marilyn Copeland, Governor, conducted a short business briefing. During which she presented the newly formed Lubbock Chapter. In addition, Marilyn Cragin of the El Paso Chapter presented its bid for the Fall '73 Sectional Meeting. Their bid was accepted. To top off the morning, the 99's were honored by an unscheduled visit from Sen. Hubert Humphrey, Democratic Presidential hopeful. Following breakfast everyone returned to the Hilton to attend their choice of workshops.

Helen Wray, SHV Chapter, spoke on Air Space Education followed by Hazel Jones and Brenda Strickler with a presentation on a new safety survey of airports which the FAA would like to have 99's throughout the country take on as a project. Next on the agenda was a choice of fun things to do.

The banquet that evening was held in the Ballroom of the Hilton and the guest speaker was Frank Kingston Smith, renowned magazine writer and author of several books on flying.

Sunday morning a Fly-Away Breakfast was held at Eppley Airfield, but few were flying away that morning due to the strictly IFR conditions in the area.

Our many thanks and undying gratitude to the Omaha Area Chapter who worked so hard and so many, many long hours to make the 1972 Spring Sectional Meeting a truly rewarding and fun filled experience.



Chicago Area Chapter members enjoying every moment of the Banquet at the North Central Sectional are (from left to right): Corresponding Secretary Elsie Wahrer, Caroline Collins (in foreground), Gail Wenk, Norma Freier, and Helen Bammesberger.



Becky Thatcher, International 49-1/2er Chairman, at podium and International President Betty McNabb await the entrance of prospective 49-1/2ers to be initiated into this most distinguished fraternity!

NIFA News

Continued from page 7

Lady and she had to cancel, but I thought the idea was worth passing on. As most of you know Page Shamberger, who is on the Advisory Board for NIFA and a real spark-plug supporter, has written several feature articles on the Air Meets and through her column in Air Progress on College flying keeps us posted on many NIFA activities. I hear by the grapevine that the Colorado Chapter planned to give a nice prize for the best woman pilot in the meet held in Colorado in April.

My own Florida Goldcoast Chapter with several visiting 99 "snowbirds" were responsible for the Navigation Event at the Regional 10 Air Meet hosted by Broward Community College in Ft. Lauderdale, Florida. The Meet was topped by guest speaker, Dick Merrill, the famous pioneer pilot and retired captain from Eastern Airline but not retired in any other way.

This active interest in the college activities often opens whole new concepts to college students as well as more mature aviation enthusiasts. Certainly no "generation gap" seems to exist as they work together in a challenging and interesting activity.

I regret that I am not in closer touch with each of you to know the many other excellent ideas and efforts which produced such great results in this important 99 project. Let me hear from you. Keep up the good work!!!!!!

Fran Sargent
NIFA Chairman



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

ALABAMA CHAPTER Jaye Hudgins, Reporter

Angel Derby, May 15-17, and Alabama girls came from north and south to work the Montgomery stop. Claudia Conn, chairman, and Miriam Pullens, both from Hazel Green, were our timers stationed in the tower. Working the entire time at our FBOs, Epps and Montgomery Aviation, were Donna Green, Mobile, Ann Taylor, Foley, Minnie Wade, Clanton, Bennie Peters, Selma, Alice Earle Harper, Monroeville, Jaye Hudgins, Tuscaloosa, Mary Skene, Montgomery and Margie Pohl, Montgomery, our Stop Chairman, who handled people, places, and things like newspaper reporters beautifully. Hilda Ray, Jasper, worked one day, and Keren Michaels, Alexander City, who has passed her Instrument written, helped two days. Monday, we waited, finally finding out through Bill Elliott, Chief of MGM FSS, and his men that weather from Syracuse to Akron-Canton was a mess. But bright and early, 7:20 a.m., on Tuesday, Angel No. 2, Juanita Halstead, Montgomery, pilot, and Nancy Beeland, Greenville, co-pilot, came zooming in, cracking a spinner on the twin Comanche on the flyby. The had planned only a short stop, but putting on a replacement spinner took some extra time, enough for me to get some photos of Juanita and Nancy, but unfortunately not together. Even so, Angel No. 2 was also the first plane to land in Ft. Lauderdale, and they won the leg prize from Dyersburg to Montgomery. The next ten planes were flybys, but then, at 11:12 a.m., came Angel No. 45, Polly Duncan, pilot, and Ellie McCullough, co-pilot, who won two leg prizes. From then on, until the end of the race, things really got exciting, with planes coming in for landing faster than we could wave them in, get



Juanita Holstead, pilot in IAR was first to land in Montgomery. She was Angel No. 2 and having spinner trouble. All squared away, she went on to finish the race.

photos, offer coffee and doughnuts, and hand out our goody bags which were really stuffed. We are very proud of Alabama industries and business leaders and the Montgomery Chamber of Commerce's Larry Laws for responding so generously. Fifteen Angel flights RONned roomed with us at Sheraton Motor Inn. Off on another exciting day, which didn't end with the race for me. Esme and John Williams, in the chase plane, very graciously repacked their Skyknight, giving me room and time to check out of the motel. I have Angel No. 36, Joan Hrubec and Bee Steadman to thank for suggesting I ask for a ride. The festivities at Ft. Lauderdale were fabulous, as was Pier 66, Derby headquarters. With the Paddleboat dinner cruise, the day at the horse races, the Awards banquet, I had enough fun to last until the Powder Puff Derby and the Toronto Convention.

CAROLINAS CHAPTER PS, Reporter

We did it, two of us, headed way east to our Section Meeting hosted by the Memphis Chapter at the lovely Kentucky State Park that first week-end in May. Mercy Wrenn and the reporter and it was CAVU all the way. Or, at least Mercy said 'twas—the other one stayed under the hood all the way there and back. Scared of mountains, you know. For sure, our Section Secretary, Dottie Birdsong, will give a full report on the meeting. We'll suffice it just to say Memphis did it up right and at the nicest place you can imagine.

Next off is May 20th, our Chapter meeting in conjunction with others who care down in South Carolina. It's a Safety Seminar at Columbia. But, even before that, we'll be joining and thinking about the NIFA Meet at Purdue. Our Chapter contributed \$50 again this year and we only wish we could afford more. Those college kids are just great and our International NIFA Chairman, Fran Sargent (from this Section), goes all out both for funds, work, and support for them.

So, we stay busy with antique airplane fly-ins specially down at Wings and Wheels (Santee, S.C.), aviation education all grades, and safety. Only four of us are APT, and that's embarrassing, but we're all moving and that's for sure.

How about luggage tags? We've still got some left. \$1.50 each includes postage and you get two lines of who you are and from what town. They're 99 approved and last for at least five years. Try 'em, you'll like 'em. From Shamburger in the Roster.

FLORIDA GOLDCOAST CHAPTER Eloise Ruby, Reporter

The Albert Whitted Municipal Airport in Saint Petersburg was the designated terminus for the Florida Goldcoast Chapter members to fly across the State for their meeting on Saturday, April 15th.

Guests attending from the Suncoast Chapter were: Florence Beamon, Ethel Gibson and Betty Hood.

Chapter Reports

Lois Eig and Marian Keys were welcomed as new members to our Ninety-Nine group.

A new Constitution was discussed and copies will be mailed to all members for deliberation and possible action at the next meeting.

The next meeting was announced to be held on May 22nd at North Perry Airport.

Count the months and see—not much time left to "Get Apt" for fiscal year 1972!

FLORIDA SUNCOAST CHAPTER Marcella Klotter, Reporter

Nine trusting souls flew IFR from St. Petersburg to Naples for our May meeting at Marcella Klotter's home, where the weather was beautiful. There were 17 altogether, including guests; Joan Jenks, a former WASP and member of the 99's; three new prospectives—Joyce Boritz and Becky Taylor of Naples—and Yvonne of St. Petersburg.

Florence Beaman gave us all the news from the Southeast Sectional Meeting which she attended with Dotty Birdsong and Mary Lou Shapiro. Dotty Birdsong and her co-pilot were away for the Angel Derby—Good Luck, girls.

Ronald Meinjohans, Karen's husband, bought her a Cherokee 140—Happy Flying—Karen.

We received tremendous publicity—a half page in the Naples Daily News Sunday Edition, and a six inch column on Monday.

Marcella Klotter flew 139 lbs. of medicines for the "Wings for DRF" to Thomasville, Ga. unloaded, and then on to Huntsville, Ala. After leaving several large packages there, she flew back to Thomasville to spend the night with Esther Wright of Georgia Chapter. Such Southern Hospitality! Flew just ahead of a front on the way back. Also on May 3, flew to Vero Beach and had lunch with Ann Walker of Space Port Chapter at her home with two other 99's.

NEW ORLEANS CHAPTER Evelyn Lyons-Reporter

Pam Holly has discovered that flying high is a lot safer than flying low—we're glad to report that she is up and around again after spending several weeks in the hospital due to an auto accident.

Congratulations are the order for our visiting Georgia member Joyce Sox who became Mrs. David Akers, Easter week.

What would you think about someone who goes to Europe to have the Chicken Pox?? That's exactly what Glorice Wills did. We teased her about her "rash" and labeled it excitement, but she had the last laugh??? She spent the first two days in London in bed, but was going strong again by the time they reached Paris.

Hammond Airport hosted a fly-in breakfast in April for the La. pilots who enjoyed a great day. The food was plentiful and delicious, the weather beautiful and the turnout good. Virginia Smith, Patsy Carbonette, Joyce Akers and Evelyn Lyons all of

New Orleans Chapter enjoyed Hammond's hospitality and visiting with Janie Kimball, Eleanor Lowry and Fran Sales of So. La. Chapter.

New Orleans had a fly-in that turned into a drive-in due to weather to Hammond, La. on May 6th. Those driving IFR were Glorice Wills, Virginia MacDonald and daughter, and Evelyn Lyons and son. We met 99 member Virginia Smith and husband Lanky and two prospective new members—Dr. Louise Lutz and Kathleen Pittman, at Murry's for lunch where the inclement weather didn't dampen any spirits.

MEMPHIS CHAPTER

Pinch-Hitters, Reporters

Chris Brown just returned from a trip to the Pacific Northwest visiting Seattle and Van Couver.

Joanne Murdock getting flying time in a Cherokee 140.

Dot Wilson, Jenny Cook and Gladys Estes flew to Orlando and Tampa, Florida in Gladys' Cherokee 180.

June Pentecost is working on her instrument Rating.

Fern Mann is now APT. Fern and her 49 1/2er, Chuck, flew to Ft. Worth to attend the ACA Judges School.

Netta and Doug Holden flew their Aztec to Las Vegas, Lake Tahoe and Yucca Valley. Fuel stops were Amarillo and Tucumcari. High desert airport of Yucca Valley made an impression with its good markings and honor system fuel and tie downs. Flew in South Lake Tahoe Airport—quite busy couple hours before take off taking snow and ice off the plane. Mountain flying and density altitudes were quite a lesson on the trip.

Jenny Cook passed her commercial written and is now working on her commercial ticket.

Congrats to Dot Wilson and Netta Holden on their Multi-Engine Ratings.

Virginia Proctor and 49 1/2er, Everett, attended dedication of New Adams Field Terminal Building and also were guests at a luncheon of the Little Rock Airport Commission. Virginia also participated in the Third Annual National Aerospace Education Leadership Conference in Hot Springs.

Gladys Estes getting time in a Cessna 150.

Fern Mann getting flying time in a Bellanca.

Rebel Regional Aerobatic Contest Sport Aviation Fly-In and Air Show will be held at General DeWitt Spain Downtown Airport in Memphis on May, 26, 27 and 28th. Rain date May 29th.

Operation Rain Check being held at Memphis Air Route Traffic Control Center. They are conducting 7 classes in May and June. Program consists of 12 hrs. discussions on air traffic control procedures.

MISSISSIPPI CHAPTER

Wanda Garson, Reporter

On April 15, our chapter met at Stennis Airport in Bay St. Louis, Mississippi. New officers were elected for the 1972-73 year. They are Peggy McCormick—Chairman; Wanda Garson—Vice Chairman; Caroline

Cheek — Treasurer; Charlotte Rhett — Secretary; and Bernice Kelly — Membership. Nominating Committee included Janet Green as Chairman, Ethel Radzewicz, and Lois Bell. Members and guests who toured Diamondhead Resort were Peggy McCormick, Janet and Don Green, Ernestine and Kelly Mahan, Charlotte and Parker Rhett, Wanda and John Garson, Alice Cagle of New Orleans Chapter, Pat Griffin and Ruby Lander of Wiggins, Millie Carlson, Cheryl LeMonds and Charlotte and G.E. Overing of the Gulf Coast Area.



ALL OHIO CHAPTER

Isla Haas, Reporter

Marie Wolf and 49 1/2er flew to Florida in March in their new Cessna 182. Marie also took six Watterson High School Senior boys for an airplane ride so they could take pictures of the Ohio State pen for a school project. Three had never been in a plane before; one was a Private Pilot and one (Maries' son, Steve) is a Student Pilot.

Rosalie Burchett and Connie Huffman made their first flight for Wings for International Health. They flew from Middletown to Marion, Indiana, where the shipment of medical supplies were relayed to California for the Direct Relief Foundation.

Caroline Snell's husband Dick, recently received his Instructors rating, and Caroline is trying to catch up by working on her Commercial.

Thanks to all who came to the Section meeting in Cincinnati! A good time was had by all.

Our banquet was topped off by an enlightening and entertaining talk by Mr. John Baker of the FAA in Washington.

Yours truly drove to Akron-Canton to the Angel Derby stop after work but our "lovely" Ohio weather had taken care of most of the "action" by then. Maybe next time we can furnish sunny blue skies for the Angel Derby.

CENTRAL ILLINOIS CHAPTER

Jayne Schiek, Reporter

About twelve of us got to our May meeting at Paris, Illinois, held at the home of Barbara Jenison. The weather did not cooperate at all and everyone had to drive with the exception of Ben and Jayne Schiek who flew in the day before and consequently got weathered in for another day. Others present were Martha McMahon, Libby Ann Dunseth, Kathleen and Jean Wood, Phyllis Hanlon, Mary Koerner, Linda Garlock, Arleen Johnson, Libby Kaiser, Jean West and Eula and Gus Schmidt. We will have our normal June chapter meeting during the Illi-Nines Air Derby Race Weekend at Moline on Saturday afternoon May 20.

Air Marking plans await the aquirement of paint, reported our chairman Phyllis Hanlon. We have hoped to do Canton and Waddell airports. Eight of our members attended the North Central Sectional in Cincinnati. Those attending were Theo Sommer, Jeanne Morse, Barbara Jenison, and Mary Ann Eiff all of whom drove. Flying with instrument rated Jean West were Doris Ann Norcorss, Libby Kaiser and Jayne Schiek.

Libby Kaiser says that she and Bob and 77BZ (better known as "Buzzard"—a glider) out on May 4, at Greater Monticello Municipal. They had hoped to bring it down to Paris but old man weather interferred. Eula Schmidt reports plans to start finishing her instrument work this month. Jean McLaughlin has asked us to remind all 99's and 49 1/2ers that proficiency tests are a good idea. The recommendation is to have a test once a year. She and Mac are counselors and would be glad to take anyone up. No one will take your license away if you do badly, but everyone picks up bad habits that need weeding out, especially if they don't fly often, and the proficiency test is a painless way of updating your skills. In addition some insurance companies give a discount if you've had one. Wouldn't it be great if we ALL got APT this summer? How about that for a goal???

Linda Garlock reports that the medical supplies from Indianapolis arrived in Peoria safe and sound. They were stored in Theo Sommers' hanger for a day until the weather was clear enough to get the supplies to a small airport near Kansas City, Mo. By taking a seat out, Theo got the whole load in her plane and down and back all in one day.

The Schieks and Norcrosses got a bit of work done on the Experimentals during our couple of days of warm weather. "Plane Jayne" is flying again—and hopes to be at the Canton fly-in on May 21. Th wings are off D.A.'s plane for needed repairs suffered from wind damage, and we've put in a few hours in drilling the ribs on the mini-plane for installation of Martin Clips in preparation for covering. Phyllis Hanlon has decided to retire her hood—at least for the summer—and fly for fun for awhile. Martha McMahon hopes to get back to flying as soon as the "V" gets majored and Jean Wood helps her master it. She'll be flying co-pilot with Barbara Jenison in the Derby. Arline and Spike Johnson went to the Navioneer meeting in Indianapolis in the middle of April. Leah Warren has been attending some 99 meetings in Florida and is enjoying them. She reports that she will be back and forth to Illinois a few times during July and August. Libby and Bob Kiser left May 11 for their adventure of soaring in the Alps and will return May 26. We are looking forward to that report.

CHICAGO AREA CHAPTER

Sandy Klock, Reporter

The spot landing contest to be held at our April 16th meeting had to be put off because of a torrential rain that day, and no one came in on floats! It was then rescheduled for April 22nd, at Crystal Lake Airport. Judges for the event were aerobatic pilots belonging to the International Aerobatic Club, Jim Dees, Gene



Here are the winners of Chicago Area's 20th Annual Achievement Awards, (l. to r.) Elsie Wahrer—3rd, Charlene Falkenberg—2nd and Pat Friedman—1st!



99s spot landing contest at Crystal Lake Airport—99s hostesses (l. to r.) are Elsie Wahrer, Julia Konger, and Carolyn Collins. Members of the International Aerobatic Club judging the contest are Jim Dees, Gene Coppock, and Jim Lacey.

Coppock, Jim Lacey, Don Taylor, and Terry Tubbs - nice guys all. Again the weather wasn't the best - strong and gusty winds - but 8 airplanes came in, and Sandy Klock (with co-pilot Madeleine Kimotek) flew off with the beautiful trophy. Runners-up were Lisa Taranucha and prospective Gail Lewin. Let me tell you, that trophy gets a lot of polishing - it keeps getting so smudged when I take it to bed with me!

I'm sad to report that Thelma Havice (one of the jolliest people I've had the pleasure of knowing) has moved down to Louisville, Kentucky.

Diane Zelnick flew to Heber Springs, Ark. and Memphis, Tenn. over the Easter weekend.

Caroline Smith's 49 1/2er George and son Wally flew to Florida in the Smith's turbo-charged Comanche over the April 16th weekend to see the moon shot.

Our 21st Achievement Awards year is going great guns, with 30 contestants. Our awards chairman, Bobbie Johansson, has been doing an outstanding job—we have a new revised contest form to send to her, and she always sends back a little courtesy note confirming our points and telling how we can get bonus points for the next month. Great idea!

GREATER KANSAS CITY CHAPTER

Nona Martin, Reporter

We're proud to report that we have two teams with three 99's from the Greater Kansas City Chapter flying in the Angel Derby. Mary Ann Hamilton and her co-pilot, Mary Aikens (ICT) are flying May Ann's brand new Comanche 260. Bobbi Miller and new member Becky Hosfield are flying the Car-

dinal which they dubbed "The Flying Turtle."

Speaking of new members, we have two and several prospective members who have been visiting with us. Becky Hosfield and Barbara McCravy officially became Chapter members at the May 4 meeting held at the Hilton Inn. Our guest speaker for the evening was Mr. William B. Mooney, Editor of a news publication in our area called "The Suburban Pilot." The film "The Wind Is Right" was presented and enjoyed by those attending.

McComas Airport at Lee's Summit received the attention of the airmarking painters as did EKC in Blue Springs, Missouri.

Billie Bordner along with 49 1/2er Charles, flying a Debonair; Vee St. John and Roasmond Oliver, flying a Cherokee 180, and Kathy Zimmerman flying with Del Richardson in a Cessna 172 all participated in the DRF program sponsored by the Ninety-Nines. Medical supplies were picked up at Excelsior Springs, Missouri by the "team" and flown to LNK. They arrived in Santa Barbara, California via Denver.

Lois Willy, Chapter Chairman, is going to speak to the Industrial Nurses Association on May 25, bringing the DRF program to their attention and how the Ninety-Nines are participating.

Loretta Jones is the proud recipient of a brand new Instrument Rating.

May 16 found seven planes off and flying to the Beaumont Hotel for a fly-out luncheon. In the seven planes were eight 99's, one lone 49 & 1/2'er and five guests. For those of you who are not familiar with the Beaumont Hotel, it's due east of ICT and has a slightly curved runway. Upon landing you taxi about six blocks to the road, pause for a Stop Sign and taxi direct to the Hotel parking lot.

The Chapter has approved the \$100 scholarship to be given to a woman student again this year. The recipient for this scholarship will be selected from the Missouri Consolidated College Group. We all agreed this is one way to serve women in aviation, find prospective new members and keep up our public image. The presentation of last year's scholarship received good publicity in a number of area newspapers.

At last report we only have one team flying in the Ili-Nine Race to be held this weekend. Loretta Jones and her co-pilot Toni Ciarlelli plan to fly a Twin Comanche in this proficiency race.

A formal installation dinner will be held on June 1 at our newest hotel, The Alameda Plaza. Dona Ridgeway will officiate when she installs the new chapter officers: Lois Willy, Chairman; Kathy Zimmerman, Vice Chairman; Aleah Combs, Recording Secretary; Nona Martin, Corresponding Secretary, and Billie Bordner, Treasurer.

Dona has also been elected as Chairman of the Nominating Committee for the ensuing year.

LATE NEWS FLASH!!! Just got a phone call telling me that we now have three teams entered in the Powder Puff Derby. Mary Ann Hamilton along with her co-pilot Bobbi Miller will be flying Mary Ann's

Comanche. We have two twin Comanche's entered with Ruth Stafford flying with co-pilot Joan Reindl and Loretta Jones and her co-pilot Earline Lowe, all members of our chapter. Ruth and Joan are the recent additions.

After nearly three years of "forced" retirement from flying due to a car accident, the writer has finally received her medical certificate. I would like to urge all of you who might have a member incapacitated to keep her in touch with chapter events and happenings. There are many things one cannot participate in, but you can keep her a part of your chapter.

Until next time—Keep A Happy Face.

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

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

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

Proceeds will go to the AWTAR fund.



INDIANA CHAPTER

Cari Downes, Reporter

On April 1st, Ellen Witmer, an Indiana 99, married Michael Johnston, a flight instructor at Consolidated Airways, Inc. of Kokomo. They were married about 10,500 feet above Allen County as a passing commercial jetliner radioed congratulations. Since both the bride and groom are pilots, they felt the unusual wedding was "the appropriate thing to do."

For the second month in a row we had great flying weather to go to a 99 meeting. Our March meeting held in Crawfordsville was greeted by absolutely NO weather. We voted into membership at the business meeting 3 new members — whose names I announced in my last new report. The exciting statement I want to make now is — when these 3 99's are pinned, we will officially have 101 in our chapter!!

The Chapter has received word thru our Flying Activities Chairman, Mary Miller, that 99 member, CFI Margaret Ringenberg, Smith Field, Fort Wayne, will gladly ride with any 99 who has her own plane and will come to Smith Field. Make an appointment with her soon. We're striving for a 100 per cent APT Chapter.

Professor James Maris of Purdue recently appointed 99 member Nancy Orcutt to the Indiana Aviation Association Education Committee. Nancy was our past Aerospace Education Chairman.

On Friday March 31st several 99's were at Weir Cook in Indianapolis to greet Susan Oliver, when she arrived as the Flying Ambassador for EasterSeals. Those 99's there were: Cari Downes, Shirley Volkert, Lois Kennard, Tannie Schlundt, Minerva



From left to right — those Indiana 99's that met Susan Oliver when she made her stop in Indiana:

Cari Downes, Tannie Schlundt, Nancy Orcutt, Minerva Mahoney, Susan Oliver, Billie Smith, Carol Moss, Dorothy Smith, Dorothy Niekamp, Virginia McKinnis, Virginia's daughter, Lois Kennard.



Ninety-Nines deliver 250 lbs. of Medical supplies to Peoria, Ill. Left to right Linda Garlock, Pauline Genung, Lois Kennard.

Mahoney, Dorothy Smith, Billie Smith, Nancy Orcutt, Dorothy Niekamp, Virginia McKinnis, and Carol Moss. Susan and her co-pilot from Beech Aircraft both confirmed that they've had quite a bit of rough weather on the tour so far.

Our April meeting was held during our North Central Section convention at Cincinnati on the morning of 4-29-72. We voted on 4 new members who were all accepted into membership. They were Ruth Ruggles, Pat Franke, Dotty Bayse, and Elda Herbison. Nancy Orcutt received her instrument rating. The June meeting will be held on Father's day in Bloomington and there will be a pancake breakfast first and meeting to follow the breakfast. Our F.A.I.R. race kits are available. Write: Barb Jennings, Rt. 1, Box 130, Valparaiso, Ind. 46383.

We were very proud of the Indiana group at the Section meeting, they turned out a large group and we won the Attendance Trophy. Also at the Section meeting we presented our 99th member with her pin and a trophy honoring her as our 99th member.

On April 25, Bob and Pauline Genung and Dick and Lois Kennard took their 210's loaded with medical supplies delivered from Middletown, Ohio to Peoria, Ill. From there they will be taken to Kansas City and final destination is California. This is the first shipment to pass through Indiana.

KENTUCKY BLUEGRASS CHAPTER Skip Gumbert, Reporter

"Wings for DRF" made news in Ky. this month when eight members of the Michigan Chapter flew many boxes of

medical books into Lexington. Having been collected by the Michigan State Medical Auxiliary, these books were received by the International Book Project in conjunction with the Ky. State Medical Auxiliary. From here they will be stored until dispersed for points overseas. Our thanks to the following: Joyce Odom, Mary Mazurek, Marge and Chuck Ashton, Nancy and Warren Hecksel, Alice Markee, Sammy McKay, Esther Bennett, and Maisie Stears. Also flying were Dick Lankin and Bob Nance, who were recruited by Marge and Chuck. The planes were met by members of the local medical auxiliary. Representing the Bluegrass Chapter, 99's, were Betty Moseley and Skip Gumbert.

Attending the North-Central Section meeting in Cincinnati were Diane Stafford and Virginia Chamberlain. Jo Ann Kinnison will be a timer for the PPD this year, Fort Wayne stop; she recently returned from a flight to Florida and the Bahamas. Come June, Pat Paulsen will be headed for Oxford, Ohio for a year of additional study. She attended a C.A.P. meeting in Battle Creek, Michigan the end of April. Skip and George Gumbert attended the Aero Space Medical meeting in Florida.

Happy Flying!

QUAD CITY AREA CHAPTER Ellen J. Thiel, Reporter

Had a good turnout for our May meeting at Moline Airport, with nine members, two — 66s, and one guest, Helen Poole, member of the Greater St. Louis Chapter.

Norma Smith, Mary Ann Eiff, and Ellen Thiel reported on their trip to the Sectional in Cincinnati. Norma's 49 1/2er, Roger, and Ellen's, 49 1/2er, Robert, visited the Air Force Museum in Dayton while the girls were at their meetings.

Ellen Thiel, APT Chairman, became APT May 5th, and is trying to get all members to do likewise.

Stopped in to see Phyllis Wooley and 49 1/2er a couple of weeks ago at their Monmouth Airport, and they report business is very good. Connie Dawley is enjoying her new license. Mary Ann Eiff has been keeping busy as Air Marking Chairman, and also the Mercy Air Lift of Medical Supplies.

Jo Ann Walker and Carolyn Pobanz are hard at it, as Local Co-Ordinator and Hospitality Chairmen for both the Air Derby and Powder Puff.

Gigi Katz and Helen Poole were among the many who attended the FAA Safety Seminar at Davenport, May 16th. Gigi was asked to be one of the Official Hostesses, as representative of the 99s.

Ellen Thiel was appointed official delegate to the International in Toronto this July. She and Jo Ann Walker are planning to fly up in her new Cherokee 180.

Our Chapter held their 1972-1973 election this month, and retained the same officers. They are: Chairman - Norma Smith; Vice-Chairman - Gigi Katz; Secretary - Ellen Thiel; Treasurer - Sharon Ehrich. Norma requested the same people remain as chairmen of the various committees as they are really doing a good job.

Frank Kingston Smith was guest speaker at the Quad City Airmen's meeting April 20th, with a great many of our 99's and 49

1/2ers attending.

WISCONSIN CHAPTER Toney, Reporter

Over thirty per cent of our membership attended the North Central Sectional, thoroughly enjoying the program the All-Ohio Chapter put on in Cincinnati.

Cheers to another new instrument pilot, Arlene Schwartz! With the busy, concentrated flying behind her, she made a pleasure flight to the Spring Sectional, then put that new rating to good use returning home. Shortly thereafter Arlene and Dr. Herschel Schwartz flew medical supplies for the DRF to Denver in the Bellanca, as did Dr. Anne Roethke and Dora Fritzke in Anne's Comanche. They then flew to Colorado Springs for a course in Mountain Flying. Anne and Dora also visited former Wis. residents, Deedo and Dr. Herman Heise, now living in Arvada, Col.

Barbara Nelson now has a lifetime co-pilot and is flying dual as Mrs. Warren Smith.

Marlyn Donagan and her family made an Easter vacation flight in her Cessna 210 to Denver and had some good instrument flying both ways. The last two weeks in May Marlyn taught an aviation course to 5th and 6th graders at a Madison school as part of a spring enrichment program.

Have finally caught up somewhat with Betty Willmore. She and Harold flew their Bonanza to the Mardi Gras in New Orleans in Feb. The next month the family flew to San Juan via American 707. However, the return trip took hours - the airline had all sorts of problems — and they were wishing they were in 98B!

Cathy and Orrin Malick acquired a 150 Lycoming and the gyro instruments for their Mustang II which they've been building for four years. Hopefully this beautiful plane will be flying in about a year.



DALLAS CHAPTER Betty Hundley, Reporter

Our April meeting was held at Lucille Connell's and Marceline Todd hosted our May meeting with a swimming party. An "interim" meeting was the splendid Omaha Sectional with our chapter represented by: Sue Andrews, Barb Powell, Edna Wright, Marge Barr, Dot and Chuck Warren, Lou and Rod Marquess, Jerry Glennie, Maurice Melton and Betty Hundley. Flying in the Warren's Twin Beech was a treat just in itself. Serving "Dallas Delights" was fun for our girls as well as an enticement to our Fall Sectional on Sept. 22, 23 & 24. Remember—the Dallas Doll Derby will be held on Sept. 22.

Winnsboro Airport was beautified with

boxwood plants on May 13 by Chairman Sue and 49 1/2er George Andrews. Also in May 478 pounds of drugs were "lifted" by Sandra Simmons from Dallas to El Paso. A joint meeting at Lake Murray Lodge, Okla. on Sunday, June 11 with the Oklahoma Chapter is being planned. We are to gather at 11:30 to enjoy the buffet dinner, make and renew acquaintances and have a good old 99 family day.

AWTAR race numbers drawn by our members are: No. 19 for Sandra Simmons and Dorothy Warren, No. 28 for Elinor Johnson and Pat Clark, and No. 85 for Pat Jetton and Marge Barr. Happy and safe racing to you all!



Dallas Chapter, 99's—Airport dedication and beautification of Winnsboro Airport May 11 (l. to r.) Sue and George Andrews presenting plants to Mr. Frank White (Mayor of Winnsboro), Mark Woodlee, and Mr. Nix Simons (Alderman).



Dallas Chapter 99's airmarking Corsicana Airport, April 29 (also Airport beautification)

DALLAS REDBIRD CHAPTER **Arabella Broadbottom, Reporter**

Our beloved chairman, Helen Wilke and Kathy Long came back with a pretty good excuse for not winning the IAR again. They had a bird strike that didn't make the airplane not fly, but it didn't help it go faster either. Minor damage to the commanche and none to the girls. They did finish 17th in a field of 16, I think. (Not really...ed)

Hazel Jones reports another "prima dona" living at her house. Mike was named all around athlete for his senior class, received a full four year scholarship to TCU, an invitation to play in the Bi-county all star game in July, and coached in the spring games. He will speak to the other members of his family "by appointment only." In his "spare" time this summer, he has, at last, indicated a desire to learn to fly.

Pat Jetton, Marge Barr, and Hazel Jones held up our end at the recent sectional in

OMA. They also got weathered in and were a day late coming home. Big Pilots!!

Our next meeting is to be at Leslie Willsons house if she ever comes in town. She is a stewardess for American Airlines and they keep expecting her to "stew". If and when we ever coordinate all this, we will announce our leaders for next year.

EL PASO CHAPTER **Deloris Dyvad, Reporter**

May meeting was held in El Paso at FAA Conference Room. One new member, Irene Eshelman, trans. from Mass Chapter was welcomed to the El Paso Chapter. Marilyn Cragin gave a report on the Sectional Meeting in Omaha, Neb. She and her 49 1/2er George flew in their new Cessna 210. They ran into bad weather and four 99's made the last leg of their trip by bus from Nebraska City, Neb. While attending and representing our Chapter, Marilyn Cragin put in the El Paso Chapter's bid for the '73 fall Sectional. The bid was received with handclapping by all.

We have three more members APT: Ruby Tatman, Marilyn Cragin and Betty Rogers.

Doris Shreve took last load of DRF supplies to Tucson. This week the Chapter has received another load. Sandra Simmon of Dallas Chapter brought over a large load in her Cessna 421. Ruby Tatman and Betty Rogers will take part of them to Tucson this Sunday and Hester Oakes, Chapter Chairman, plans to take the other half of the large load later on.

Lorette Zirker, member of the Hawaiian Chapter, who attend our Chapter meetings this year has several articles on flying accepted by Flying Magazine which will be published in the near future.

The El Paso Chapter of the 99's hosted the activities for Southeast Air Ranger exhibition entitled "Air Transportation in '72" on May 4 in El Paso.

Also representatives of our Chapter were in charge of refreshments at a two evening Pilot's Clinic held in Alamogordo sponsored by the Alamogordo Aviation Association and New Mexico Dept. of Aviation.

Many of our Chapter members are making big plans for attending the International Convention in Toronto, Canada.

Our June meeting will be a Bar-b-q and swim party at Camelot in El Paso.

FORT WORTH CHAPTER **Carolyn Merrithew, Reporter**

One hundred fifty pilots attended our FAA-99 jointly sponsored Safety Seminar April 22nd at Meachem Field. Dr. Lynn Barnes gave an excellent presentation of the medical factors involved in flying.

A fly-in later in the month at Lorraine Waddell's Ranch near Weatherford, Texas attracted forty people with ten planes flying in. Exotic wild game stocked on the ranch for hunting, were thrilling to see. The Waddells provided a delicious buffet meal for the group.

At our May luncheon meeting at El Chico's Restaurant the new slate of officers for the coming year were elected. Auleen Hall was reinstated as Chairman, Jean Bishop, as Vice Chairman, Diane Coon was elected as our new secretary, and Lorraine Waddell as our new Treasurer. A fly-in picnic is being planned for our June

meeting at Edna G. Whyte's airport in Roanoke.

Diane Coon and Barbara McEachern received their APT pins this month. Diane and her 49 1/2er Roger have purchased some property on Lake Granbury at Nassau Bay Estates bordering on the airport there with a taxiway leading to their property. They plan to build a hanger there soon for their two planes. Sounds like a good place for a future fly-in.

Helen Morris who quit her job working for STOL Aircraft has a new position doing drafting for a Fort Worth Engineering firm.

Betty Parsons had her first flight in a sailplane. She and her husband, Joe, flew May 1st to Toronto, Canada for an Aircraft Electronic Association meeting. She reported lots of bad northern weather.

Carolyn Merrithew and her family flew the same week to Boston, Mass. and also got into much weather. Eight hours solid IFR with rain, icing and smog make one appreciate the Southwest with its almost ideal weather.

Juanita and Lorraine Waddell flew to Omaha in a Cessna 172 for the South Central Sectional.

Jean Bishop and her husband, Tom, reported they had spent a wonderful vacation in Norway.

Al Hall, Auleen's 49 1/2er took a recertification course for his instructor's rating, so he can help Auleen get APT. She is very busy doing the publicity associated with the Biographies of the Powder Puff Derby contestants for her 4th year. Our best wishes to all these participants.

GOLDEN TRIANGLE CHAPTER **Vivian (Penny) White, Reporter**

Just returned from a most exciting sectional at Omaha, despite being weathered-in. It gave us all a chance to get better acquainted. Our new members really have flying fever and Toronto fever as well. In case you haven't heard, we are very proud of receiving the Travel Trophy. Our membership continues to grow as we welcome in Jo McCarrell and Linda Mower.

Flying Activities chairman Linda Hooker and Carol Callen arranged a fun fly-in luncheon at Lake Murray with 30 attending in March; then we had a fly-in picnic at Lake Whitney in April. Brenda Strickler is arranging a charter trip to Toronto for \$151.20, r.t., that is! Anyone interested, just give her a call, 434-1994. She will make a good Governor. Be sure to send in your vote.

Mark down May 27th and come help us air-mark Pylon Field. Jo McCarrell drove her cattle trailer down to pick up those barrels of paint — you really missed quite an operation. We sure have active members! Helen Lancaster, our air-marking chairman has arranged for us to air-mark Mangham and Grand Prairie, to name a few.

For our chapter house-warming at American Airlines' Flight Academy, Mr. Page welcomed the 99s and gave a brief introduction to the Academy showing a series of slides of the facility. The meeting ended with champagne for all served with individual cakes with planes. Yes, we do have our own room there. . . . Come and join us on the third Tuesday of the month.

HOUSTON CHAPTER

M.E. Oliver, Reporter

Uncooperative weather failed to dampen the enthusiasm of Ninety-Nines attending the Spring Sectional at Omaha, Neb. With Captain Mary Able at the controls of her Twin Bonanza, "Able Airlines" flew Adelle Baker, Betty Fritts, Marge Hutchinson and M.E. Oliver, while some other airline flew Sally Gluckman and Diana Boyd, all Houston Chapterites. Mary's new venture, M. Able Aviation Co., is now in full swing, boasting the largest sign and the smallest business at Andrau Airpark. . . with one Cessna 150 trainer.

Linda Turk and our newest member Joyce Smith provided a delicious picnic lunch at Orange for Brown Airport markers. The group included, in addition to the two hostesses, Ann English, Marge Hutchinson, Diane Boyd, Sally Gluckman, Betty Fritts, and Adelle Baker.

Alice Seaborn reports she got APT last month.

We spotted Trudy Cooper registering arrivals at the annual Texas Wing Conference of Civil Air Patrol in Houston.

With shameful lack of modesty, your reporter proudly declares herself one of those presented the CAP Meritorious Service Award at the closing banquet. Who wouldn't be proud of such an honor?

Sally Cox will hostess the June meeting of Houston 99's; a leisurely swim will precede a cookout, followed by the meeting which will be highlighted by the announcement of who picks up the gavel, the telephone, the pen-and-paper, and the piggybank for '72-'73. Our nominating committee presented such an excellent slate, the choices were difficult.

See y'all in Toronto!

KANSAS CHAPTER

Edna Paulson, Reporter

Our May meeting was held in Salina, Kansas. A large group of Kansas 99's flew up to Salina to attend a Fly-in-breakfast and an Air Show, sponsored by the KTI, the Salina Chamber of Commerce and the Salina Airport Authority. The Air Force Blue Angels, precision flying team, and the Army Golden Knights parachute team and helicopter units from Fort Riley were demonstrated. The Kansas 99's and their families were invited to this show and all of the plans and advanced work was handled by Ester Berkley of the Kansas Chapter.

Eleven 99's from Kansas Chapter, and some of the 49 1/2'ers, attended the South Central Sectional in Omaha. All report that they had a great time in Omaha and that it was a very good Sectional.

Nancy Teel, Chairman of the Tri-State Chapter 99's, joined us in April at our meeting in Chanute. We had 17 Kansas Members on hand at Beech Aircraft to greet Susan Oliver recently. Olive Ann Beech hosted a Coffee in her honor. Then Mrs. Beech invited us all to her home that evening for cocktails, after which most of us had dinner with Susan at the Candle Club — this was a real fun evening, and we all found Susan to be a delightful person — truly a great Ambassador.

Jackie Luke is the proud possessor of an Instrument Rating. What a great reward after lots of studying and hard work. Marilyn

Copeland and Garnett Hastings are TAR No. 45, and Charlotte Parker and Eleanor Knott are TAR No. 90, to take off on July 7th from San Carlos, California in the Powder Puff Derby. We wish these two teams to be winning teams, and bring some more glory back to the Kansas 99's.

Joyce Case has been busy flying all over the country — so decided to take a week or two off last month and went to Hawaii — now she is ready to go back.

Reports from Pat McEwen, just back from the Southwest Sectional in time to take off again for the South Central Sectional, that things are really shaping up nicely at the Museum.

LUBBOCK CHAPTER

Evelyn Hershey, Reporter

Our star appeared on the horizon April 16, 1972, being called The Lubbock Chapter. We are in the South Central Section and know that Lubbock will be on your flight plan soon because we want you to visit us whenever you can.

Our charter date was April 16th, and on April 25, 26, 27, 1972 we co-sponsored a Flight Safety Clinic with the F.A.A. Mr. Ray Raney is the safety coordinator with the Lubbock G.A.D.O. and he said it was a success. We had lots of newspaper, radio and T.V. coverage that helped us in getting the people out.

The Spring Section Meeting for the South Central was held in Omaha and on May 6th Section Governor Marilyn Copeland presented our charter. Accepting the charter for our chapter were temporary officers Angela Boren, Chairman; Harvella Johnson, Vice-Chairman; Mary Badgett, Treasurer; Betty DeWitt, Program Chair-

A spot landing contest was held at the Spring Meeting and our own Mary Badgett won! Clue you in on this expert of ours, she received her Private License December 31, 1971; had 72 hours logged at the time of her great landing; checked out in that particular plane the day before, giving her



Spot landing contest winner, Mary Badgett of the new Lubbock Chapter.

about 4 hours experience in the Cherokee Arrow.

We are participating in the South Plains Safety Council. It has quarterly meetings at Reese Air Force Base. Evelyn Hershey was elected President; Betty DeWitt's 49 1/2 Denton is Vice-President; Capt. Terry Dardeau is Secretary, so aviation is being well covered.

Mayor Morris Turner proclaimed "General Aviation Safety Week" June 5 thru June 10th. Angela Boren, Betty DeWitt, Beth Bates, Martha Boren, Mary Badgett representing the 99's and Ray Raney representing the F.A.A. appeared before the City Council to accept the proclamation.

We have accepted a shipment of medical supplies for Direct Relief Foundation to be delivered to El Paso.

We are a new chapter, we have some very new pilots but we also have some experienced pilots, we have lots of activities planned, we have accomplished some activities. We want to say that we sure are happy to be one of The Ninety Nines, and want y'all to come visit us anytime. So until next time Keep Flying!

NEBRASKA CHAPTER

Mimi Haworth, Reporter

How would you like a skiing vacation in Aspen, Colorado? Fly the Nebraska Air Race and you could win it! Lodging in the Silver Glo, rental equipment selected especially for you by Sabbatini Sport, lift tickets and lessons are yours (and another person of your choice) if you win first place. In addition, there is a cash prize of \$200 and a trophy. The second place prize will be \$150 and a trophy. There will be a cash prize and trophy for third place and trophies for fourth and fifth. There are other prizes as well. This will be a proficiency race. Put it on your calendar — August 25, 26, and 27. Kits will be available June 1 from Mildred Barrett, 132 Wedgewood Drive, Lincoln, Nebraska 68510. \$1.00.

Pat Nelson who organized an Aviation Club in Hastings High School where she teaches is getting her students in the air. The students use computers, sectionals, flight plans, etc. to plan a flight to Lincoln. With assistance from our 99's the students are then flown to Lincoln where they tour the facilities at the airport. Thirty students are involved in this activity.

Jan Heins is up to her eyeballs and cockpit in medical supplies for DRF. She flew the supplies herself to Denver prior to this, but the program is now snow-balling, so she is gearing up for the increase. Jan has been working with the Medical Auxilliary in Nebraska with great success. The Nebraska Air National Guard has come to the rescue and will air lift the supplies to Phoenix, thus speeding up the movement to the west coast.

Martha Purdy and Wilma Ackerman organized an aerospace program, aimed at career opportunities, at Boys Town in Omaha. Alfred Milana, accident prevention specialist, GADO, and Gary Klein, Nebraska Department of Aeronautics, conducted the program.

We have welcomed aboard Doy Peterson of Hay Springs and Carmen Rhone of Lincoln as our newest members.

Vera Bartunek, our flying grandmother, has added another feather in her cap with the acquisition of her Basic Ground Instructor's rating. Vera managed this along with being co-chairman of the NAR for 72 and handling the arrangements for the "Ninety-Nine" poncho. Chances are still available, incidentally. Send your dollar to Vera if you'd like to own this unique, hand-knitted poncho.

Martha Purdy, our APT chairman, planned an APT Day in April. As a result, we have nine members APT. They are: Vera Bartunek, Sally Van Zandt, Shirley Amen, Mildred Barrett, Pauline Hawks, Mary Conley, Evelyn Sedivy, Mimi Haworth and Grace Olson. This is only the beginning. Martha will be after the other members!

Wilma Ackerman is responsible for a new decoupage project. Wilma acquired some classic pictures of antique aircraft and is teaching the other members how to decoupage. Upon successful completion these pictures will be sold.

The Nebraska 99's assisted with the Third Annual Wings for Children in Lincoln.

Approximately 170 children were given rides around the city. Members who helped with this program were: Mildred Barrett, Vera Bartunek, Evelyn Sedivy, Sally Van Zandt, Jan Heins and Mimi Haworth.

OMAHA AREA CHAPTER

Georgiann Rynearson, Reporter

We want to thank all of you members and 49 1/2ers who came to our sectional meeting. There were 117 members fully registered and 3 who could come to the banquet only. We couldn't have had it without you. We also owe our deepest gratitude to two angels who helped us so greatly financially — the Weaver-Minier Insurance Co. of Lincoln, Nebraska and AirKaman of Omaha. We appreciate the time and effort spent by Helen Wray, Shreveport Chapter to conduct the aerospace workshop, Barbara Powell and the Dallas Chapter members in their air-marking session and Hazel Jones in her discussion and slide demonstration of airport hazards. We all learned something from them. To Verdayne Menze, our convention chairman, goes the credit for coordinating this meeting. Upon her were dumped all the problems and headaches. To the Iowa and Nebraska Chapter girls and our own 49 1/2ers, many thanks for providing transportation from the airport to the hotel. Col. Barry Thompson, C.A.P., deserves recognition for spending the whole day at the airport judging the spot landing contest.

We were fortunate to have had with us as speakers three outstanding people, John L. Baker, Assistant Administrator for General Aviation, FAA; Senator Hubert H. Humphrey; Frank Kingston Smith, President, National Aviation Trades Association.

We hope you enjoyed the week-end in spite of all the boo-boos we made (The rain wasn't our fault.), and that you gained some useful information. Now we're looking forward to the fall sectional in "Big D" and some more "Dallas Delights."

Our best wishes to the new Lubbock Chapter. They're off to a good start with Mary Badgett bringing home the spot landing trophy and first place prize of \$40 —

with only a little over 70 hours, too.

Second place winner, receiving \$20, was Ann King of Shreveport Chapter, and third was Jan Mauritsen of Tulsa Chapter, receiving \$15.

The traveling attendance trophy was happily flown home by the girls in the Golden Triangle Chapter.

SAN ANTONIO CHAPTER

Marian Burke, Reporter

Although "Old Man Weather" played some nasty tricks and grounded many planes, the "joint FAA & Aircraft Manufacturers" seminar on April 29th was a big success. Both the FAA and the Manufacturers sessions were most informative.

The San Antonio Chapter enjoyed helping with the affair. All registration and information was manned by chapter members and Marian Burke spoke to the group on recent aircraft accidents and possible causes.

It is regrettable that several pilots were unable to attend because of weather.

Chairman, Carolyn Matzek and her assistant Saralda Ross are doing a great job on plans for the June '99 Flight Rally" in San Antonio. Although a rain date has been set, we are really hoping for the best of weather. Contact Carolyn for further info.

Marian Burke and Ruth Hildebrand who are making big "Powder Puff Derby" plans will be Race number 52 for take-off. They were a "First Day Entry". As of May 1 there were 100 airplanes entered. . . Look's like it's going to be a big race!

See ya next month. . . Get APT. . . Stay APT. . . Happy Fly'n!

SHREVEPORT CHAPTER

Evelyn Snow, Reporter

For our April meeting, we were guests of Mary L'Herisson in the dining room of Brentwood Hospital, where Mary is a Registered Dietician and in charge of the department. We were served supper and given a tour of the new hospital.

On April 16th our chapter gave a troop of Brownies their first airplane ride. The event was arranged by Joan Carroll.

Helen Wray attended the Aerospace Congress in Murfreesboro, Tennessee in



Some of the V.I.P.s at the South Central Section convention in Omaha, Nebraska — Susie Sewell, International Vice President; Marilyn Copeland, South Central Section Governor; Lucille Uleman, Omaha Area Chapter Chairman.

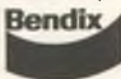


Friendly conversation before dinner in the Officers' Club, Strategic Air Command, Offutt Air Force Base, at the spring South Central Section convention. Left to right: Susie Sewell, International Vice President; Marilyn Copeland, South Central Section Governor; John Baker, Ass't Administrator for Gen. Aviation, FAA; Capt. Robert McMaster, Chief, Physiological Training, USAF; Col. Barry Thompson, Civil Air Patrol.

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Helen Hewitt's 49 1/2er, Whitey, shows her how to use the compass rose and mileage measure he mounted on the VFR Planning Chart which the Shreveport 99's contributed to the new Terminal Building's Pilot Lounge.

April, and came back laden with information and ideas, many of which she presented in her excellent aerospace seminar at the South Central Sectional in Omaha Nebraska May 5 - 7. She and Helen Hewitt battled bad weather for use of the Approach to Omaha — the weather won, so they landed in Lincoln and drove a rented car to the Sectional. (And thereby hangs another tale which you'll have to get from them!)

Meantime, back at the strip before the storm arrived, Ann King was caught by the TV cameras as she (urged on by passengers Jere Saur and Evelyn Snow) set her Cessna 175 down in the right spot to win 2nd Place and \$25 in the Spot Landing Contest!

Another contest winner in our chapter is Mary Friday. At the IAC and EAA sponsored Fly-In at Vivian, Louisiana, on May 13th, Mary, flying her Citabria, won the flour bombing contest — and she has a handsome trophy to prove it!

Sandi Jones and her 49 1/2er, Dale battled wind and rain out over the coast of Florida for the bit of airspace they wanted to occupy on their flying vacation. We think the weather won that battle too, but Sandi reports they had a great time at their alternate!

We extend a hearty welcome to our newest member, Hazal Brian, who got her license a couple of months ago, and to Elba Eakin, our transfer member from Wichita Falls Chapter.

Mr. Otis Musgrave, Tower Chief at Downtown Airport for many years, retired last month. The Shreveport 99's hosted a party for him, at which time the tower personnel presented him an engraved watch, and the "Strip Board" from the old Downtown Tower. Everyone in the flying community came to wish Mr. Musgrave Happy Landings and Good Fishin'.

Our chapter selected a VFR Planning Chart for the Pilot Lounge as our contribution to the new terminal building at Downtown Airport. Helen Hewitt was in charge of the project, and her 49 1/2er,

Whitey, mounted the compass rose and measuring device, as well as doing the mileage lettering for it.

Our May meeting was held with Martha Christy at Apollo School in Bossier City. Martha gave us a guided tour of Apollo, which is an experimental and totally new concept of team teaching and ungraded system, using the most modern equipment and techniques.

Just room left to say this ole reporter got her Commercial License!

SOUTH LOUISIANA CHAPTER

Pat Ward, Reporter

Who sez the South La. Chapter floated off into the Gulf? Very much alive and running are we, just with a busy news reporter.

The La. Air Tour is now a part of Louisiana History and under the very capable leadership of Fran and Emile Salles, was a huge success. Participants from all over the country enjoyed the full compliment of deep South hospitality.

Molly Stockwell has accepted a position as Secretary in the office of our newly elected Coroner of East Baton Rouge Parish — none other than Dr. Hypolite Landry, our official Pucker-Upper of the '72 AWTAR Terminus.

Jane and Jim Kimball have built a shop especially for this project. If you don't believe in Santa Claus, his name is Thayne Short. Dr. Short, DVM, recently moved to Baton Rouge from New Orleans, donated a Bede IV to the local EAA Chapter, with nearly half the construction completed.

We understand that Beve Titzer, Houma, is flitting around the world for her travel agency and we enjoy hearing from Rome, Greece, the Virgin Isles, all those exciting places.

Would you believe — 9,450 pilots in the State of Louisiana alone? And as of the first week in April, every single one of them received a letter from the South La. Chapter inquiring about their interest in a statewide pilots association. Replies started coming in two days after the mailing. Most of those replying are pilots who fly professionally, and all are in favor of a convention to organize an association.

APPEAL: Anyone who belongs to a State pilots association is asked to send us the name and address of a person in that association from whom we might get constitution, by-laws and organizational information. Our address is: P.O. Box 3915, - Baton Rouge, Louisiana 70821.

Congressman, Edwin Edwards, who served as King of the Krewe of Puff for '72 AWTAR has been elected Governor of the State of Louisiana. Governor Edwards is an accomplished pilot, highly aviation-minded and has given hope to the aviation community for more interest in aviation.

Tropical rains are hampering our flying activities here in south Louisiana. Let us know when you're coming our way for vacations. With a new Governor of Acadian extraction, Louisiana is expected to burst forth with a whole new realm of vacation activities centered around the unique

Acadian-French culture and tradition peculiar to our area.

Come on down to Acadian Country!

SPANISH PEAKS CHAPTER

Ruby Lee Ballantyne, Reporter

Are you being locked out or in at your airport? During the May monthly meeting of the chapter at the home of Gertrude Howard humorous stories were told about the predicament in which some of our "late" pilots found themselves due to the new FAA airport locking policy. Ann Frink was appointed to contact the airport manager to see what arrangement could be made to accomodate off-hours pilots.

One of the most pleasant days in the chapter's history was written on April 16 when the three planes carrying chapter members under clear blue Colorado skies sailed over the Arkansas River into the Sangre de Cristo range and landed on the mesa nestled deep in the heart of the snow-glistened Rocky Mountains at the Salida airport. All agreed that it was breath-taking natural beauty as well as a real delight to enjoy an airport picnic lunch with the girls and families of the Salida Flying Club.

We especially made the trip to congratulate and extend best wishes to Ruth Chapman and Joey Mehos on their Powder Puff Derby entry.

Plans were made to repeat this delightful experience and attend Salida's fly-in breakfast on June 18th. It was reported that five ladies are receiving pilot training at our local flight services. We voted to invite these ladies to attend the Salida Fly-in breakfast with us, and we hope to report new 99 members soon!

The chapter also voted to contact Gail Naumann, who is developing a new airport as part of Colorado City, and offer our services in any way that would be an aid to the project. This airport, to be known as the Greenhorn Valley Airport, is programmed as a major stop for traffic across the Rockies.

The election of officers was the last item on the May meeting agenda. The new list looks like this: Chris Berry, chairman and head of the aerospace education committee; Anne Frink, general vice-chairman and chairman of the membership committee; Mary Lou Millbern, secretary-treasurer; Gertrude Howard, public relations and airmarking; Anne Courtright, scholarship chairman and historian; Ruby Lee Ballantyne, 99 news reporter.



ALASKA CHAPTER

Dorothy McCulloch, Reporter

May 10th meeting was held at Betty Rogers with 16 members present. This

**Be an
APT Aviatrix**

meeting was reserved for business only. Bobbie Coleman, Marion Zaegel and Margaret Snider participated in several CAP Search and Rescue missions during May.

Bobbie Coleman accompanied 49-1/2er Robert to California to pick up a Cessna 310 for the CAP. Marilyn Griffin made her first flight in a Cessna 185 by making a visit to the hunting lodge on skis.

Anne Wilbur is selling aircrafts along with her many flying activities. She sold a Cessna 172 and a Cessna 185.

Congratulations to Nita Wood for receiving her Commercial License in April.

Ruby Pappas is flying again after a long cold winter. Blanche Krager flew on wheels for a few days between the ski and float seasons. She reports a great time in touch and goes at Merrill Field having the Tower tell her what to do. She flies in remote areas and has to do all her wind and landing checkouts herself.

Ruth O'Buck is in Oklahoma City at GADO for 5 weeks. Elsie Culver accompanied 49-1/2er Bob to the GADO for his instruction also.

Welcome three new members — Laverne Storms — Mary Anna Foster — Karen Tiede.

GREATER SEATTLE CHAPTER

Marilyn Hughes, Reporter

A beautiful spring day in May saw Greater Seattle winging its way north to lovely Victoria, B.C. for a luncheon meeting. Clearing customs both ways was an interesting part of the day. It was good to welcome back many members that had been absent some of the winter months. Forence Bell, our chairman, is home from California; Helen Durham will tell of her recent trip to Mexico at a Mount Tahoma Chapter meeting this week. As her 49-1/2 jetted home, Helen flew home solo from Puerto Vallarta, Guadalajara, Matzalan, Tuscon, Palm Springs, thence to home base at Hoquiam, for a total of twenty-five hours and twenty minutes! She said it was a wonderful flight and "ole" Skylane 1829X was at her best. Kay Stearns, her 49-1/2, and son Geoff made a recent trip to Baja California in "gorgeous flying weather." She said the highlight of their trip was a fishing trip out of Rancho Beauna Vista on which Geoff caught a 125-lb. marlin.

Mary Else and Kay Stearns are APT this month; it was also great to hear that many of our members are working on new ratings!

IDAHO CHAPTER

Helen Higby, Reporter

Conventional and experimental aircraft share the spotlight with military jets the weekend of May 20-21 when Idaho stages its first major air fair in nine years. It is cosponsored by the Idaho Pilots' Association, Idaho 99's, and other flying groups.

The activities will actually begin on Friday morning at the Boise Interagency Fire Center Auditorium with an informational program on "Clear Air" turbulence. Friday night will be the annual Safe Pilots Awards Dinner. On Saturday and Sunday there will be Static displays at Gowen Field with several flying routines scheduled by Mike Loening in his P-51 that

he raced in the National Air Races, a Smith Mini-Plane, Midget Mustang, 90-foot high hot air balloon, Benson gyro-copter, sailplanes, F-106, F-101, C-124, and the controversial F-111. Other events include a sky-diving demonstration by the Boise State College Parachute Club.

Saturday night the Idaho 99's are sponsoring an Old-style "Hangar Dance" in the Boise Air Service hangar. Florence Watkins is General Chairman.

Proceeds from the fair will be donated to the Idaho Search and Rescue FUND.

A very nice luncheon was held at the Kitty Hawk room at the Municipal Airport honoring Hazel McKendrick Jones. An informal business meeting was also held.

Our news for the past month has not been happy news. There have been three of our members in the hospital with major surgery — Jo Anne Campbell, our Chairman, Florence Watkins and Fran Brown. Because Jo Anne does not feel she will be able to finish her term as Chairman, Carol Cooke of Jerome has assumed Chairmanship with Jo Anne as her assistant.

Richard Logsdon, Eula's husband, passed away last month.

NORTH DAKOTA CHAPTER

Eleanor Pietsch, Reporter

The March and April meetings of the North Dakota Chapter have been filled with plans and preparations for the Northwest Section Convention to be held in Bismarck on September 8th & 9th. We're enthusiastic about our plans for you and we think you will be too. With Pete Campbell as our banquet speaker.

Some of us have been fortunate enough to break up our long winter with trips to Mexico, Florida, Arizona, Nevada and, would you believe, Italy?

Audrey Baird hosted our April meeting at her home in Dickinson. Her dandelion wine is great and so was the lunch she served. Our May meeting is scheduled for the 13th in Mohall, — an all day 'work' meeting. It's always fun to work together, especially when planning for a convention. Sure hope we see lots of you in September!

PUGET SOUND CHAPTER

Betty Curran, Reporter

Snohomish Airfield was the meeting place on May 13, Saturday afternoon. Lorna Kringle had plenty to say about their visit to Japan and if anyone would like to know what to see and where to go in Japan, just ask Lorna. Margaret Ames and Mildred Pearson are off to Europe visiting such places as London, Paris, Berlin and Amsterdam. They hope to find a few 99s on this trip. These two girls are never home. Oh! for the life of a seasoned traveller.* Our guest was Ann Weyand who earned her private ticket while working at the Snohomish Airfield restaurant. She is our latest potential member. Our chapter donated two books on the Powder Puff Derby to "Preflight Aviation Class" at Kenmore Jr. High School. Presentation was made by Lorna Kringle. 15 girls were in the class, which only proves that girls are keenly interested in aviation more so than ever. Our program was a movie "Assignment 747" produced by Boeings which was especially good and very entertaining. Lorna Kringle being our program chairman.

Our next meeting is scheduled for Paine Field on June 10. (*I called you when I was in sea & you and the "coach" weren't home either . . . ed.)



ALAMEDA COUNTY CHAPTER

Petrine Lockhart, Reporter

Our group visited the Fremont ATC Center in April. It was a very informative tour; the personnel were most willing to explain things.

The weekend of April 29, seven of us invaded Ruth Magill's cabin near Columbia. On Saturday Beverly & Don Davis, Jaunda Bigelow, Bob & Petrine Lockhart & two-year-old Robin flew in to Columbia. Ruth and Joe Magill met our planes at the airport. We spent the day touring the old town. Then we enjoyed the Magill's hospitality for the night. Sunday they took us picnicking to Calaveras Big Trees, where we were awed by the huge redwoods.

Gladys Cobb flew Gerry and Merle Cobb (brother-in-law & wife) to Don Pedro Dam for a beautiful flight. They are moving to Clark Fork, Idaho the second week of May.

Anne Bloxham has flown to Phoenix at monthly intervals in preparation for a move to Casa Grande this summer. Anne somehow found time to assist six cadet girl scouts attain their aviation badges.

Our May meeting was mostly a farewell for Gladys and Anne. They were given charms in the shape of California to remember us by. We will certainly miss these two hard working 99s!

Bertha Dyess flew to New York City for three days (commercial), on to Atlantic City, N.J., Philadelphia, Chicago and then Palm Springs for a week before returning to the salt mines in Hayward.

Lee, Dave & Kelly (age 5) Gordon flew to N.Y. City (via TWA) for 3 days. Kelly told her kindergarten class all about the Empire State Bldg., etc. Also all three of them flew to Honolulu (via PanAm) for 4 days late in April.

ALOHA CHAPTER

Jane Kelley, Reporter

Now that spring has sprung and winter storms have passed, thoughts of Aloha Chapter Ninety-Nines have increasingly turned toward flying. We proudly report that we have several new members, many old members have become APT, and both are working on new ratings.

Lindy Boyes dusted off her wings, became APT, and is currently flying her visiting parents about the islands. Dee Pratt, busy helping run the family furniture business and treasurer of Honolulu Flyers, finds relaxation by working on her instrument rating. Rose Marie Burkett, also working on her instrument rating, is relaxing with husband Wally while on a two

week mainland vacation. We're also proud of Val Nobile who won her I.A.C. Basic award at Dillingham Field last month while flying a Cessna Aerobat.

Several new members remain quite active in flying; Dana Di Rito, who flew many years ago, has returned to the fold and is often "up in the blue". . . . as is another new member, Karen Merrill. Sue Angell, new to the Aloha Chapter, passed her Real Estate exams. New member Sue Hillman, a chemistry teacher at Punahou School, not only just received her Commercial license but is avidly working on her CFI. We're happy to have rescued Betty Skold from freezing New England winters! A frequent visitor to Hawaii, Betty finally gave up and not only moved here but joined the Ninety-Nines. Quite active in flying, she can often be seen flying cross-country in a Musketeer.

The 50th state is again proud to be represented in the Powder Puff Derby. Pat Davis (pilot) and Pat Kelley (co-pilot) are frantically filling out forms, having their pictures taken, and were most excited to find they had drawn TAR No. 10.

Margaret Mead flew to Hawaii to present her Air Racing Clinic to the two Pats and then visited Beautiful Hanalei on the island of Kauai. We only wish Margaret could have stayed longer and have met all our Ninety-Nines.

Recent winners of a Ninety-Nine hat-decorating contest were Corinne Briten (1st) and Jane Kelley (2nd). All chapter members purchased identical Hawaiian hats and decorated them to suit their taste. Hopefully, these hats will identify our group at future Air Shows!

BAKERSFIELD CHAPTER **Florence Moody, Reporter**

Airmarking Buttonwillow airport was the important work we did in April. Grateful thanks goes to our Aviation Director, Department of Airports, Kern County, William Drum. He was right there carrying paint to us and even swinging a brush now and then. J.D. Turner of the airport systems was also there furnishing equipment and paint and keeping our buckets ready. Members who really did the painty work were chairman Loretta Grant, LaVerne Billingsley, Sara Jane Clouse, Judy Faulstick, Marge Harps, Florence Moody, Maude Oldershaw, Patty Piper, Priscilla Spencer, and Linda Watson.

Loretta and 49 1/2 Pascoe flew over and landed at the airport that very afternoon. They report our handiwork is good.

We proudly announce our entrant in the AWTAR — Joan Paynter flying co-pilot for her sister, Shirley Cote of Orange County chapter.

Loretta Grant and Linda Watson attended Southern Sierra Chapter's birthday party in March.

Porterville Airshow drew several Bakersfield 99's.

Achsa Holfelder took her grandson Ross Peacock IV to Lancaster to the Second Annual Reunion of the Barn Stormers.

Several 99's enjoyed hearing William H. Dana, as he spoke to the Kern County Pilots Association. He is a project test pilot on the NASA wingless lifting body program, at Edwards Air Force Base.

Patty Piper and Loretta Grant flew their planes each carrying about 244 pounds of material for Direct Relief Foundation in Santa Barbara. They had lunch with Marion Fickett.

BAY CITIES CHAPTER **Kathy Marquardt, Reporter**

Our May meeting found 15 of us flying to Rio Vista for lunch at The Point Restaurant. Arriving with Joyce Wells were Rose Sharp, Ena Ayers, and Gertrude Cherry. Gail Lane, Margaret Gerhardt, and Helen Kelton flew up with Eleanor Wilson. Karen Kahn brought a guest and prospective 99, Barbara Kolehmainen. Kathy Marquardt picked up Miriam Brugh and Mary Fields for the flight to Rio Vista. Jane Chadwick, who has been home in Europe, flew in her plane. Nancy Wallis of Mount Diablo also joined us.

Jean Tinsley attended the Pilot's Safety Conference held recently at San Jose State University. By the end of this month she will have given 14 speeches to clubs and grade school children on flying, and the history of flying and women in aviation.

Making more DRF flights this month were Joyce Wells and Rose Sharp. Joyce took the President of the Medical Auxiliary for Marin County, Rosemary Hiatt and 365 pounds of medical supplies. Rose joined Nancy Wallis and they carried 215 pounds in Nancy's Cherokee 140. They were taken on a tour of the Direct Relief Foundation Plant. Rose reports it is exceptionally well organized and the amount of goods handled is amazing. One man, for instance, repairs equipment from Iron lungs to scales, to bedpans. He writes detailed directions on how to reassemble items before they are packed. There is one full time pharmacist, a crate builder, and a shipping agent. Most of the work, however, is done by Golden Ages and student volunteers. They had lunch with Joan Steinberger before returning home.

Kathy Marquardt combined her APT ride with a night check out and dinner at the new Livermore Airport restaurant with Mary Fields. Some of you might be interested that my flying club also requires a check ride once a year in order to be able to fly the planes. That's it for this month. Happy flying and get APT.

EL CAJON VALLEY CHAPTER **June O'Neill, Acting Reporter**

It was great to hear Anne Bledsoe tell about her globetrotting adventures at ECV's May meeting, held at Dottie & Dick Campbell's home. . . . Other travelers, leaving this month for Europe, are Leah Liersch, Boo Christensen, and Lynn Coulthard. . . . Vi Chambers, Margaret Walton, and Dottie Sanders away now flying the Angel Derby. . . . Freda Breise just back from Minnesota and planning to attend the WASP reunion in Texas. . . . Doris planning to fly in Palomar's Poker Party May 21. . . . Aileen Freeman back from Acapulco. . . . Dottie & Dick Campbell flying all over Baja these days with the Flying Samaritans. . . . Dottie Sanders, Lynn Coulthard, and Doris & Chuck Taylor had a grand time flying to Columbia the weekend of April 22, met there by San Joaquin's Helen McGee. . . . ECV's Helen McGee drove her Toyota to the May meeting, having hap-

pily just passed her check ride for her new driver's license — she'd just come back from a weekend of camping and swimming in the Colorado River! . . . Boo Christensen, took three first-timers up for a beautiful sight-seeing tour of San Diego County. . . . Isabelle McCrae recuperating and Virginia Renn back to work after both being on the sick list. . . . Lynn Coulthard reports plans well under way for our hayride in the fall in Lakeside, and also the good news that Bob Hoover is to appear at the Gillespie Field Air Show set for October 28. . . . Happy to have student pilot Kay Hatch visiting our meetings. . . .

Lynn Coulthard on receiving her commercial license. . . . Thanks to Aileen Freeman for showing us a Delta Airlines film on "How to Pack." Thanks also to Judy Bachman for sending along to the meeting a thoroughly fascinating 1935 National Geographic magazine, containing an article entitled, "My Flight From Hawaii," written by Amelia Earhart! Price of a brand new Plymouth advertised in the magazine: \$510!

GOLDEN WEST CHAPTER **Wilma Bennett, Reporter**

The AWTAR Banquet for drawing the race numbers was a success. Many thanks to Nancy Stock for planning this special event. Special TAR numbers go to Zero Population Growth, Baskins-Robbins 31, and 76 Oil and Denver Olympic sponsors. We are proud there were three international entries: from Germany, New South Wales, and Union of South Africa. There were 126 people at the banquet which was held at the Villa Hotel, San Mateo.

New officers which will take office at our August 7 meeting are: Loretta Gabrielson, Chairman; Pat Appel, Vice-Chairman; Vivian Harshbarger, Secretary; Nancy Stock, Treasurer.

Toni Kuhns has a little problem riding bicycles with her kids. She fell and has to have surgery on her shoulder.

We plan to have a PPD booth at the Watsonville Air Show, May 19-21. Fran Grant will be our representative to International 99 in September.

LAS VEGAS VALLEY CHAPTER **Betty K. Slater, Reporter**

Here I am substituting for Marie McMillan (our girl reporter), who happens to be on her way to Detroit via VOR airways in her Cessna 210. Incidentally, she is running for the Southwestern Section's office of Secretary. So don't forget to vote for her.

Amy Koning was given a champagne send-off at McCarran Airfield the morning of May 6. She is copiloting in the "Angel Derby". Mayor Oran K. Gragson of Las Vegas officially designated her as Goodwill Ambassador and gave her letters and keys from our city to present to the mayors of Ottawa, Canada, and Fort Lauderdale.

Flo Mendenhall and Marilyn Andrews presented their plans for airmarking Sky Harbor Airport of Henderson, Nevada June 10. So if you should be in that area early that morning, stop by.

Our chapter has volunteered to help with The Hayward Air Race termination on June 2. Some will "man" the time clocks at Jean, Nevada and others will help check in the pilots and help close flights plans, and probably oversee the hospitality room at

North Las Vegas terminal. Liz Heller will take the Jean, Nevada fly-by again, and Marie McMillan, Carole Vilardo, and Flo Mendenhall have already volunteered their time for that day too.

Last Saturday a garage sale was held in Liz Heller's garage to increase the chapter's treasury. With the help of her children it was quite successful.

Flo Mendenhall and her husband are building an airplane to use later to commute to the University of Nevada, Reno. I haven't found out yet where they are building it.

LONG BEACH CHAPTER

Karen Sherman, Gossip Director

We are very proud of Kay Fitzpatrick who in addition to her commercial rating received the honor of the top woman pilot last month at the N.I.F.I. Meet. Our D.R.F. flights have become so big that we now have three chairmen for their respective airports. Joan Dilley for Long Beach, Dorothy Waltz for Orange County and Susan Greenwald for Torrance. Nancy Crews our Glider expert, CFI, has just passed her ATP written and is working hard on the rest of it. She will be joining many other 99's in Sweetwater Texas June 22 for the National WASPS convention. Francine Moxey a former San Diego 99 is now instructing at Eagle Aviation in Long Beach, with her MECFI she should be quite an attribute. Jean Schiffmann is busy working on her "Aviation Day Camp" for the Palos Verdes Girl Scout Cadettes. The girls ages 13-15 will be working for four days this summer earning their aviation badges under a program diligently designed by Jean.

Our Chairmen are busy working on our Palms To Pines race this year which will be held August 11-13 from Santa Monica, California to Independence, Oregon. The Palms To Pines race is the 3rd longest in the United States and we had nearly 50 entries last year. Entries will open June 1 and anyone who is interested in a race kit can contact Margaret Ross Berry, 4738 Bindewald Rd., Torrance, California 90505. 213-375-0461.

LOS ANGELES CHAPTER

Jo Ann Steiert, Reporter

Good grief, 'tis the season. . . Racing fever seems to possess everyone. The June issue of the News is omitted, but it really isn't enough. If attendance at meetings gets any worse, and day to day chapter business captures less attention, we may just have to suspend Summer.

Talked with our chapter Angel Derby entrants after the banquet at Fort Lauderdale. Norma Futterman and Virginia Showers are not bragging, but they did finish in the top half. They're full of tall tales, and much praise for officials, sponsors and much admiration for winner, Margaret Mead.

Meanwhile, back at the ole Ranch. . . Lynn and Bob Oper report a lovely weekend in Baja. Grace McGettigan is making recovery after flu-plagued winter. Doris Robertson is working on her APT. Sally LaForge and Rachel Bonzon have gotten current on their IFR's.

Our local news, that is of national interest, and will increasingly get to be of more interest, is unfortunately not good. In the first rounds of what must be a

prolonged and significant court hearings, the courts have held that the Santa Monica Airport, despite being publicly owned, is still liable to suit for damages, in property value and nuisance charges, brought by individuals and groups. The ruling was immediately challenged, and is at the present in abeyance. The precedent that this ruling would establish is of great significance to all airports, and if not overturned could very well spell the end of the airports, as they now stand. It would make the airport the target of every nuisance suit that the neighbors could think up. Santa Monica exists under a kind of continuing siege with the land-use-high-rise interests on a city government level. Being under the umbrella of the TCA leaves us flying some circumspect approaches, on the flying level. Now with this new potential weapon given to the hands of the homeowner groups, we may be in for the largest challenge to survival.

NORTHERN ARIZONA CHAPTER

Eunice Dickey, Reporter

April 29th some of the Phoenix 99's flew in to Sedona to airmark the Sedona runway. Chairman of Airmarking, Millie Dawe and husband drove in while Juanita Newell, Aggie Liljegren and Kendall Dawe and boys flew in (hope that's all, please excuse if you were excluded). Millie Dawe sent her troops because she was attending an Aerospace Education Conference in Tennessee at the time. The entire Carruthers family living in Sedona were a big help, as was Eloise Selvidge and family. They all enjoyed lunch at the Masonic Temple.

May 13th Millie Miller, husband Hi, their son, and a friend, Millie and Kendall Dawe, and Garner and Aggie Liljegren flew in to Cottonwood to airmark the Cottonwood runway. Eunice and Brantley, Bill and Brenda Dickey from Cottonwood were there to help and Eloise Selvidge came over from Sedona to help. A big help was four of the boys in the Aerospace Education class at Mingus High School. Cottonwood Civic Club sent over makings for lunch.

Eloise and Harner Selvidge are the proud owners of a new twin turbo Comanche, red, white and blue the color.

Penny and John Carruthers also have new wings, a Bonanza A-36 and they flew in it to the Tucson Treasure Hunt earlier in the month and had a wonderful time. Penny says she's getting used to the new plane and they enjoyed their trip to Lubbock in April where they picked up their new plane; rather met the man who'd flown it from Shreveport. They'll be flying to Virginia and Florida for a big trip the first of June.

The Dickey's flew to Phoenix Easter Sunday to meet their daughter. They do fly locally but still need a back seat for the '53 180. Anybody have an extra?

That's all the news for now. Good flying to you all.

PIKES PEAK CHAPTER

Marion Hein, Reporter

More than 140 light aircraft arrived in Colorado Springs early in May to attend the regional flight training clinic sponsored by AOPA. The Pikes Peak Chapter of Ninety-Nines furnished most of the transportation to and from Peterson Field, for

the 300 pilots and their wives participating in this "Mountain flying" seminar, for which the AOPA made a generous gift of \$50.00 to our chapter.

Instead of our usual sun-drenched Colorado skies, we had days of fog and drizzle. Much to the disappointment of all concerned more time had to be spent in the classrooms than in the cockpits. Although most of the pilots were given a raincheck for future course on mountain flying by AOPA, those involved in instrument flying went ahead with their training.

Shirley Marshall and her 49 1/2er Art, were hosts to Werner Ledermann, head of Swiss gliding operations, who visited the Black Forest area to try soaring in the world famed front range air currents around Colorado Springs.

Sixty "fifth graders" visited the Black Forest Glider Port and were escorted on a tour of the facilities by Shirley Marshall. Shirley reports the magazine "Wave Flights" put out by the glider port was given an award by the Thunderbird Club of Denver, an enthusiastic group of young people interested in aviation, as a result of Aero Space Education in the schools.

PHOENIX CHAPTER

Beth Ussher, Reporter

Our May meeting took place in a unique atmosphere — a newly completed dance studio owned by Claire Ellis's mother-in-law. All the materials used in the adobe building including roof, floor and fixtures were brought to the new site from a home built 30 years ago by Claire's father-in-law. All the adobes had been hand made by Mexicans at the old homestead and were relaid by Mexicans to make the new building.

The evening's program was presented by Milt Laffen representing the Maricopa Mental Health Association and he showed a very interesting film called "Only Human" which gave some common signs to look for in mental illness and a run-down on the community resources to keep such potential cases from going off the deep end. We also heard from Virginia Hash about her work on the Women's Advisory Committee on Aviation, and then from Ruth Reinhold about the recent state legislation pertaining to a State Department of Transportation.

Airmarking is popular this spring. Sedona was a combined project with the Flagstaff Chapter and some of the old standbys from Phoenix helped — such as Millie and Hi Miller, Kendall Dawe and sons, Juanita Newell and Agnes Liljegren. Cottonwood was painted on May 13th and the Millers, Dawes, and Agnes again did the job. Beth Ussher watched them as she hiked with the Sierra Club 4 miles away and 4,000 feet higher on Mingus mountain. One 99 from Sedona and one from Cottonwood helped.

Other 99's have been busy this month — Carol Borgerding passed her commercial check ride — Nan France took her instructor written — Becky Haynes had her first helicopter ride — Juanita Newell flew to San Andres, California to visit her mother who is 101 years old! — Aggie and Dale Liljegren flew to Santa Paula for a weekend — Melba Beard, Juanita, Liz

Taylor and Ruth Reinhold are preparing a 1 1/2 hour program for an Arizona State University class on Aerospace Education — Sue Harper's son, Willie at 14, has just soloed in a glider.

We have a new member — Evelyn Porter, who has just received her instrument rating.

Calendar for Arizona Airwomen:

May 23 — Project A.W.A.R.E. — a sun-filled morning of flying fashions and facts about how "A Wife's Awareness Reassures Everyone."

June 10 — McNary Fly-In, coordinated by Erna Blatt, to enable us to take the White Mountain Scenic Railroad trip.

November 4 — Kachina Doll and RoadRunner Air Race at Deer Valley. Millie Miller is chairman.

Airmarking Holbrook and Parker — to be scheduled.

REDWOOD EMPIRE CHAPTER

Anita Worel, Reporter

Madine Carpenter of Orange County Chapter and her co-pilot Julie Burns met with Betty Worstell, Louise Montero, Pat Stouffer and Nancy Buckelew of our chapter, and Eugene Higginbotham, representing the Ambassadors Club of the Napa Chamber of Commerce and William Partain, Napa County Airport Manager for a press conference on the upcoming AWTAR. Madine and Julie were dressed in yellow-orange Air California stewardess outfits. Betty Worstell and Louise Montero were dressed in matching outfits and will have number zero again this year because of their repeat sponsorship by Zero Population Growth. Their take-off position is between 20 and 21.

Nina and Dick Rookaird, Betty and Dick Worstell, Louise and Mel Montero, and Anita and Jack Worel attended the delightful Kick-Off Banquet for the Start of the AWTAR at San Carlos. It is the first time any of our group had seen the numbers drawn for the take-off positions. Congratulations Claire Walters for being in number 1 airplane.

Olive Agron and Louise Ramsey flew to Mendocino County Airport and had lunch at the Little River Inn to check facilities for our chapter fly-in lunch the 21st of May. The only problem they foresee is how to get all of us from the airport to the restaurant in one Pinto.

The last meeting was held at the home of Anita Worel. Attending were Betty Worstell, Olive Agron, Louise Ramsey, Pat Stouffer, Nina Rookaird, Myrtle Wright, Esther Harri, Jeanne Gibson and Lynn Ahrens.

RENO AREA CHAPTER

Hazel Hohn, Reporter

Mary Boles turned School Marm at our May meeting when she conducted an APT clinic and gave a test. Those who attended and took the test were Dot Frier, Phyllis Ahlswede, Katie Bolstad, Doris Eacret, Elaine Brown, Gerry Gardner, Lois Brown, Kay Schlinkmann, Lois Williams, Del Haas, and Kathy Taylor. Kathy was Elaine's guest. She recently got her Private Pilot's license in Alaska, and is now living in Verdi, Nevada.

Lois Williams got in one hour of aerobatics in an SNJ with Dr. Jack Flanary of Reno.

Mary Boles, with Elaine Brown as co-pilot, flew to Medford, Oregon, recently. Weather was CAVU. On their return trip they actually flew formation with two Coast Guard helicopters just stateside from the ice breaker Northwind, which just returned from Operation Deep Freeze in the Antarctic. The conversation on 122.9 was worth being taped (which Mary did!). Both Mary and Elaine have been in their aircraft every day since. Are they looking for the helicopters?

SACRAMENTO VALLEY CHAPTER

Barbara Goetz, Reporter

Flying has been the theme of the Sacramento Valley Chapter this month largely due to the efforts of Connie Conolley, our flying activities chairman.

Sandy Case and Dee Olsen flew to Tucson, Arizona for the Tucson Treasure Hunt. Sandy came back with a second place trophy and Dee came in 7th.

A "Ladybug Flight" to Hollister was next on the agenda. Four aircraft with Dee Olsen, Lorraine Hery, Sandy Case, Janet Haney, Barbara Foster & daughter, Connie Conolley, and Barbara Goetz arrived in Hollister and toured San Juan Bautista Mission. It was a beautiful day for a picnic and leisurely stroll thru the Mission grounds. The Mariposa fly-in was well attended with nine planes and twenty-eight members and guests. The group was bussed into Yosemite Park for a day of hiking, bicycling and relaxing.



Sacramento Valley Chapter's Judy Marquart, winner of the Sacramento Symphony's Best Dressed Contest, in a smashing evening dress.

May 20th will be a fly-in to the Nut tree to meet the gals from the Greater Seattle Chapter. We hope the weather cooperates and everyone can make it.

Our gal Connie Conolley is restoring her Porterfield all by herself. She has even moved a trailer to the site of the restoration and spends several days a week working on it. Now that's what I call real dedication.

The AWTAR contestants from this Chapter have received their race numbers. Shirley Lehr flying her Mooney, is number 47. Barbara Goetz and Thelma Cull, flying their much waited for Commanche, are number 59.

SAN GABRIEL VALLEY CHAPTER

Marie A. Hight, Reporter

Our 3 cents a pound ride fair was a success and we all had a good time. At our May meeting, Chairman Jean Gillingwaters asked our 99s to pick up medical supplies at Bermuda Dunes to be flown to Santa Barbara before summer begins.

Dorine Marietta, a guest at our meeting, is a private pilot from El Monte Airport.

Joan Winters plans to fly a Cherokee 180 to our 99 Fly In at Pismo Beach, taking sons Jerry and John, and flying on to Monterey Airport to visit a third son, Eddie, and her grandson.

Marie and Sterling Hight flew to Napa, Calif. to spend Mothers' Day weekend. They will be transferred with the Air Force to Bedford, Mass. this month.

The Gillingwaters plan to take a raft on the Salmon River this summer.

Kathy Woolsey is working on her Commercial Rating flying with her husband, every day, in their Champ.

Marion Marriott will fly to Oklahoma City and then go on to Nebraska to visit.

We wish you all a fine summer and many happy landings.

SAN FERNANDO VALLEY CHAPTER

Gerry Vickers, Reporter

We had a most outstanding chapter fly-in on May 13-14 to Rimrock, Arizona. Marj Robbins, flying activities chairman, did a superb job of planning the weekend. Mexican food and beer were available upon landing on Saturday; there were tours to Montezuma's Castle and to picturesque Oak Creek Canyon by jeep. The Robbins set up a hospitality bar in their room and this was followed by an evening banquet in the country club where awards were given to the winners of the various contests. The first three winners in the spot landing contest were: Jan and Phil Muntz in their Cessna 310; Hal Powell and Donna Tracy in a Cessna 182, and Bonnie and Milt Seymour in their Cherokee 235. The Muntz' also won the prize for the aircraft carrying the most passengers (legally, that is). Marge and Norm Morong won two prizes, also: one for bring the oldest aircraft, a 1954 Bonanza, and for coming closest to their ETA. Other fun-fun prizes were given for making the most landings on one approach, for flying the wrong pattern, for getting lost, etc.

New ratings have been added in the chapter. Shirley Thom has passed her commercial written, and Coralee Tucker has received her multi-engine rating plus basic ground school instructor rating.

Members who attended and enjoyed



San Gabriel Valley Chapter sold 3 cents a pound rides all day Sunday. Preparing for the big event are Chairman Jean Gillingwaters and Pat Inwood with a scale, and Marilyn Norton on the wing of the Cherokee.

Margaret Mead's Air Race Clinic were Libby Svenson, Audrey Scutte, Harriet Bair, and Shirley Thom.

Three more of our Wing Scouts have soloed recently — Kim Medlin, Faith Hillman, and Betty Menchaca. It has been such a good experience for our chapter to work with these young girls.

We are now working on plans for the Fall 1973 Sectional. With Libby Svenson heading the committee you know it's going to be great.

SAN JOAQUIN VALLEY CHAPTER

Dorothy McAllister, Reporter

When Sammy Mercer flew to Baja California last month she was carrying in her purse her brand new Commercial License. Congratulations, Sammy! She made the trip solo all the way to Cabo San Lucas, went fishing for marlin, and caught a turtle.

Sammy and our other Modesto members, Charlotte Ryan, Ev Hendley, and Billie Wyatt, arranged our May meeting, held aboard a beautiful boat on Don Pedro Lake. Twenty-two members and guests, including fliers-in Ina Wade, Laverne Gudgel, Marianne McCullough, Barbara Glantz, Trixie Clayton, and Charlene Kirk, convened at Modesto Airport. After a drive through the valley farmlands and oak-covered foothills we boarded the boat, captained by Irrigation District personnel who gave us an informative tour of the historical, geological and engineering aspects of the lake. Following lunch at picnic tables ashore we reboarded the boat, and tried to ignore the scenery and concentrate on Chapter business on the return trip.

Flying-related activities reported included furnishing transportation for Mount Diablo Chapter's fly-in to Modesto — chauffeurs were Billie Wyatt, Ev Hendley and Charlotte Ryan, Jean Murray, Shirley Miller, and Helen McGee worked on the All-

Men's Air Race as Timers and Checkers. This was the first men's race for these gals, but they're old hands at women's races, and if you'd like to hazard a guess which sex they think makes the most orderly, disciplined, well-executed fly-bys, you'd probably be right.

At this writing our sister racing team, Helen McGee and Norma Drapier, are in Fort Lauderdale, Florida, awaiting results of the Angel Derby. If Helen's past record is any indication they'll be way up there near the top.

Our second rummage sale of the year netted over \$300.00, a nice nest egg for future contributions to AE scholarships, the AWTAR Fund, etc. Jean Murray, Shirley Miller, Lee Roesch, Ina Wade, Marianne McCullough, Laverne Gudgel, Trixie Clayton, Charlene Kirk — take a bow for a job well done! Thanks, too, to Ev Hendley for her bus, and to 49 1/2er Fran Roesch who lent his strong back for the man-sized jobs.

Helen McGee had been itching for a ride in the Gudgel's new Bonanza A-36, and needed no urging when Laverne suggested she go along on a charter Laverne flew to Santa Barbara. "A beautiful plane," said Helen unGudgelingly.

Lee Roesch has had some under-the-hood practice with safety pilot Shirley Miller. Lee reports her first VOR approach included a lazy-eight inbound, though she didn't really plan it that way.

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

The national Ryan fly-in at the Paso Robles airport was enjoyed by several of our chapter members; at least three members I know of (Marci Barnet, Connie Brown, Emily Cletsoway) were given rides complete with helmets and goggles. Then, Connie Brown attended the dinner and received a prize for being the best dressed

pilot on the field (her outfit included a vest with fur; the prize was a wing patch).

Criss Henderson has passed the commercial written examination and has also checked out in a Stinson.

Connie Brown has earned her APT button.

Cross country flights: Macri Barnet — business flights to Van Nuys and Compton. Emily Cletsoway — utilized an IFR instruction flight to Los Angeles to pick up a shipment of barbecue ribs from Kansas City. Grace McChesney — to Sacramento. Criss Henderson to Clear Lake for trout fishing.

Yours truly (Wanda Ewing) attended the Visalia Jaycees 1972 annual fly-in; activities included stunt flying by Cliff Anderson, 2-cents a pound rides, and radio control model flying.

Also at the Visalia fly-in were San Luis Obispo Chapter charter member Priscilla Berger and husband, Jim. The flying Berger family (children — Anita, Bruce, and Robin) hangar their twin engine Cessna 310 part of the time at Visalia (their second home); their SLO home adjoins the SLO airport within a short taxi distance.

SANTA BARBARA CHAPTER

Virginia Moser, Reporter

Winning six trophies to use for future contests made the terrific Orange County sectional even more fun for us.

With eleven of our sixteen members there, and two 49-1/2ers, we were a pretty big crowd. Exciting too were the prizes given Diana Dee, one of our newer pilots, for low time of the group, and Nancy Shaw, our newest member.

Others attending were Rachel Cowin, Erma Christian, Janet Shelby, Joan Steinberger, Marion Fickett, Mary Lewis, Della Abernathy, Dr. and Mrs. Henry Rowe (Pat), and Mr. and Mrs. A. L. Moser (Ginny).

Nancy Shaw, our new member, flew up from her home airport in her beautiful Navion last week.

The big excitement with the Santa B. 99's this month is Joan Steinberger and Marion Fickett doing it again in their second area identification race together. The girls took first place in the Tuscon Treasure Hunt, winning two beautiful trophies, \$100., and ten gallons of gas for Joan's Cherokee. Also in the race from Santa Barbara chapter were Erma Christian and Rachel Cowin in Erma's Bonanza.

Mary Lewis, our ex-WASP, is brushing up her instrument rating, and getting current. Mary is planning to attend the next WASP meeting in Texas.

Pat Rowe was feeling all enthusiastic after attending the Powder Puff Derby banquet while in the north. Several of the girls are hoping to go up for the start. We're disappointed not to have any entries from S.B.

We enjoyed meeting Jean Wiley at our May meeting. Jean is a member of the San Fernando chapter who has moved to S.B.

Lots of DRF supplies have come into Santa Barbara this month, and we understand there are many loads at various points waiting to be brought.

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

The advantage of being an Awards

Banquet master of ceremonies, 49-1/2er Dave McElhatton told chapter members on April 28, is "You get to introduce the head table, which if you've ever been in the Navy is no big deal." It was a big deal, as it developed, to introduce 1971 Service Award winner Pat Gladney. "The only thing Pat Gladney can't fly," quipped Dave, "is off the handle." Then it was our chapter chairman's turn to accept a McElhatton accolade. "Carole Lushbaugh is super-organized," explained Dave in a scarcely newsworthy announcement. The new evidence of her efficiency was a bit startling, however. "Larry got up for a drink of water the other night at 2:00 a.m.," continued Dave, "and when he came back the bed was made."

One of the evening's few serious moments followed as Pat Roberts, APT chairman, passed out the "I Am APT" pins to Mayetta Behringer, Willy Gardner, Evelyn Lundstrom, Adrienne Parker, Sally Rohlfing, Des Stuart-Alexander, Mary Ann Penson, Sandy Klukas (in absentia) and the chapter reporter.

"Fun Awards" followed on the agenda. They went to Adrienne Parker, champion kite flyer; the Pensons (a little red aux tank for their one-hour-range Champ); a Spanish-English dictionary for Willy and Russ Gardner, for their Flying Samaritan trips to Baja; an electric hammer to Jean and Dick Collins, who are hand-building their own home; "Travel Kits" to AWTAR teams Jeanne McElhatton and Pat Gladney, Pat Roberts and Evelyn Lundstrom, Sue Norman and Betty Berkstresser, and Marion Barnick and Susan Bates. A huge Bayer aspirin bottle and a Direct Relief Foundation certificate went to the wife of emcee Dave McElhatton, DRFer Jeanne.

Pat Roberts, 1971's Aviatix of the Year, was then chosen to present the trophy to 1972's chapter winner. "It is no small honor to be chosen," Dave said, in serious introduction. "And the winner is Santa Clara Valley Chapter's own 'Moon Maid' — Des Stuart-Alexander." Desiree logged 196 hours during the award year, entering them in all possible columns, with an impressive amount of cross country and twin time. She also annexed two new ratings during the year: an instrument and multi-engine. "It was close," said Awards Chairman Jackie Petty, but Des squeaked through.

Service Award, presented by 1971 winner Pat Gladney, went to the chapter's newsletter editor. Door prizes went to Jeanine Ceccio, Pat Roberts, Ted Rohlfing, Evelyn Lundstrom, Dave McElhatton, Larry Lushbaugh, Russ Gardner, FAA's Jerry Widmayer, Jimmie Lou Shelton, Carolyn Phillips, Harry West, Paul Potucek, and Mayetta Behringer.

"After all," protested Patty Sherwood in a pseudo-huff to the chapter reporter, "I went to Africa, too!" That Patty did, on the Gladney safari recently . . . Verna West has checked out in the club Cardinal, in preparation for a flying-camping trip she and Harry have planned to Alaska in July . . . Janet Hitt has passed her ATR written, which is usually the tough part of that rating. For Janet, however, the tough part is still ahead — figuring a way to break into the pig bank to buy enough flying time to

hone her IFR proficiencies. Janet is doing business at a new CFI stand; Dee Thurmond Flight Service is now her pedagogical arena . . . It's Willy Gardner again! She's off again on another Flying Samaritan trip to a Baja clinic. This time Willy was promoted, dividing her efforts between latrine duty and work in the pharmacy. It's always gratifying to see our members make progress . . . Back at work fulltime at San Jose Municipal and Reid-Hillview is Irene Leverton, after a part-time tour in Columbia, setting up a school for Helen and Bill Murphy . . . It's full throttle for "Flower-Power" these days. Chapter members are stapling up a storm, making artificial flowers for the AWTAR banquet. "It's a nothing job," comments former Chairman Verna West, "but the important thing is, it brings the members together."

TUCSON CHAPTER

Judy Preble & Ginny Cook, Reporters

"Fiscal Flop Airlines" arrived in Tucson, May 5th, 1972 and landed at Marana Air Park the site of the first annual Tucson Treasure Hunt commandeered by Zona Appleby masked and armed! The two frustrated pilots of the FFA skyliner were marched at gun point into the registration desk and had to sign in for the hunt! Under their huge captains caps, ear phones, and goggles they were identified as Barbara Ward and Lyne Newton. Terry Darch and Mary Finch were first to arrive, Pat Roberts came the greatest distance, Alberta Nicholson was the first registrant, and Leonard Combs had the oldest airplane with his 85 h.p. Funk! It was a fun filled fiesta from beginning to end with Leonard giving buddy rides on Sunday. The Combs also donated one of their fabulous helmet purses as a door prize. Joan Steinberger won first place, and Sandra Case second. Inasmuch as this was our first attempt at a treasure hunt, we were thrilled when everyone had such a good time. Barry Goldwater donated first and fourth trophies, Tucson Beechcraft furnished second, Mo Udall supplied third, and Lorna Lockwood fifth. Ruck Construction came up with sixth, Metz Construction seventh, and Johnson Manley Lumber eighth. Thanks. Lumber eighth. Thanks.

The devious clues didn't hamper the fun in the least. All the "Frugal Flyers" came prepared for a good time and they found it, even the losers — especially the losers! The goofs were classic.

We hope to have a little left to establish a scholarship fund.

TULSA OKLAHOMA

Lydia Gutierrez, Reporter

So sorry we missed you last month, but we have a busy group. At our March meeting, we welcomed a new member, Bobbie Brophy, to the Tulsa Chapter of 99's. She checked out on Mooney. Betty Pritchard flew co-pilot from Baxter Springs, Kansas to Chicago, Illinois and back to Miami, Oklahoma in her Cessna 414.

Have you ever tried flying with a 7-week old German Shephard, three children, and a husband in a Bonanza? Worse yet, on a bumpy day! "Flew my pup to Lubbock, Texas this past weekend, and flew back in a real West Texas wind storm (winds 25 gusting to 32 knots)! Had a terrific ground

speed. . . 200 plus, but visibiltiy was lousy. "Says Daisy, as she is looking forward to the Sectional.

Vee Cline was a guest at our April meeting held at the home of Bobbie Brophy.

Lee Brown, Chairman, showed a film of our girls in action marking the field while the sky jumpers were practicing. We plan to mark the Miami Airport on the 21st of May. A Poker Party is also planned very soon.

Marty Landers is planning to attend the South Central Section Convention with many other Tulsa girls, after which she will fly on to Denver to attend the Board Meeting of the National Association of Air Traffic Specialists which was held May 7th through 10th.

Mary Stewart attended Safety Seminars at Chanute and Coffeyville, Kansas, then to Dallas. She assisted with Open House at Coffeyville Municipal Airport.

Jan Mauritson, with 49 1/2er, flew to Sterling, Colorado to visit friends for the weekend of April 21 through 23. The weekend before, she took other friends, both new student pilots, to Shangri-La Lodge for Sunday lunch and to visit with Chuck and Jeannie Thomas, and then flew on to Poteau for the air marking.

Nan Gaylord flew a twin Comanche to Tampico, then Monterrey, Mexico for three days of beautiful sunshine. She was trying out her new commercial ticket, received on Easter Sunday.

Katy Boyd made a trip to Chicago, Illinois to attend the Chicago Area 99's Award Banquet on March 18. Katy was a former winner of Pilot of the Year Award, and one of the guests of honor. She had a good flight, 6.1 hours of actual I.F.R. She also took a class of Ross Aviation students to Oklahoma City for the pressure chamber training class on April 24th.

UTAH CHAPTER

Barbara Whitaker, Reporter

Utah has some news to report that has made us so proud we are bursting at the seams. Barbara Barlow, on May 5th, received her Lear Jet type Rating for the 23/24 models. We have done some research on the subject and to our knowledge, Barbara is just the second woman in the United States to have received this rating. We are very proud of her as an individual and as a pilot, and we fell that she has brought a great deal of honor to our state.

April 15th found us winging our way to Blanding, Utah to do some airmarking. Those who made the trip were Barbara Barlow, Virginia Wilkonson, Eleanore Irvine, Teri Wojcik, Wilma Nichols, Jane Patterson, Joan Barton, Valerie Patterson, Barbara Whitaker, Nancy Reuling, Lila Fielden, Alberta Nicholson and Linda Rogers.

Vivian Yardley has been flying her 180 and flew the Skyhopper, a single place experimental plane.

Jeane Freestone has gotten in three solo cross country flights during May and hopes to have her license by June.

Alberta Nicholson and Jo Ann Winterling, along with their 49-1/2ers participated in the Tucson Treasure Hunt and came in Ninth place.

Some of the Powder Puff participants have been making a pre-race flight of the route and we were able to meet two of them, Shirley Cote and Joan Painter, when they stopped over in Ogden.

We had a "get acquainted" tea on May 10th at the Executive Terminal in Salt Lake City and met two new enthusiastic pilots, Ruth Ann Chesley and Ann Hammond. Others in attendance were Darla Townley, Jo Ann Winterling, Nancy Reuling, Dee Ricord, Joan Barton, Jane Patterson, Jeane Freestone, Vivian Yardley, Lila Fielden, Wilma Nicols, Alberta Nicholson, Barbara Barlow, Virginia Wilkonson and Barbara Whitaker.

Nancy Reuling and Lila Fielden are doing a lot of soaring these days and enjoy it a lot.



Kristi Pesola, Reporter

Summer is coming to Finland. The weather is the whole time becoming better and better for flying, and for example the last time we had meeting, five of our girls had come to it with an airplane.

We are turning a film to be shown next summer in the TV, it is called Women In The Air. The greatest deal of it concerns us, the 99's, also there will be told a little bit from the glider girls. We have had really a lot of fun when planning this film, and next week, when it will be done, I think it's gonna be still more fun. But I'll tell you about it later on, when it will be done.

Our regular meetings are held at Malmi Airport, in this way girls can fly to it, if they live far away, or they can fly before or after it, just for fun. We have always a subject in these meetings. For example we have been discussing about briefing, insurances, or some of our girls have told about a long flight they have done, showing slides and other material; also we have had films, 50 years of flying etc. We make some coffee or tea and enjoy having with it some home-made cakes and cookies. One of us at time makes these cakes for us. It's really nice.



Miryam De Jaramillo, Reporter

This report should not be read as an official report. It is only to let you know about our country and the flying conditions we find here.

To start please take a map where you can look at the way I will show you. We are

going to fly a very common way: Medellin — Bahia Solano.

Medellin, is a town of about one million inhabitants, 5,000-feet above sea level. The site of the town is very beautiful because it is placed on a valley surrounded by 10,000 feet mountains. In the middle of the valley a river flows from south to north, and divides the town which is spread also from south to north. The climate is very mild: 22° (80°F) all the year round. Wonderful, isn't it? Here is the place where many orchids grow. Not only in roofed gardens, but in all the trees you find, and on the sides of the roads. One month ago (14th-18th April) we celebrated here the Orchid World Congress. Many foreign countries sent orchids and the whole town was an orchid garden. You should have seen it!!!

Well, I almost forgot the point of this report: we fly from our base Medellin (5,000 feet over sea level) to Bahia Solano on the Pacific Coast.

First of all, you have to climb from 5,000 feet to go out of our valley; then you fly about 30 minutes (I fly a Cessna 172), to fly over a little town called Urrao, maybe you can see it on your map. Meanwhile, you have only seen mountains; very rough, where you can not find an emergency place. You have already over-flied the Cauca River, (500 feet above sea level), the second longest and widest in Colombia. From Urrao, where a landing place is (2,500 feet long, 6,000 feet above sea level) you go on flying 9,000 feet altitude (to keep VHF communication with Medellin), and always over a dangerous jungle. It is a real jungle: the sun never gets through the gigantic trees, so the earth is always like a swamp. It is the domain of savage animals like snakes, pumas, scorpions and big ants. From many flying-wrecks that have occurred there, only a pilot and a woman (passenger) have survived, after eleven days they reached a big river El Atrato, (please take a look on your map); they have almost starved and the ants have almost taken away their skin, but at last a fishing boat has taken them to civilization again.

Well, we are flying over this jungle almost 30 minutes, where you do not have any radio aids. One have to fly visual, the only thing is that you may never see the land down because it is a region where it rains 300 days a year. The evaporation is so, that it is very unusual to see anything but a blanket of clouds under you.

Well, at last we start going down and we see the beautiful Pacific Ocean, and the civilization: Bahia Solano, a little fishing town of 4,500 inhabitants, straw-roofed houses and sand. There you build your camping place, fish all day long, (don't dare to do skin diving because of the many sharks you may find); then sleep with your tent very well closed; and at the next morning check your plane to take off to Medellin again.

This is a beautiful week end here in Colombia.

Another thing, please think a little while; and look at your map: Bahia Solano can only be reached by plane; and you can not imagine how many places in Colombia are in the same circumstances.

Did you enjoy this fly?



Christine Henderson, Reporter

At our Sectional in Charleville, on the 26th April, we were delighted to welcome Major Margaret McFarlin of the El Paso Chapter; who is at present stationed in Japan. Fifteen Members attended this our primary get-together for the year. Moira Robinson — Federal President of the Australian Women Pilots' Association was a visitor at our meeting, also Carolyn Hinchcliffe of Sydney a prospective Member.

Following our Sectional, all members attended the Annual General Meeting of the A.W.P.A. to which about 40 aircraft were flown from all over the country to this far-west Queensland centre; where CAVU conditions prevailed throughout.

Dorothy Herbert organized a superb and varied 4-day programme. Nancy Leebold and Arthur took advantage of some of the outback attractions, when they flew Eileen Bristol, who was visiting from New York to a nearby Cattle property and saw an Aboriginal sacred ground and relics, also sheep-shearing and went wild-pig shooting.

There were three flying activities. The first being an Air Trial for single engined aircraft which was divided into two sections. The Mulga Section was for aircraft with a cruising speed up to and including 120 knots — distance not more than 179 nautical miles and the Gidgee Section for an aircraft with a cruising speed above 120 knots — distance not more than 266 nautical miles. The names Mulga and Gidgee are after local native trees. Our Governor Rosemary De Pierres and Vice Governor Robin Miller were among the prize winners.

Later on the Friday there was a fly off



Marie Richardson, Bozena Vrla, Sydney, with Margaret McFarlin U.S.A. El Paso at Bankstown Aerodrome before departing for 99 Sectional Meeting at Charleville 26th April 1972.

between 5 finalists — one from each State, competing for the 'Peter Lloyd Trophy.' Among them were Marjorie Johnson, who represented Queensland and I was the South Australian entrant, and I was delighted to bring home the Trophy.

On the Sunday before departure, many Members joined in the Fly Past with A.W.P.A., Dept. of Civil Aviation — Swearingen Merlin, T.A.A. — Twin Otter, and the Royal Flying Doctor Service — Queenair for the unveiling of a plaque on the Ward Plain to commemorate the landing of Sir Keith and Sir Ross Smith in 1919. The R.F.D.S. benefitted by \$300.00 from donations towards their excellent service.

Ruth Hodges and her daughter "Pie" Gursansky are entrants in this year's PPD and they plan to attend the International Convention in Toronto.

Peg Kelman's talented daughter Sue, sketched by hand all the humorous aviation theme name tags and posters for the A.G.M.

Kathryn Henderson has joined the Adelaide Soaring Club and is endorsed as aerial tow pilot for the gliders. Kathryn has gained her C certificate in gliding and recently renewed her Instructor Rating.

I look forward to seeing Jennifer Frame when I visit New Zealand in June and I will attend the New Zealand Air Women's Association (Inc.) Annual General Meeting to be held in Timaru on the South Island, 3rd-5th June. It was wonderful to see Judy Costello and Ena Monk at our A.W.P.A. A.G.M. in Charleville, as it is a grand opportunity to be able to exchange friendship and ideas with these New Zealanders.

Cheerio for now.



Yvonne van den Dool, Reporter

At last I have managed to gather enough news to warrant a report.

Auriel Miller of Natal was runner-up in the National Private Pilot's Championships in Bloemfontein in September 1971. The gentleman who beat her did so by less than 1 per cent.

Charmaine Klaue of Bloemfontein, O.F.S., a keen new member, is secretary for National Airways Corporation. She flies Cessnas from 150 through 182, Piper Colt, Tripacer, Cherokee 140 and 180, and also a Beech Musketeer Sport 3, and is busy converting to more Beech. She flies mainly for pleasure, does the occasional ferry and has over 200 hours.

Another new member, Wyn Kearns from Kitwe, Zambia, flies a twin Comanche, is instrument rated and has over 4000 hours. I had the pleasure of meeting her some time ago, after having roamed around the South African Airways Jumbo at Jan Smuts. Wyn was flying direct Zambia to Jan Smuts, Johannesburg, and I was on a charter from

Tzaneen to Jan Smuts. I heard a female voice passing a position report and determined to meet this voice. We spent the evening chatting flying while sipping coffee at the Holiday Inn, Smuts. Wyn is our first member from Zambia—a big welcome to you.

On April 15th we held our bi-annual meeting in Johannesburg at the home of Jeanette and Mike van Ginkel. We had a good turn out of members from all over the country. Helene Robertson flew airline from Botswana. Lo-an Roux missed a flight by 3 minutes and drove all the way from Ladysmith, Natal to attend the meeting. Ann White and her 49-1/2er Peter, came in a Cessna 182, bringing a prospective member, Merle Ball with them. Beth Salzer from Durban, another new member, flew airline to be with us. New member, Fay Preston was there from Johannesburg. Val Cunningham from Durban, Lyn Wessels from Benoni, and others all rolled up.

Jeanette Fraser-Jones informed us that she had passed all her written tests for instrument rating. Ann White, our Amelia Earhart Scholarship winner, had managed to find a twin and has her multi-engine rating on a Cessna 310.

That evening a most delightful party was held at Jeanette and Mike van Ginkel's home. Jeanette had a very lovely ice cream cake made for the party. It was over 12 inches square, beautifully made and decorated with "99" iced in large letters on it. A cute little open-cockpit aircraft with a woman pilot wearing a helmet, completed the picture. During the evening, Ann White showed us her slides taken at the Convention in Wichita.

Jeanette van Ginkel will be flying the State President's Air Race as navigator at the end of May. There will be a fly-away to Bumi Hills Safari Lodge on Lake Kariba, Rhodesia in July and the Sectional meeting will be held in Tzaneen over the weekend of 29th/30th July.



Auriel Miller of Natal, runner-up in the National Private Pilot's Championships in Bloemfontein, with the winner, Bryn Tuckett. Auriel was also the captain of the winning province, Natal, and was the only woman to take part.



FIRST CANADIAN CHAPTER

Shirley Allen, Reporter

A Bathtub Derby, a Miner's Festival, an Indian Pow-Wow, Shakespeare and even a Bean Festival, are a few of the rather off-beat events taking place this summer in Ontario, Canada. Not to be outdone, the flying circuit promises to be even busier — every weekend an Air Show or some type of Fly-In. An "Aeromingle" is the newest addition to the aviation-oriented gatherings, with various elements involved — static displays, air demonstrations with many flying organizations participating — And a Transcontinental 3,000 mile Air Dash to British Columbia from the Antique Fly-in at Mountain View, Ontario, June 25th — apparently, it rained in 1927, causing a 45-year postponement!!

Commemorating the 50th Anniversary of great events in Canadian Aviation, the Wellings Mint in Rexdale, Toronto, will strike 36 original art medallions in a limited proof edition for collectors of memorabilia. The medals will be issued one each month, beginning in May this year, in 22 Kt. Gold, Sterling Silver and Bronze.

First Canadian Chapter members really on the move in '72 . . . Elizabeth Lane on an extended trip overseas, Pat Gray heading for Alaska, with family in tow, Elaine Magee off to England (a new Grandchild?) Barbara Brotherton logging lots of Commanche hours Stateside and Edith Denny aiming for a personal goal of 3,000 by July . . . A "Happy Event" — Jean MacDonald has just become the proud owner of a Cessna 172, affectionately called "LUV" thereby joining that small group of flying fraternity with a 'His' and 'Hers' in the family hangar!

An engine failure at 1700 ft. and a dead-stick landing in a cow pasture?! Never underestimate the power of a woman! — those Florida gals kept their cool — emerged unscathed, with a brand new Lycoming installed in their machine, within 24 hours and carried on. It was exciting seeing Dottie Shaw and Betty Jane on their way to the Angel Derby start in Ottawa, feeling some of the vibrancy that goes along with a big air race and wishing we were a part of it. Many warm wishes went on with them from Canada after their brief Ron at the Oakville Lakeshore home of Hattie and Tom Campbell.

MONTREAL CHAPTER

Sandra Frank, Reporter

The Montreal 99 March Meeting featured Frank Hofmann, a well-known figure in our city's aviation circle. Our accomplished guest is: a meteorologist, a ground school instructor for Sir Williams University Flying Club and the Montreal Flying Club, the leader of a large group of cadets, an E.A.A. (Experimental Aircraft Association)

homebuilder and, in addition, a talented high-school teacher (they say he makes learning painless!). We all appreciated his superb slides and entertaining commentary on the subject, "The Construction of My Own Midget Mustang."

April's meeting took place at our own Lydia Sperlich's. Convention business was foremost. Most important was Lydia's description of her fashion show which, single-handed, she has arranged and will present in "Toronto's '72 Do."

The May Meeting will be spent at the Angel Derby in Ottawa, where we hope to lend a hand wherever we can to our Ottawa Hostesses.

Just a few final notes. Anita and Fran Nunn have just returned from an Easter "hols" jaunt to Florida. Bev Sanders, we hear, you've received a fellowship to a university in North Carolina.

Hope to see you all in Toronto's Convention '72!

GREATER WINNIPEG CHAPTER

Pat Sullivan, Reporter

We 99's here in Winnipeg are busy building up our activities for June 1972, hoping to make it the best month for our chapter so far. On June 4th, we are sponsoring a Search and Rescue Seminar and have invited the Search and Rescue Team of the Canadian Armed Forces to fly in and present a program covering the causes of light aircraft accidents, summer and winter bush survival techniques, and the mechanics of a search and rescue operation. We feel it is extremely important for all pilots to be fully informed on this subject. Representatives from Winnipeg ATC will also be in attendance.

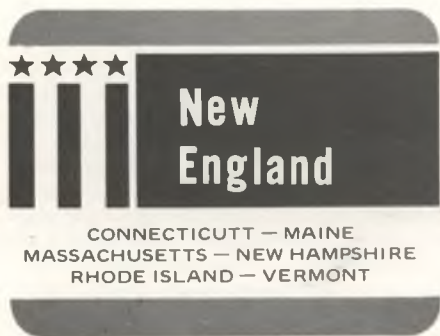
Later in the month, on June 24th, we are holding our First Poker Derby, the first such event to be held in Manitoba. Thank you to all editors who responded to my plea for advice a few issues ago, your suggestions really helped our planning stages. We have experienced real excitement for the race in the sponsors we approached, and have a grand prize for the best poker hand as a round trip to Toronto plus accommodations for two nights in Toronto. How's that for a prize!

Our Chairman, Rosella Bjornson, has added another laurel to her license. She's got her Class I Instrument and Multi-Engine Rating. Rosie is also the only woman flying instructor in Winnipeg, and also one of the highest rated.

Helga Valousek has become our first APT member by taking her commercial ride lately.

All our best go to the new chapter in Saskatoon. We wish you girls great things as you take our place as the youngest chapter in our section. Funny . . . Saskatoon is my hometown, and I've never met a woman pilot from that area.

Well, that's all for now. See you in the sky.



CONNECTICUT CHAPTER

Connie MacLeish, Reporter

Because of the recent AWNEAR, most members spent their time this month traveling to meetings (and unfortunately it was usually by car). However, race day after the haze lifted was unbelievably beautiful — CAVU. Chapter members racing were: Nancy Tier and Nina Hetman, Teddy Kenyon (solo), Evelyn Kropp and Bobbie Herbert, and Connie MacLeish and Marcia Spakoski.

Nina Hetman and Mary Neil became APT, and our sincere congratulations go to Ruth Crowell who received her ATP recently.

Mary and Jack Scribner flew Chris Winzer to North Adams so that Chris could put her Stearman on display in the Mother's Day Event at Hanscom Field, Bedford, Massachusetts. Although the event is sponsored by the Eastern New England Chapter, John Graham, Westfield, GADO, asked Marcia Spakoski and Chris to give courtesy proficiency check rides. Chris is at this time in Washington, D.C. attending the FAA 1972 Planning Review Conference of the national aviation system.

And speaking of vacations, Claire Ball and husband have recently returned from a stay in Switzerland, and Mary Suisman and husband have enjoyed an extensive tour of Europe.

Uniroyal, with an office at Oxford Airport has generously loaned us the space and coffee and donuts for our May meeting. Mr. Tom Clemmitt, FAA Accident Prevention Coordinator for the New England Region, and Mr. John Graham, Accident Prevention Specialist will be available to give courtesy proficiency rides and will also bring the Barany Chair for a demonstration of spatial disorientation. They will be assisted by Marcia Spakoski and Chris Winzer, who seem to be booked every week end this month as Accident Prevention Counselors. For those members who wish to get apt, our chapter instructors have offered to donate their time.

Evelyn Kropp is planning to enjoy the Florida sun the hard way—after the strenuous two-day Angel Derby, in which she is planning to compete in her Arrow 200.

EASTERN NEW ENGLAND CHAPTER

Lucille Flynn, Reporter

Held on April 21-22, and hosted by Western New England, the Campus Center at the Univ. of Mass., was the setting for our Spring Sectional. Fran Porter, our Governor, presided at the Sat. A.M. business meeting. The climax of the week end was our luncheon speaker, Doug Webster, a radio commentator, who highlighted

events in Amelia Earhart's life.

After a week of rain, May 6 turned into a perfect day for our AWNEAR (All Women's New England Air Race) sponsored by the Conn. Chapter at Windham Airport. The Round Robin included fly-overs at Fitchburg, Mass. and Rutland State, Vermont. Our chapter was well represented by 20 members flying 10 of the 20 planes that participated. Lois Auchterlonie and Billie Downing placed first with Ripley Miller and Georgia Pappas, second; Dot Pulis and Millie Doremus, fourth, among the first five Trophy Winners. Kathy Tompkins and Carol Stites; Harriet Fuller and Virginia Bonesteel; Marie Lepore and Dot Butler; Fran Porter and Chris Seaver; Shoshana Gyoeri and Susanne Brooks; Ruth Brown and Lola Madden; Helen Rhodes and Lillian Emerson were others who did us proud.

Many of us had a different and rewarding Mother's Day this year. We cooperated with FAA in their Safety Program at Hanscom Field, Bedford, Mass. New England 99 Safety Counselors who received awards were Frankie Sutton, Allegra Osborn, and Mary Ann Lippitt from E.N.E., Kathryn Hiller from W.N.E., Shirley Mahn from N.N.E. Marcia Spakowski from Conn. had acquired hers previously.

The One-Day Seminar offered the several thousand people who came a chance to view a variety of displays, such as an Air Traffic Mobile Tower, Personal Simulators, a mock-up of a pressurized Navajo, an FAA DC3, used to check our ILS Systems, a De Havilland Twin Otter, used by FAA for STOL purposes and on loan from the Canadian Gov't. (Virginia Bonesteel, Harriet Fuller and Georgia Pappas were lucky enough to have a ride in it!) We enjoyed antique planes, saw performances of home-buils, and were offered many film and slide showings on Safety and Weather. FSS men explained the coming TCA at Logan Airport, many pilots took advantage of the complimentary check rides and all of us left hoping more of this type get-together between FAA and General Aviation could be scheduled on a regular basis.

WESTERN NEW ENGLAND CHAPTER

Margaret Brown, Reporter

Our New England Section meeting went off very well with a grand turn-out. Some 99s and husbands arrived for the Dinner Fling on Friday, April 21, at which Edward H. Granville was our speaker. We all enjoyed his slides and films of the GeeBees and early aviation racing. One very interesting film segment showed Jimmy Doolittle in the Super Sportster No. 11 winning the Thompson Trophy Race at the 1932 National Air Races at Cleveland. While qualifying for the race, he set a new world record for land-planes at an average speed of 294.4 mph. Watching the movie of the race, we saw him flash past the pylons and other planes to set another record that was to hold for four years. Seeing these fascinating films and hearing how the planes were built and flown gave us all a better understanding of early aviation and a feeling of almost being part of it.

The business meeting on Saturday morning at the University of Massachusetts Campus Center was well-attended. After

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the Chapter reports and other business. Lois Auchterlonie spoke about our support for the legislation to credit the WASPs with Federal Service for their time served during World War II. Peg Davidson reported on the Connecticut Chapter plans for AWNEAR, to be held May 5 and 6, at Windham Airport. After a delicious buffet lunch and a speech by Douglas Webster on Amelia Earhart, most of us adjourned to Northampton Airport to take off for home in deteriorating weather.

Peg Davidson really lives right, because May 6th was CAVU for AWNEAR. From our chapter, Alexandra Taylor and Sue Stidham were entrants, Rae Tober was chief timer at Windham, and Shirley Dunlevy and I were ground observers at the first fly-by checkpoint, Fitchburg Airport. When we flew into Windham with our check list results, during the end of the race, the large crowd watching and the very smooth-running operation reflected all the work and enthusiasm that went into a successful race.

At our next meeting on May 19, we will elect the officers for the coming year. On Wednesday, May 24, Airmarking is on the agenda with the Eastern New England Chapter at Gardner Airport. The next Airmarking will be Saturday, June 10, at Hiller Airport in Barre, Massachusetts. Hope to have neighboring chapters join us.



GARDEN STATE CHAPTER **Mary Rose Myers, Reporter**

We have just been working very feverishly on the 1972 Derby Terminus that will be at The Robert J. Miller Airpark at Toms River, N.J. I am very happy to say the ground work plans are progressing beyond all expectations and we do hope it continues so until July 15th. It is just overwhelming how the Ocean County people from the governing bodies and on down through the business people, the civic organizations and individuals are putting forth enthusiastic help in our Terminus. Jack Lamping is just one tireless dynamo.

I did get little inklings as to some of the flying activities that our Garden State Members have sandwiched in between Derby work. Steve Grested and 49-1/2, Finn enjoyed an extended trip to California in their Cessna 150 . . . Diane Shaw flew her family to Lakeland, Florida to visit with family and then it was off to the Bahamas to round out their vacation . . . Flo Walsh and Jane Martin scooted to Ft. Lauderdale on one weekend . . . Jane Martin and 49-1/2er have also enjoyed some nice weekends in their little Hide-away Hacienda down Florida way. A family tragedy had this reporter in St. Petersburg, Fla . . . while in St. Pete had a pleasant visit with Betty Hawks and 49-1/2er, Bud. They flew over in their Cherokee 140 to pay me a visit . . . Winnah Somers is

very happy to be fully checked out in their Cherokee Arrow. We are very happy to see Edythe Fine up and about after her major operation . . . Jerry and Hal Roberts won the Bahama Treasure Hunt . . . Had three planes fly up to the New York-New Jersey Sectional meeting at Saratoga Springs . . . Diane Shaw and Mary Rose Myers in Diane's Cherokee, Alice and John Hammond in their Mooney and Jerry and Hal Roberts in their Cessna . . . oops there was a fourth plane . . . can't forget Alma Hit-chings in her Comanche . . . incidentally Alma drew TAR 91 in the year's race. She is flying solo. Alma is the only Garden State entry this year . . . Gay Maher is flying in the Angel Derby . . . Judy Meltsner, Virginia Hammond and Esther Nielsen are working very diligently with the State of New Jersey in the Aero-Space Education program in the New Jersey School systems.

Met Shirley Weinhardt and Esther Machand on their visit to Robert J. Miller Airpark.

Happy, safe flying to all.

GREATER NEW YORK CHAPTER **Lis Hebo, Reporter**

Peggy Naumann, recently became our new Chapter Chairman. She replaces Jane Van Eps who resigned.

Carol Terpay, Chairman of the "Save New Jersey's Airports" campaign originating out of Caldwell Airport, reports good results from letters written to Governor Cahill, supporting the State Airport Development Plan and Assembly Bill 2437 for public ownership of airports. Governor Cahill has reintroduced the assembly bill as an administration bill (A-553).

Helen Jost is now Mrs. John F. McAlevy (married an adorable curly haired Irishman on April 18, 1971). Helen has recently acquired a commercial gyroplane rating. Helen and John are presently including traffic reporting each weekday morning for Nanuet Radio Station WKQW.

Jane Jacobus and Mickey Sultan were married in Reno, Nev. February 1972.

Our new Chairman, Peggy Naumann and Betty Barlia are entering the Powder Puff Derby. They are being sponsored by Fairfield Aero Club.

Lisa Hebo was recently appointed Deputy Commander, Manhattan Group, Civil Air Patrol. She formally was Commander of Manhattan Cadet Squadron 4. She recently took a week's trip to South America where she visited Lima, Cuzco, Macchu Piccu, and the Amazon Jungle.

Irene Keith flew the "747" on a check ride from Rome, Italy to JFK in the right seat from Spain to Nantucket. She says the 747 is truly fascinating aircraft. Irene, V.P. of the New York State Air Force Association, received the AFA National Merit Award last September 1971 in Washington D.C. She will dance the Tango Rumba Combo in Natural Dance Competition in Dallas, Texas.

Doris and Fred Stoll flew commercial to Jamaica, B.W.I.

A spot landing contest was held at Orange County Airport, Montgomery, N.Y.

HUDSON VALLEY CHAPTER **Gertrude Felsen, Reporter**

Gale Brownlee has been flying fire watch for the New York State Conservation

Department. She is flying a Cessna 182 and covers a 3-county area, including a large portion of the Catskill Mountains. Her job is to find, identify, locate on a grid map and report via radio directly to the Conservation Department any fires she sights. She reports that she has located several forest fires.

The following have just recently received their APT badges: Doris Miller, Elaine Roehrig, June Simpson, Jane Swart, Minnie Osteyee, Gale Brownlee and Betty Hurd. We're striving for 100 per cent of our membership.

LONG ISLAND CHAPTER **Marilyn P. Hibner, Reporter**

Race and Competition Flying Participation:

Marilyn Hibner was only member of the Chapter to enter the Spot Landing Contest held by the Greater New York Chapter on April 23rd, at Orange County Airport, New York. It was the first time she had entered any type of flying competition; and as a result, was very pleased when informed she had placed Third.

A total of five planes from the Long Island Chapter entered the AWNEAR racing competition with some additional members participating that hadn't been mentioned in previous columns. Joan Fleischmann was Irene Henry's Co-Pilot and the fifth plane from our Chapter was piloted by Thelma Baker with Gus Andersen as her co-pilot. Two of our entries placed in the top ten, with Ellie McCullough, Pilot, and Anna Dietrich, Co-Pilot, Race No. 13, winning the Third Place trophy. Marilyn Hibner, Pilot, and Naomi Best, Co-Pilot, Race No. 12 placed eight out of 22 entries; it was the first racing experience for both the pilot and co-pilot of this entry.

Chapter entries for AWTAR, to date, are Irene Brunks/Diane Tribble and Ellie McCullough/Louise White (Arkansas Chapter).

At writing of this column, the following entries are representing our Chapter in the Angel Derby: Ellie McCullough/Polly Dun-



Marilyn Hibner, left, Pilot, and Naomi Best, right, Co-Pilot, of Race No. 12 in the AWNEAR, shortly after their touch-down in the AWNEAR at Windham, Connecticut. This was a "first race" event for each of these pilots, who ended up in eighth place out of 22 entries. Their plane was a Piper Cherokee 140, rated 150 HP. (Long Island Chapter Photo)



Ellie McCullough, left, Pilot, and Anna Dietrich, right, Co-Pilot, of Race No. 13 in the AWNEAR, proudly displaying their third place trophies. Their plane, "Schatzy" (owned by Anna Dietrich), is a Piper Cherokee 140, rated 150 HP. Photo was taken at Windham Airport, Connecticut—start/finish point of the AWNEAR. (Long Island Chapter Photo)

can (of Memphis, Tenn.) and Irene Brunks/Diane Tribble.

Member Accomplishments:

Nicole Radecki is on her way to her Commercial license, having just passed her written exam. Donna Flaum scheduled to take her ATR flight test this week.

Flying Trips:

Jo O'Brien and 49-1/2er, Jim, took a trip to the Bahamas in April, getting weathered in at Atlantic City on the first day of the trip. They had clear weather the rest of the way and were able to fly all the islands and get to Disneyland in Florida.

Aerospace Education:

On May 17th, Doris Abbate has arranged, with the flying assistance of Jane Duggan and Nicole Radecki for flying demonstrations, to give a pitch for aerospace education to a group of students from the North Shore Junior High School, Long Island, in conjunction with their science studies. The presentation will be particularly geared to the girls in the group, and Doris will have the very able assistance and cooperation of Bob Heckman of the F.A.A. on that day.

Vivian Kahan and Nina Claremont took a group of school students to Zahn's Airport on April 28th for a look at the world of aviation.

Madeline LaCarrubba, as an Assistant Girl Scout Leader, took the members of Troop No. 563 for a tour of Islip-MacArthur Airport, including the control tower, fire department, FSS, and viewing and sitting in planes based at McIntyre Aviation at the field.

Marilyn Hibner spent an evening with a Junior High Girl Scout Troop on May 16th, assisting them in completing the requirements for the Aviation Badge and explaining and demonstrating the basics of the theory of flight.

Members of the Chapter will serve as hostesses for a Safety Seminar being held by the FAA in Dix Hills High School on June 6th and 7th.

New York-New Jersey Section Meeting:

Due to the number of members that par-

ticipated in the AWNEAR, which was scheduled on the same day as the Section meeting, our representation was small but our strength well carried by members Ruth Dobrescu, Doris Abbate and Nina Claremont who were in attendance.

Congratulations Department:

Our very best wishes for years of happiness to our Section Governor, Helen Egan upon her marriage to Bill Levy on May 20th (I think that is great . . . Ed).

WESTERN NEW YORK CHAPTER

Diane Mudd, Reporter

Our members are working at staying current; advancing their licenses; instructing; attending sectional meetings; and some are forced to hibernate and take a back seat, to let their 49ers work on advanced ratings.

The May chapter meeting was held at Buffalo International Airport and here is some of the news from the members:

Donna and Bill Joss flew to Baltimore in early May. Donna made the trip to Baltimore in 3 hours and it took Bill 2 days to return home. Boy! That must have been some head wind.

Jane and Ken VanBuren flew to N.Y.C. commercially. "Seemed good to be in a big one again," says Jane, as she is busy working on her instrument rating.

One of our instructors, Terri Pirrung, flew a new Skyhawk from the Cessna factory in Wichita to Buffalo with a prospective 99 member Jill Hansen. During Easter, Terri and her husband made a trip to Florida in their Apache.

Arlene Bray and Kathy Potoczak had a wonderful time at the Saratoga Springs sectional meeting, where a race was even dedicated to the 99s. Our new chairman, Kathy, had the annual done on the "182" and "everything is ready to go, except the weather."

Our back seat riders are Peg Piper and Doris Culp. Peg's 49er is busy going for his instrument rating. Doris and Herb are enjoying his instrument rating and "the assurance that they can take off 'weather' or not." Doris has been busy shuttling between Ann Arbor-Royalton and Beverly-Royalton with additional trips to Charlotte, N.C., York, Pa., Republic, L.I., and Teeteboro. She hopes to enjoy New England during the Memorial Day Weekend, "if the fog stays where it belongs."

Membership chairman, Ethel Fedders, is busy making sure that memberships are being renewed on time. Ethel has received a letter from Betty Wallbridge, originally from Fayetteville, who now resides in Fabius, N.Y. Betty has invited the 99s down to their new home south of Syracuse to try their landing strip.

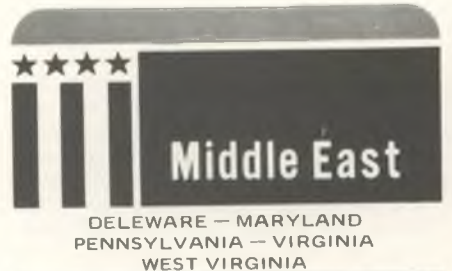
Shirley Havice is sitting on edge waiting to have the recovery job on her Tri-Pacer completed. Then she can take her flight test and be on her way to Alaska. Yours truly is working with Shirley on obtaining the survival gear and studying the maps, rules and regulations necessary for the Big Trip.

The April meeting in Elmira was highlighted by a glider ride provided by 99 member Virginia Schweizer and her husband. Arlene and Milford Bray "really

enjoyed the ride." All those who took advantage of the flight would like to say a special "Thank-You" to the Schweizers for a wonderful ride.

Our next meeting will be held at the Rochester Airport, on June 10th. Marcia Gitelman said that arrangements are being made to tour a DC-10.

As a final note, the Western New York Chapter has posed the question, "Why does the cover page of the '99 News' have a man in or near an airplane and not a woman?" (These are provided by the advertiser . . . why don't the advertisers wise up & show "women" flying airplanes . . . Ed.)



EASTERN PENNSYLVANIA CHAPTER

Louise Sacchi, Reporter

May 13th was our Penny a Pound at Doylestown Airport. Ann Lemon is the operator, and she went all out for us, lending us a Musketeer, providing all the fuel we used, office space and room inside for the scale which was supplied by Toledo. The crowd was big and we kept six airplanes going most of the day. Note — at one point in the afternoon, two of the gentlemen who keep their airplanes (Musketeer and Cessna) at Doylestown, came to our aid and flew their own planes for about three hours! We flew 540 people — a great many children — and netted \$600.00 The weather was perfect.

Marge Bryant and her husband, Jack, were voted Airport Operators of the Year at the Flying Farmers Convention. Edwina Hansen was voted Queen of F.F. at same convention.

Joan Zaharly and Judy DiMarco arrived at Ottawa, after many vicissitudes, for the T.A.R. The weather was quite bad for the Race, and they finally left the airplane at Syracuse and came home airline. Apparently, there were contestants stuck all over the Eastern U.S.

Betty and Ernie Berresford have finally gotten their baby after waiting three years to adopt it.

Kate Macario, Anna Spivey, Adelaide Tinker, Marianne Blair, Eileen Weigand attended the Sectional in Huntington, W. Va. as did three prospective members of our Chapter — Terri Friess, Blenda Hildebrand and Pat Callaghan.

Nancy and "Buzz" Diemand have left for a two weeks trip (business for Buzz) to Japan, with a "rest stop" at Hilo, Hawaii.

Libby Duval is counting the days — and hours — until George gets home from Vietnam on June 3rd — he has been there a whole year.

Deedie and Jim Bullitt went to the Flying Bankers Convention at Jekyll Island in their Cherokee 6.

Mary D'Angelo, despairing of the winter weather in the Philadelphia area, went to Arizona to get her Private.

The July meeting will be a fly in to Ocean City, N.J. on the 22nd. There will be lunch and swimming at the Squires, and transportation provided from the airport.

We had an interesting visitor this month. Orvokki Kuortti from Finland called me late Friday night from Florida, and said she was coming to "Pennsylvania" on Saturday. I met her at N. Phila. airport at 2200 Saturday, and discovered she was taking a Lake amphibian back to Finland for her husband, who had bought it for fun.

It is completely Narco equipped, and Narco is working for approval in Finland, so they wanted to be sure that everything was working perfectly (which it was not) before she went back. "Vikki" has a short, but remarkable aviation history. Her husband talked her into learning to fly (she wanted to, anyway) three years ago. Since then she has gotten a Commercial, Flight Instructor, 1st class Instrument (about like our ATR). With a new Private, when she had been flying less than a year, she went in the London-Australia air race in her Cherokee Arrow, with a more experienced male copilot. Last summer, which is where I met her, she and another Finnish 99, Eira Kuorinka, flew the London-Victoria Air Race, with its two Atlantic crossings. At home she instructs — the only female instructor in Finland, and with all this, has accumulated 1400 hours. P.S. Two years ago, her husband also learned to fly, hence the Lake. She has a son, 17 yrs old, another son 16, and a daughter 12 yrs old.

Sunday night we had a small party for some of our girls to meet her. Kate MacMacario, Anna Spivey, Ann Shields, Libby Duval and Carol Bohach all dropped in and it was a pleasant evening. Vikki left Monday afternoon, after Narco worked all morning on the radios, for the Lake factory at Sanford, Me., and then to Gander; Reykjavik, Stavanger and home.

I will be at Transpo for the weekend, and then to England, then on to Spain. June and July will be busy.

GREATER PITTSBURGH AREA CHAPTER **Alyce Conrads, Reporter**

Air racing has been our uppermost thought this past month. Sophia M. Payton, Alyce Conrads, and Sandy Van Huyck will



Sophia M. Payton, Chairman of Greater Pittsburgh Chapter of 99's and co-chairman of Publicity at stop; Phylliss Patterson, Program Chairman; Qwen Weinberger, Co-Chairman of Publicity; James Latrobe, Airport Manager; Helen Davison, Chairman of Stop; and Georgetta Dix, Vice-Chairman of Stop.

be participating in the Angel Derby. Sophia Payton is also a Powder Puff entrant. The chapter is working very hard on the Latrobe Must-stop for the PPD. Over \$200.00 has been collected for leg prizes. Action is being completed on charms for the contestants. Any girls who will be available to help in Latrobe please contact Helen Davison or Sophia Payton, Greater Pittsburgh Area Chapter of 99's.

Phil Patterson and Chuck, her husband, are planning to attend the Spring sectional and also Transpo 72 at Dulles in their Cherokee.

Alyce Conrads has been busy passing the Commercial check ride for that ticket and the Instrument written test.

MARYLAND CHAPTER

Many thanks to Don & Elizabeth Sullivan for hosting the April meeting at the Sullivan's School of Aeronautical Sciences.

New Ratings: Barbara Feader and Sally Herchenrider both received their commercial certificates; Catherine Grover received her Basic, Advanced and Instrument Ground Instructor Rating; and Sheila McEntire received her Instructors Rating. Good work girls!

Cleo Sherbow and Judy Silverman are going to be flying the Angel Derby in a Cherokee 140; Cleo as pilot and Judy as co-pilot. Also, they will be flying in the Powder Puff in a Twin Comanche, only this time Judy as pilot and Cleo as co-pilot. Good Luck.



Tommie Strauss, Catherine Grover & June Hanson & Helicopter Instructor Ashcroft. Gettysburg, Pa. Sullivan's School of Aeronautical Sciences.

Above is a picture of the three lucky winners of the helicopter instruction at the April meeting. June said "it was fun and interesting but hands and feet were extremely busy!"

WASHINGTON CHAPTER

Durette Huck, Reporter

The Washington D.C., Chapter, of the 99s is actively preparing for the United States International Exposition, "Transpo-72," at Dulles Airport, May 26th thru June 4th. Frances Nolde, the 99 Liaison for Transpo, has been spectacularly handling her varied and tremendous duties.

On May 26th, VIP Preview Press Day, as well as May 27th and May 28, one of the main events will be a "Fly-By," executed by five famous 99s.

Virginia Britt, Chairman of the Angel Derby, will be flying a Cessna 310. Lauretta Foy, of Long Beach, California, (the only woman on the Presidential Advisory Commission), will be piloting a Hughes Helicopter. Betty McNabb, of Albany, Georgia, President of the 99s, will fly a Beech Bonanza. Gini Richardson, of Yakima, Washington, (Last years Powder Puff Derby Winner) will pilot a Cessna. Louise Sacchi of Philadelphia; who has completed over 184 ocean crossings, will fly her Beech Baron. Connie Marsh, a member of the Washington, D.C. Chapter, will fly her home built Pitts, in the aerobatic demonstrations. Also participating will be Mary Gaffney, a member of the United States Aerobatic Team.

A group of 99s from Washington D.C., Chapter have been invited to participate as hostesses in the V.I.P. Lounge; lending their aid and knowledge where ever required. They will continue their duties from the Preview Press Day to the closing of the activities. These 99s will attend training and briefing sessions on May 23, at the Dulles Airport.

On May 25th, a reception will be held for Miss Sheila Scott, at the American Newspapers Womens' Club in Washington D.C. Miss Scott will attempt record, in her Piper Aztec, "Mythre," from London to Iceland and from Iceland to Transpo.

Visiting and local 99s have been invited to attend this Gala Reception.

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