

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99news



AUGUST-SEPTEMBER 1972

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WCNX (days)	115.0	143° 10

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NEW Institute's
FLIGHT HANDBOOK
and Airport Guide.

THE NINETY-NINES, INC.

Will Rogers World Airport

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Oklahoma City, Oklahoma 73159

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President's Column

SWAN SONG. Thank you, thank you, for this wonderful two years. I shall cherish memories and experiences, scrapbooks, memorabilia, the rest of my life, and hold new friendships to my heart as long as those new friends will have me!

Perhaps I will go down in history as the Prez who made two sectionals in one day, who got the news into a new-old format (even though a few of you don't like it—) who travelled 19,000 miles in the old Bonanza and 23,000 miles by airlines, plus 20 hours in other folks' planes and 1 plus 24 minutes in a T-33, to visit with you — and who, unfortunately, was in office during the computer-roster disaster!

Your incoming president has already faithfully promised to remedy that situation!

Haven't had a chance to tell you about Transpo-72 — Ninety Nines made two fly-overs — Louise Sacchi led off with her Baron, Gini Richardson followed in the Tar-winning Cessna 210, next was Virginia Britt, Angel Derby Chairman and a Tar winner, in a Mooney; your Prez followed in her elderly but shiny Bonanza, then came Sheila Scott in her Twin Comanche. Lauretta Foy, who was supposed to fly with us, was busy shuttling VIPs from down-town Washington to Dulles in her Hughes 300! Transpo-72 was tremendously exciting; Transpo-72 Liaison Fran Nolde did a marvellous coordination job.

When I was in Wichita Falls, Betty Allison gave me a poem written by Patricia Hartnett. We think it will mean a lot to many of you.

"Mother, why are you off in a silver ship? Why must you learn to fly?

What is it that calls your heart from me and what do you find in the sky?"

"Son, the wind might say, if the wind could speak, or the folks who love the mountain peak,

The birds could tell, for they all know — or the arrow flung from the hunter's bow

—
 But they are mute, and I cannot tell you the things my plane has taught —
 Except that I want, until I die, weather that's fair and a ship to fly!"

Again, let me say a thousand thanks to the Executive Board, our faithful News editor, and my wonderful committee chairmen who have worked long and faithfully at their job assignments — and to the Governors and Chapter Chairmen — well, where can I stop? To the NINETY NINES, who are surely the grandest group of women in the world, and I LOVE BEING ONE.

Prez or not, "I'll be around from now on!"

Convention Quickie: part-way home, weather poor, rescued from being stranded by Indiana-Florida 99 Virginia McKee, great way to be stranded. Convention: WONDERFUL.

Jean MacDonald, Shirley Allen, Edith Denny, Heather Sifton, Hilda Devereux, Lorna de Bliquey, NUMBERS of others, did a superlative job in giving us an excellent, well-rounded program with time for business and time for fun.

Hotel accommodations and service at the Hyatt Regency were tops — ask Susie about her sunken marble tub in the presidential suite! Transportation arrangements flawless, even to snow-plow assistance in getting out of the mud after Buttonville had six hours of hard rain —

A record number of 49 1/2ers enjoyed an exciting program just for them, scads of airplanes flew in; harried controllers stayed courteous, helpful, friendly — EVERYTHING cooperated except the weather and that did relent enough to let us depart Sunday on schedule. (Even if we didn't all get home!)

And how about a polo match at the beautiful Fox Den Farms of Mike and Heather Sifton — plus airshow, barbecue, fashion show!

THANK YOU, everybody involved, for another Ninety Nine job well done!

Congratulations to the A.E. Scholarship winners — AND to the new Executive Board — may their constituents be as kind to them as they have been to me, may their incumbency be happy and productive!



Betty McNabb

Betty W. McNabb

Women of America arise!



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Tailwinds All the Way

That was the 26th Annual POWDER PUFF DERBY with the fastest time made on the take-off leg, San Carlos, Calif. to Winnemucca, Nev., with plus 36 scores, and fastest of all on the homestretch from Latrobe, Pa. to Toms River, N.J., with plus 42 scores. PAT JETTON (TAR 85) and MARGE BARR, Dallas, Tex. made a plus 42.96774 on the latter, but it didn't gain them enough to displace the top overall winners.

GRANDMOTHERS with 4 grandchildren each claimed the three top spots. MARIAN BANKS (TAR 36) with co-pilot DOTTIE SANDERS of San Diego and Santee, Calif. won the big money on their 16th try with plus 31.2 score, having placed second last year. Solo pilot HELEN McGEE (TAR 89), Sonora, Calif. zoomed into second place with a plus 30.9, also in a Piper Comanche 260, only .304 behind Marian, having worked her way up in five tries from 6th and 4th places. Aerobatic solo pilot BERNADINE STEVENSON (TAR 81), North Hollywood, Calif. steered her 200 hp Mooney to third place on her second try. HELEN WILKE (TAR 28), Dallas and KATHY LONG, Irving, Tex. trailed Bernie by only .407. A Piper Twin-Comanche piloted by veteran racer MARION JAYNE (TAR 64) and her college daughter, PATRICIA, Palatine, Ill. were close behind in fifth place (as in 1971) with only .773 separating them from fourth place. Closer yet were TONI KUHNS, San Carlos & PAT APPEL, Atherton, Calif. losing fifth place by only .1258 points. (TAR 18).

The close competition continued as PAULINE GLASSON (TAR 69) with co-pilot

DONNA GOLDEN, Corpus Christi, Tex. brought Pauline's 150 hp Cessna 172 into seventh place, only .453 off 6th place. Each year Pauline flies with a new co-pilot she has taught to fly believing the race provides great training as well as fun. Also in the money in eighth place were SOPHIA PAYTON (TAR 27), Coraopolis, Pa., a previous 2nd and 5th placer, with co-pilot PAT FAIRBANKS, Cincinnati, Ohio in a Mooney Mark 21, 180 hp. In ninth place were MARGARET MEAD (TAR 62), a two-time winner from Manhattan Beach, Calif. with LUCY MOORI BROOKS, a first-timer from Palos Verdes, Calif. In tenth slot was first-time Powder Puffer LANDON STORRS (TAR 6) of Hamden, Conn. with co-pilot TRINA JARISH, Costa Mesa, Calif. who is usually in the money where air racing is concerned.

On the third day of the race, 74 of the 97 planes racing crossed the finish line. Still out and farthest back at Ft. Wayne was solo pilot YVETTE HORTMAN (TAR 58), Bristol, Pa. in her sporty 150 hp American Traveler. At that time the read-out of her score was such that she could have outscored the ultimate winners who had already finished. SUSPENSE was great until she streaked across the day-glo, flag-bedecked finish line at Toms River and the computer ruled her out of the big money, but assured her a bundle on legs won, having pulled a plus 35.26 on the first leg into Winnemucca.

There are some "little old lady types who believe women should stay on terra firma and clean out their closets," but MARGE HUDSON (TAR 83), Oklahoma City, isn't one of them. The first GREAT GRANDMOTHER to fly the POWDER PUFF DERBY in her first big race, she and co-pilot JOAN STEINBERGER, Goleta, Calif. made a creditable showing for her pilot husband, 3 children, 7 grandchildren and THE great grandchild.

Mother/Daughter Team VELDA MAPELLI/STEPHANIE MAPELLI BEUCHAT (TAR 26) of Wheat Ridge and Broomfield, Colo., won the AWTAR Scholarship provided by the JOAN MERRIAM SMITH MEMORIAL FUND to further their aviation education.

On July 7, under a high, blue sky at 9:03, Honorary Starter COL. GREGORY "PAPPY" BOYINGTON, USMC, Ret. had flagged off the first of 97 race aircraft. Official Starter GEORGE GRIFFITH deftly dispatched the rest. Apprehension for two aircraft, one of which aborted after take-off, was relieved when minor fixing readied them for winging away only a few minutes late.

Approaching the Alleghenies, 5 aircraft were forced to RON at other than designated stops, one for mechanical trouble, and 4 for thunderstorm avertment. Before deadline on July 10, 95 planes and 96 crews were greeted at ROBERT J. MILLER AIRPARK by Mr. HAROLD WALSH, President, Ocean Aviation, Inc. A rewarding surprise awaited him and Mr. JOSEPH PORTASH, Freeholder and Airport Manager, when FAA's Administrator The Honorable JOHN H. SHAFFER presented them with the

coveted FAA AIRPORT BEAUTIFICATION AWARD.

PRESENTATIONS of the well-earned trophies, plaques and monies at the gala Awards Banquet held at Beacon Manor, Pt. Pleasant, N.J. on July 12 (chaired by Mrs. JUDY MELTSNER) were made by FEDERAL AVIATION ADMINISTRATION leaders: Administrator, The Honorable JOHN H. SHAFFER; Assistant Administrator for General Aviation, Mr. JOHN L. BAKER; Director Air Traffic Services, Mr. WILLIAM FLENER; and Women's Aviation Activities, Mrs. NONA QUARLES who received the first POWDER PUFF DERBY WOMAN OF THE YEAR AWARD. Mrs. DOROTHY BELLANCA, widow of the famous aircraft designer, GIUSEPPE BELLANCA, presented awards to the crew of TAR 11, MARGE MITCHELL, Plainview, Tex. and co-pilot HELEN HEWITT, Shreveport, La., who flew best Bellanca time in a new 300 hp Bellanca Super Viking. Other special Awards were made by Ninety-Nines Terminus officials and Ocean County representatives: Mr. JOSEPH PORTASH, Freeholder; Mr. JACK LAMPING, Public Relations; Mrs. MARILYN MILLER; Mrs. JERRY ROBERTS, Terminus Chairman; and Mr. HAROLD ROBERTS, President, Volney G. Bennett Lumber Co.

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CAR INTO THE GARAGE**



**WHY PUSH YOUR PLANE
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A detailed illustration of the Thern-O-Matic Hangar Winch, showing its heavy-duty metal frame, pulley system, and control handle. The winch is designed to safely move aircraft in and out of hangars.

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Flying During Pregnancy

Mary F. Foley

A normal pregnancy need not cause curtailment of flying activities. Many women pilots continue to fly as long as they can fasten the restraint straps, manipulate the controls and feel well. It would be unsafe to fly if there are adverse symptoms during the pregnancy such as morning sickness, dizziness, swelling of hands and feet, high blood pressure or iron deficiency anemia.

A pregnant women should not attempt to fly a long transoceanic flight, even with scheduled refueling stops. It would be extremely hazardous if labor should begin during a flight of this type. Aerobatics, closed-course racing and crop dusting should not be undertaken, as increased loads could be detrimental. It is also difficult to make rapid motions with the stick and rudder controls with an enlarged abdomen. There should be no problems with routine pattern work or cross country, however.

The FAA has imposed no flying restrictions on women with a normal pregnancy, hence the final decision as to pursuit of flying activities rests between the pilot concerned and her obstetrician.

FINAL OFFICIAL RESULTS

26th Annual Powder Puff Derby

San Mateo, California to Toms River, New Jersey July 7-10, 1972

2616.03 Statute Miles

(Computed by Ocean County College Science Centre)

PLACE	PILOT; CO-PILOT	SPONSOR	AIRPLANE	AVMPH	SCORE
1	Banks, Marian E (TAR 036) San Diego, California Sanders, Dottie Santee, California	Royal Inns Of America, Inc. Jolly King Restaurants Motor Hotels — Always Treated Like A King	Piper Comanche P A 24 Horsepower 260 Handicap 176	207.20573	31.20573
2	McGee, Helen M (TAR 089) Sonora, California	The Daily Union Democrat The Mother Lode Press Sonora, California	Piper Comanche P A 24 Horsepower 260 Handicap 178	208.90173	30.90173
3	Stevenson, Bernadine (TAR 081) North Hollywood, California		Mooney M 20 F Horsepower 200 Handicap 158	187.60000	29.60000
4	Wilke, Helen (TAR 028) Dallas, Texas Long, Kathy Irving, Texas	H L H Cosmetic Div. Hunt Oil Company Dallas, Texas	Piper Comanche P A 24 Horsepower 260 Handicap 176	205.19223	29.19223
5	Jayne, Marion P. (TAR 064) Palatine, Illinois Jayne, Patricia Palatine, Illinois	The Right Tennis Club Schaumburg, Illinois	Piper Comanche P A 39 Twin Horsepower 320 Handicap 186	214.41892	28.41892
6	Kuhns, Toni (TAR 018) San Carlos, California Appel, Pat Atherton, California	Villa Hotel, San Mateo, Calif. Bayside Oil Co., San Carlos, Calif. Forwin Aerob K-S Avionics	Piper Comanche P A 24 Horsepower 260 Handicap 176	204.29310	28.29310
7	Glasson, Pauline (TAR 069) Corpus Christi, Texas Golden, Donna Corpus Christi, Texas		Cessna 172 K Horsepower 150 Handicap 119	146.83965	27.83965
8	Payton, Sophia M. (TAR 027) Coraopolis, Pennsylvania Fairbanks, Pat Cincinnati, Ohio		Mooney Mark 21 M 20 C Horsepower 180 Handicap 152	178.73466	26.73466
9	Mead, Margaret (TAR 062) Manhattan Beach, California Brooks, Lucy Moori Palos Verdes, California	The Air Racers Clinic	Piper Comanche P A 24 Horsepower 260 Handicap 176	202.64902	26.64902
10	Storrs, Landon (TAR 006) Hamden, Connecticut Jarish, Trina Costa Mesa, California	David Storrs	Piper Comanche P A 24 Horsepower 260 Handicap 178	204.23994	26.23994
11	Gammell, Jan (TAR 066) Denver, Colorado Potter, Ilovene Seattle, Washington	Crossroads Travel Oak Park, Illinois	Piper Comanche P A 24 Horsepower 260 Handicap 178	203.85090	25.85090
12	Naumann, Peggy (TAR 017) West Caldwell, New Jersey Barlia, Betty Oakland, New Jersey	Fairfield Aero Club Caldwell, N.J. Jim Byers Aviation Caldwell, N.J.	Piper Cherokee P A 28 Horsepower 180 Handicap 133	158.25952	25.25952
13	Burke, Marian (TAR 052) San Antonio, Texas Hildebrand, Ruth Houston, Texas	Texberry Company Burke Aviation Modern Aero, Inc.	Piper Comanche P A 24 Horsepower 260 Handicap 176	201.12563	25.12563
14	Mapelli, Velda, King (TAR 026) Wheat Ridge, Colorado Beuchat, Stephanie, Mapelli Broomfield, Colorado	Mapelli Brothers Co. Denver, Colo. Division of Monfort of Colorado	Piper Comanche P A 24 Horsepower 260 Handicap 178	202.99846	24.99846
15	Wagoner, Virginia "Ginny" Santa Rosa, California Carlin, Janne Santa Rosa, California	Narco Avionics Ft. Wasnington, Penna. Navigational Equipment	Piper P A 24 Comanche Horsepower 260 Handicap 176	200.98399	24.98399
16	Hortman, Yvette (TAR 058) Bristol, Pennsylvania	Hortman Aviation, Inc. Amer. Aviation Top Dealer Instruction Sales Rental 3 M Airport Bristol, Pa.	American Traveler AA 5 Horsepower 150 Handicap 120	144.79870	24.79870
17	Vasques, Terry (TAR 061) San Diego, California Lambert, Betty San Diego, California	Empire Realty Invest In Land Industrial and Commercial San Diego, California	Piper Comanche P A 24 Horsepower 260 Handicap 176	200.32561	24.32561
18	Halstead, Juanita (TAR 053) Montgomery, Alabama Peters, Bonnie M. Selma, Alabama	Vanity Fair, Inc. Reading, Pa. P A T CO Air Traffic Controllers	Piper Comanche P A 30 Twin Horsepower 320 Handicap 186	210.19323	24.19223
19	Carpenter, Madine (TAR 023) Newport Beach, California Burns, Jilel Corona Del Mar, California	Air California Newport Beach, Calif.	Piper Comanche P A 24 C Horsepower 260 Handicap 179	203.02910	24.02910
20	Luhra, Caroline N. (TAR 074) Painesville, Ohio Collier, Patricia Bellville, Ohio	Concord Airpark, Ohio Collier Aero Products Rupp Industries	Piper Comanche P A 28 Horsepower 180 Handicap 133	156.97226	23.97226

AWTAR SPECIAL AWARDS

HIGHEST SCORE by a CREW WHOSE COMBINED TIME IS 700 HOURS or LESS:
TAR 26 Velda King Mapelli +24.99846
Stephanie Beauchat

HIGHEST SCORE for a PILOT FLYING SOLO:
TAR 89 Helen M. McGee +30.90173

HIGHEST SCORE by a CREW FLYING THE AWTAR FOR THE FIRST TIME:
TAR 26 Velda King Mapelli +24.99846
Stephanie Beauchat

HIGHEST SCORE of a CREW FLYING AWTAR from a COUNTRY OTHER THAN U.S.
TAR 100 Lorna deBliequy +20.89116
Betty Jane Schermerhorn

HIGHEST SCORE by a MOTHER/DAUGHTER TEAM:
TAR 64 Marion P. Jayne \$28.41892
Patricia Jayne

DAILY OVERALL TOP SCORE FOR FIRST, SECOND, AND THIRD DAY OF RACE:
1st Day: TAR 81 Bernadine Stevenson
2nd Day: TAR 81 Bernadine Stevenson
3rd Day: TAR 36 Marian E. Banks

HIGHEST SCORE OF ENTRY PILOTING A PLANE POWERED BY A TELEDYNE
CONTINENTAL ENGINE:
TAR 5 Edith (Mick) Thomas +23.68968

HIGHEST SCORE IN EACH CLASS OF AIRCRAFT, OR WHICH THERE ARE AT LEAST
THREE IN COMPETITION:

145-165 HP — TAR 69 — Pauline Glasson, Donna Golden	+27.83965
166-199 HP — TAR 27 — Sophia M. Payton, Nancy Fairbanks	+26.73466
200-239 HP — TAR 81 — Bernadine Stevenson	+29.60000
240-284 HP — TAR 36 — Marian Banks, Dottie Sanders	+31.20573
285-450 HP — TAR 64 — Marion P. Jayne, Patricia Jayne	+28.41892

AC SPARK PLUG AWARDS:
FIRST PLACE — TAR 36 Marian E. Banks

CHAMPION SPARK PLUG AWARDS:
SECOND PLACE — TAR 89 Helen McGee
THIRD PLACE — TAR 81 Bernadine Stevenson
FOURTH PLACE — TAR 28 Helen Wilke
FIFTH PLACE — TAR 64 Marion P. Jayne

BELLANCA AWARD
TAR 11 Marge Mitchell +23.15106
Helen Hewitt

LEG PRIZES

Leg 1: San Carlos to Winnemucca	1st — TAR 81 Bernadine Stevenson	36.60245
	2nd — TAR 58 Yvette Hortman	35.26044
Leg 2: San Carlos to Ogden	1st — TAR 89 Helen M. McGee	32.60197
	2nd — TAR 69 Pauline Glasson	32.10778
Leg 3: Winnemucca to Rock Springs	1st — TAR 81 Bernadine Stevenson	32.28275
	2nd — TAR 104 Pauline M. Goslovich	28.96607
Leg 4: Ogden to Scottsbluff	1st — TAR 17 Peggy Naumann	29.00739
	Betty Barila	
	2nd — TAR 58 Yvette Hortman	20.17987
Leg 5: Scottsbluff to Sioux City	3rd — TAR 63 Valera G. Johnson	19.77818
	1st — TAR 17 Peggy Naumann	28.49390
	Betty Barila	
Leg 6: Scottsbluff to Moline	2nd — TAR 58 Yvette Hortman	26.77560
	3rd — TAR 69 Pauline Glasson	26.10462
	Donna Golden	
Leg 7: Sioux City to Fort Wayne	1st — TAR 69 Pauline Glasson	27.18253
	Donna Golden	
	2nd — TAR 58 Yvette Hortman	27.01510
Leg 8: Moline to Latrobe	3rd — TAR 26 Velda King Mapelli	26.89739
	Stephanie Beauchat	
	1st — TAR 69 Pauline Glasson	31.07699
Leg 9: Fort Wayne to Toms River	Donna Golden	
	2nd — TAR 81 Bernadine Stevenson	30.33060
	3rd — TAR 27 Sophia M. Payton	29.95255
Leg 10: Latrobe to Toms River	Pat Fairbanks	
	1st — TAR 36 Marian E. Banks	30.99470
	Dottie Sanders	
Leg 10: Latrobe to Toms River	2nd — TAR 89 Helen McGee	30.98326
	1st — TAR 27 Sophia M. Payton	32.64588
	Pat Fairbanks	
Leg 10: Latrobe to Toms River	2nd — TAR 103 Mary M. Pearson	32.64588
	Janice L. Free	
	3rd — TAR 74 Caroline N. Lugta,	29.91434
Leg 10: Latrobe to Toms River	Patricia Collier	
	1st — TAR 85 Pat K. Jetton	42.96774
	Marge D. Barr	
Leg 10: Latrobe to Toms River	2nd — TAR 103 Mary M. Pearson	42.33624
	Janice L. Free	
	3rd — TAR 43 Gini Richardson	41.38069

SCRATCHED: 1, 13, 22, 72, 84, 88, 95
RON Undesignated Airport: 41, 70, 94, 99, 102

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Telex Communications, recognizing the growing importance of women in aviation . . . as private and corporate pilots, in aircraft sales, and even as FAA GADO inspectors . . . has designed a new, slimline mike, perfect for a woman's hand. (We'd call it ladylike if so many men didn't like it too.)

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We have just returned from a 2465 mile camping trip in a self-contained motor-home. I have bites, scratches, cuts, bruises, contusions and abrasions to prove it. For years, the guys in my office have said "try it - you'll like it!" as they went camping while I was content to do such mundane things as fly the derby. Well I tried it and now if you will pass the alka-seltzer. We did spend three days in Scottsbluff timing the race as it came through and were happy to see some 51 of the race planes. Since Scottsbluff was not a 'must flyby' or a 'must stop,' think we did well getting that many to stay with us for a while. We had an open air plywood box atop the terminal building and the view of the bluffs, the racers and everything was just great. We had a neat tarp that we used for when it rained (and it did!). Dottie Adcock and Paulie Perry really did a job and we had a lot of fun with them. They arranged for us to park the motorhome on the airport and we used it to provide icetea, coffee, or surcrease where required. Timing is great, camping is a lot of "togetherness," but nothing beats actually racing and I really missed it.

Next month we will announce who the new editor is. I have retired from this post after almost four years in this chair. As I told them at convention, I would like to see my dining room table again. It has served as my office for loe these many years. Please watch so that you will know where to send the September 20th copy.

Sectional meetings will be coming up in the fall. I hope all of you will try to attend your sectional meeting. You miss a lot of being a Ninety Nine when you don't get involved . . . So get involved . . . get APT . . . fly safely.

LAST FLIGHT

Ruby Rogers, Dallas Redbird . . . illness.
Myrtle Wright, Redwood Empire . . . illness.
Jane Van Buren, Western New York . . . auto accident.

POWDER PUFF DERBY MAP CHARMS

WHILE THEY LAST

POWDER BLUE ENAMEL WITH WHITE '72 ROUTE. \$3.00
AWTAR, INC. Teterboro Airport, New Jersey 07608

"I was a Guinea Pig WASP in 1942," says Marjorie Gray, "and 29 years later I'm as excited about Air Force aviation as ever."

Lt. Colonel Gray, who recently retired from the U.S.A.F. Reserve and was awarded the Meritorious Service Medal, says, "It's been a long love affair and I'm sorry that my active Air Force participation is over."

For the last three years, Colonel Gray has been assigned to the 9015 Air Reserve Squadron, New York City.

It all began for her in October 1942 when she reported, with 26 other women pilots, to Houston, Texas for military flight training in the first class of Women's Air Force Service Pilots, (WASP). In April of 1943 she received her silver wings as a rated military pilot at Ellington Field, Texas.

"We were the Guinea Pig class," says Colonel Gray, "and none of us had less than 200 pilot hours and a commercial flight certificate when we started. As the program developed, Colonel Jacqueline Cochran, our commander-in-chief, couldn't find more women pilots with that much experience."

"Eventually candidates with as little as 35 flying hours were accepted for the program."

"We received primary, basic and advanced flight training similar to that given aviation cadets except that we were not trained for combat."

"After graduation in 1943, I was assigned to the 2nd Ferrying Group, Air Transport Command, at Newcastle Army Air Base, Delaware. On my first mission I flew a Fairchild PT19 from the factory at Hagerstown, Maryland, to a primary flight school at Fort Stockton, Texas."

"It was an open cockpit job and my face became painfully burned from the sun and wind. As our flight of five WASP-piloted planes neared Fort Stockton, we tried to tighten up our formation to impress the student pilots in training there."

Colonel Gray flew 19 different types of military aircraft during WW II including the B-25 medium bomber and the C-47 transport or "Gooney Bird."

"Sometimes our ferrying missions were delayed for days waiting for weather to improve. Not all the planes had an instrument capability in those days."

On December 20, 1944, the WASPS were disbanded by an act of congress as the war in Europe had ended and there were many returning male pilots available for domestic duty. It was an unhappy time for the 25-month old WASP organization. "The war was still on in the Far East and we felt foolish going home," says Colonel Gray. "We were afraid that our friends would think that we had been drummed out of the service."



Marjorie M. Gray, Long Island Ninety Nine receiving the Meritorious Service Medal upon her retirement from USAF Reserves.

By then I had logged 750 military flying hours."

Colonel Gray first soloed in 1938 in a small 4-cylinder Taylorcraft. She obtained a commercial certificate with a land and sea rating and was working as an air traffic controller at La Guardia Airport when WW II broke out.

After the war, she operated the Marjorie M. Gray Flight Service at the Teterboro, N.J. Airport, where she taught hundreds of people to fly.

She has logged over 3,000 hours in single and multi-engine aircraft.

She is presently technical editor for PRD Electronics Corporation.

Coming Events

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 8-9 — Southeast Sectional, Disney World, Florida.

September 16 — Annual Proficiency Derby, Marilyn Holeman, 38B Cary Road, Huntsville, Alabama 35810.

September 15-17 — Southwest Fall Sectional, Asilomar, Pacific Grove, Calif., Monterey Bay, hostess.

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

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

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

October 20-22 — North Central Fall Sectional, Wheeling, Illinois.



99news award

F. Chris Brown is a member of the Memphis chapter of the Ninety Nines. She owns a much-loved, tenderly-cared-for 1964 model Cessna 172. She has a commercial license and instrument rating. She once flew the Powder Puff Derby and had herpes simplex to prove it. She has served as assistant terminus time in the last three races. She has served on the Woman's Advisory Committee (1967-1970). She learned to fly, because as a kid she dreamed about it. These things do not separate her from the rest of the Ninety Nines who do all of the above to some degree or another. What does separate ChrIs from the rest and make her kinda special is that she is Dr. F. Chris Brown, Associate Professor of Biochemistry, Department of Biochemistry, Research Associate Department of Psychiatry, University of Tennessee Medical School, Memphis, Tennessee. She has just had a book published, called "Hallucinogenic Drugs" a part of the American Lecture Series. Here is a description by Dr. Brown of what she is doing.

At the present time, we are working on three different problems, all of which are directed toward a better understanding of brain chemistry. One of the projects, which is financially supported by the US Public Health Service, has the cryptic title of "Cystathionine metabolism in brain." Essentially it is concerned with some types of inheritable mental retardation. The other two deal with more familiar subjects, "The biochemistry of Parkinson's Disease," and "The mechanism of action of amphetamines."

The number and depth of studies which can be done in man are limited, and since the work requires a detail examination of tissue chemistry, most of it is done with rat or monkey brain. People often ask, "Specifically, just what do you do?" It's sorta like trying to explain Hinduism to an Eskimo using a Swahili dialect. The simplest unsatisfying answer is that we study enzymes, compounds, and the interaction of these in the various systems necessary to maintain a vital organ or organism.

Our laboratory is a part of the Brain Research Inst. The latter is housed in the Tennessee Psychiatric Hospital and is administered by the University of Tennessee Medical School for the State Dept. of Mental Health. There are two other major programs at the BRI: one has to do with the chemical basis for memory, very controversial but interesting. Another is concerned with the so-called "second messenger." It has nothing to do with the return of Christ (in spite of the enthusiasm of its disciples) but probably is as important as the better known DNA.

In addition to general secretarial help, animal caretakers, and other supporting personnel, our part of the BRI research effort is supported by two full time techni-

cians, and usually one or two students. Recently, we received funds to add a post-doctoral fellow to the group.

Publications

In addition to the book, I have published about 25 articles describing original research. These have appeared in national and international scientific journals or periodicals. Except for three or four, which were done during a post-doctoral at M.D. Anderson in Houston, all of these were done under my direction alone — no collaborators. Teamwork usually accelerates the pace of work and I like the stimulation of working with others, but when I came to the University of Tennessee, I was the sole occupant of a new laboratory. By the time new personnel appeared, I was firmly rooted. I do work some with students, how-

ever. On the average, I review about five to six manuscripts a year for various journals around the world. The articles are evaluated mostly for competence and significance. I do an occasional book review. During each year, I attend about two or three professional meetings. At some of these I present papers, but often I go to



Chris Brown

visit and exchange ideas.

Teaching

Mostly I do research, however, I spend a part of each year teaching freshman medical students. We have a so-called Conference system and I work with groups of about 15-20 students. I may have a lecture

Continued on page 10

GET THE ANSWERS HERE

SHOULD THE ELT HAVE AN EXTERNAL ANTENNA? ☐ IS VFO MODULATION REQUIRED BY TSO C91? WHAT ADVANTAGE IS THERE IN AN ANTENNA REMOTE FROM THE COAXIAL CABLE? WITH COAXIAL CABLE? ☐ HOW CAN THE ELT BE OPERATING LIFE LONG? ☐ THE BATTERY LIFE? ☐ AT WHAT DISTANCE CAN THE ELT BE RECEIVED BY SEARCH AIRCRAFT? ☐ WHAT ARE THE PROS AND CONS OF PORTABLE VS FIXED ELT? ☐ I CURRENTLY HAVE A NEW TSO? ☐ IF ALL LOCATORS SEND FOR YOUR COPY TODAY!

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Once again a Piper Pilot wins the Powder Puff Derby

Averaging better than 207 mph coast to coast, Marian E. Banks of San Diego, California, with co-pilot Dottie Sanders of Santee, California, won the 26th Annual Powder Puff Derby in a Piper Comanche 260. Second place was taken by a Comanche 260, and fourth place, too. Fifth place went to a Twin Comanche. Sixth, ninth and tenth places were Comanches. In all, 17 out of the first 20 women flew Pipers; 58 of the 105 entries flew Pipers—over half.

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In the past ten years Pipers have taken first place seven times.

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Piper performance matches the promise... and then some.



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Preparing Copy for The 99 News

1. Type your copy and be sure it is double spaced.

2. Type on white paper ... no carbon, xerox, or colored paper please.

3. Try to limit your copy to two pages. Put most important items first.

4. Be sure names are spelled correctly and you include the last name. You know who "Bets" is, but no one outside your social circle does.

5. Please confine your stories to aviation activities, ratings, noteworthy events. Remember this goes around the world and it is our image. The foreign girls don't want to spend the time translating something to find out about a "birthday cake".

6. Mail your copy so that it is in the Editor's hands by the 20th of each month except June and December when we all have a month off. Copy mailed on the 20th will obviously not reach the editor on time.

7. Black and white pictures only please ... we cannot handle color as yet. We cannot handle negatives, newspaper pictures, or anything other than black and white.

8. Append a piece of paper to the BOTTOM of the picture telling WHO, WHAT, WHY, WHERE, WHEN. Do NOT write on picture, staple picture, write on back of picture, include caption in your report.

9. If you desire to write a feature story, contact the editor and clear it with her. It takes a lot of time to write a story and when it is not run, the writer gets mad. We have space limitations and the article you write may have already been covered.

10. Send change of address to headquarters; not the editor for this only delays it.

11. Comments on the roster should be sent to headquarters.

12. Request for the return of photos should be sent to headquarters.

13. Keep this on hand for a ready reference.

14. The heading should include your section, chapter, and the reporters name. No date necessary.

15. Remember send copy the 20th of each month except June and December. We do not have a news deadline those two months.

DEADLINE SCHEDULE

Due to Editor	Issue
January 20th	February-March
February 20th	April
March 20th	May
April 20th	June
May 20th	July
June ----	----
July 20th	August-September
August 20th	October
September 20th	November
October 20th	December
November 20th	January
December ---	----

As is with most magazines, it is dated one month ahead. As you can see, we still have the same number of magazines arriving in the same months. They just will be dated a little differently.

Susie Sewell 99's President

Elizabeth (Susie) Sewell, the new president of the 99's, is a member of the Oklahoma Chapter, in the South Central Section. She has been a 99 since 1946, and is a commercial pilot with 700 hours. Recipient of the 1946 Amelia Earhart award and NATA Aviation Management Award, Susie has 27 years in aviation accounting and business operation, with 15 years on the management level and is an officer of an F.B.O. as well as president of her own Aviation Insurance Company. Her service to the 99's include numerous committees on chapter and sectional level, chairman of the international headquarters committee, insurance representative, and convention



chairman in 1963. Offices held include, all chapter offices, section secretary, and executive board for three years, international treasurer two years, and vice-president for two years.

Congratulations!

Elizabeth (Susie) Sewell

on being elected

PRESIDENT

May the 99's have a prosperous year under your leadership.

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Backward Glance



By Virginia Thompson

Ever changing — the vital life line of a growing organization such as ours. With the air marking program firmly established during the leadership of Blanche Noyes and her predecessors, incoming President, Kay Brick, stressed two important phases of her program — Air Age Education and Flight Activity. She especially wanted the molders of our youth — our teachers — made more air conscious and our own girls, better prepared — no less than 200 solo flying hours for each Ninety-Nine. Martha Lundy, Chairman, Las Vegas Chapter was the first to report that all of their members had over 200 hours. She pointed out that there is a big difference between *licensed* and *qualified* pilots.

Nineteen fifty-one turned out to be a really flying year — air races of all sorts, contests, aerial games, air tours, air shows, lots of cross country flying, educational flights and just plain fun flying.

On the serious side was the desire to get our girls in a state of readiness if called upon by Civil Air Defense. Their program was also considered in the planning of the 5th Transcontinental Air Race. As Betty Gillies wrote after their February 27, 1951, meeting, "Due to world conditions, it is not thought advisable this year to publicize the Transcontinental Air Race as we have in the past, nor to arrange entertainment along the route. The mission is, in a sense, a 'Training Mission', accomplishing this training by demanding the best in navigation and the complete understanding of aircraft, range, fuel consumption, power settings, optimum altitudes, use of radio, etc. Efforts will not be made to seek personal publicity for the participants, not for the aircraft, but rather for the training value of the race and the possible use of women thus trained in case of emergency. Entertainment will be kept to a minimum thus accentuating the seriousness of this operation, which we will call "Operation TAR". Claire Walters and Frances Bera won the coveted first place trophies of the 5th TAR from Santa Ana, California to Detroit, Michigan, with an average ground speed of 121.16 miles per hour over a distance of 2,348 miles in a Cessna 140.

Winner of the 3rd Annual All-Woman's International Race, Orlando, Florida to Windsor, Ontario, August 19-21, 1951, was Margaret Carson, Rockcliffe Park, Ontario, Canada, with Betty McCanse as co-pilot in a Stinson Station Wagon.

Caro Baley won third place in the acrobatic contest during the annual Miami Air Show on January 4, 1951, besides setting a new altitude record in her Piper Super Cub.

Besides racing, the girls worked to educate others to the great need and joys of flying as well as up-dating their own members. The Colorado girls gave talks to women's organizations throughout the state with the purpose of selling aviation to non-flyers. The three year old Iowa Chapter was one of the first to take the initiative in the Air Age Education Program. Working through the Iowa Aeronautics Commission, they planned joint programs for the Ninety-Nines, school officials and teachers. Their continued work in this field earned them the Women's Association of Aeronautics (WIAA) award for having the most constructive Air Age Program during the year. This award was presented at our 22nd annual convention at Mackinac Island in Michigan.

One hundred and fifty members representing twenty-six states enjoyed the beauty of this historic island. Two very significant changes were the results of this convention. First, the delegates voted overwhelmingly to discontinue our affiliation with the National Aeronautics Association, and to establish our business office and headquarters elsewhere. The other dealt with the raising of dues to \$6.00 per year.

Many heaved a sigh of relief when The Ninety-Nines as well as The All Woman's Transcontinental Air Race became incorporated (limiting personal liability) in 1950, the latter on September 5th thereby becoming a separate organization from the Ninety-Nines.

Our membership of 1,200 was ever broadening in scope. During the year the Canadian Section became the first foreign section in our history. When Kay Brick presented the Canadian Section Charter, she said, "I felt that we were returning to them a 'spark' generated there over thirty years ago. During World War I, Amelia Earhart trained under the Canadian Red Cross and

served as a VAD at Spadina Hospital, Ontario. She often visited Armour Heights Flying Field. She says in her book, *Twenty Hours and Forty Minutes* that "those months in Toronto roused my interest in flying but I didn't realize it at the time." Upon her return to the United States she started her own flight training, the results of which have been such an inspiration to women the world over.

The friendliness of our Canadian Ninety-Nines — the beauty of Ottawa in autumn dress — the warm receptions accorded us will be memorable."

Later, one of their members, Marjorie Laws was appointed chairman of a new special committee, International Women Pilots Liaison Committee of Ninety-Nines to contact women pilots in other countries.

At home six chapters were presented their charters during the fiscal year 1950-51: Utah, Armistice Day 1950; San Joaquin Valley, Jan. 28, 1951; Kansas, March 31, 1951; Humboldt, Tucson, and Lethbridge, the latter the first in the Canadian Section. However, no dates were given for the latter three.

Air marking and funds for the Amelia Earhart Scholarship continued to progress. Virginia Ashelford of Ohio won the Blanche Noyes Air Marking Trophy for 1950 given by the Civil Aeronautics Administration and Jean Swartwood of Pennsylvania, the A.E. Scholarship for a multi-engine rating. Of interest was how some of the money was raised for the latter. San Diego Chapter sold "Practice Problems for Pilot Certificates" by Betty Lambert; Florida held All-Woman Air Show; and New England had a dance, sold 99 matches, compass earrings and jams and jellies from wild fruits and berries from the New England woods to name but a few of the contributors.

It was really a busy year. I would like to close President Brick's six consecutive years in Ninety-Nine office with one of her thoughts, "Those who made headlines in the past may not be making them today, but they are the steps upon which the Ninety-Nines is built. To be strong, any organization must REVERE ITS TRADITION, SERVE NOBLY in the present and those following cannot fail the future!"

Source: 99 News Letters

1951 Convention Minutes

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99 News Award

Continued

or two on various subjects but usually on biochemical pharmacology (drugs!).

Professional Societies

American Society of Biological Chemists, American Association for Advancement of Science, American Chemical Society, American Society of Neurochemistry, New York Academy of Science and Society for Neuroscience.

Honors

Society of Sigma Xi (President of the Medical Units Chapter); Iota Sigma Pi (Inactive) and Sigma Delta Epsilon (Inactive).

Others

Zonta Club of Memphis, AOPA, Memphis Soaring Society, YWCA, and of course the Ninety-Nines (a helluva lot of dues).

"Unity In Aviation" Theme of Midwestern Aviation Conference

The Third Annual Midwestern Aviation Conference was sponsored by the Aviation Advisory Council of Michigan (Michigan Chapter Ninety-Nines is a member of the Council), on June 23rd and 24th at Western Michigan University in Kalamazoo, Michigan. Leading figures in aviation flew in from Long Beach, Calif., Boston, Mass., Washington, D.C., and all parts of Indiana, Illinois, Wisconsin, Ohio, and Michigan to participate in the Conference.

Ninety-Nines was represented on the Conference Committees with Eloise Smith serving as local arrangements chairman, Lillian Snyder as program chairman, and Marge Hatfield as publicity chairman.

The Conference was successfully launched with the Reception on Friday evening. Person-to-person communication abounded as those in attendance mixed and mingled with the celebrity guests.

The Keynote address was delivered by F. Lee Bailey, famed defense lawyer, pilot, and President of Enstrom Helicopter Corporation. Dynamic speaker that he is, Mr. Bailey could make the dullest subject interesting. Given the theme, "Unity in Aviation", he took off into orbit. He noted that the "individualistic qualities that motivate a person toward aviation defy unity." However, before he had finished — he warned that aviation must present a united front for survival. He told the pilots, "You are being attacked for making too much noise, too much pollution and serving no useful purpose". "When you become AWARE of this — you will get together and you will find that you are composed of the strongest backbone in America, today; because ladies and gentlemen — if the country were an airplane, it would surely crash."

On Saturday morning, the program began at 9:30 with opening remarks of welcome by James D. Ramsey, Director, Michigan Aeronautics Commission.

The theme of the opening session was "New Developments in Aviation." The panel featured: William M. Flener, Director, Air Traffic Service, FAA; Stanley R. Mohler, M.D., Chief, Aeromedical Applications Division, Office of Aviation Medicine, FAA; Willard L. "Pete" Pederson, Program Specialist, Safety Coordination Division, Office of General Aviation, FAA; Robert Snider, Meteorologist in Charge, Weather Forecast Service, N.O.A.A.; and L.B. Young, Vice President, Aerospace Marketing, The Bendix Corporation and representative of General Aviation Manufacturers Association. Moderator for the panel was Joseph R. Novello, M.D., University of Michigan.

Each of the members of the panel presented a synopsis of what was new in their respective area of aviation. Mr. Flener spoke about new proposed regulations in Air Traffic Control. Dr. Mohler spoke about

Continued on next page

Virginia Britt 99's Vice-President

Virginia Britt, the new vice-president of the 99's, is a member of the Florida Gold Coast chapter, of the southeast section. She has been a 99 since 1958, and is a commercial pilot with 1230 hours. Mrs. Britt has served as president of the Florida Womens Pilots and is a member of the FAA's Women's Advisory Committee On Aviation. She was the winner of AWTAR in 1963, flown many races, and served as chairman of the AWIAR for six years, has served as company pilot and flown European air tours. Her service to the 99's includes numerous chapter and section committees and on the international level; air race study committee, and flying activity committee. She



has held all chapter offices, has been section governor, and has held the post of international treasurer.

Congratulations!
Virginia Britt
on being elected
VICE-PRESIDENT

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"Unity in Aviation"

new research in accident investigation and announced results of research with a new medication that can be used by pilots to ease time-zone fatigue. Mr. Pederson reviewed the many proposals now pending regarding changes in FAA regulations that will especially affect the general aviation pilot. Mr. Snider reviewed the services available to pilots by the Weather Service and offered suggestions on how pilots might better utilize weather forecasting. Mr. Young summarized new aviation equipment that will become available to the general aviation pilot in the near future and told of the GAMA's Safe Pilot Program. A lively discussion with the audience followed the short presentations by each of the panel members.

A.G. "Heimie" Heimerdinger, Chief Engineering Test Pilot, Douglas Aircraft Company, who had presented film programs of the DC10 on Friday afternoon, was Master of Ceremonies at the luncheon. Bonnie Krentler, a young talented Michigan 99, entertained during lunch with her guitar and songs. One of the songs, "Turtle on the Runway", was dedicated to Bill Flener, who thoroughly enjoyed the good-natured ribbing of ATC. The chorus of "Turtle on the Runway":

"Glory, Glory, what a helluva way to fly
But that's the way it is today up in Bill
Flener's skies.

Glory, Glory, with such problems to endure
For the average Private Pilot, who's not in-
strument secure!"

John L. Baker, Assistant Administrator for General Aviation, FAA, was the principal luncheon speaker. He followed his usual practice of writing his speech while having lunch. As always, an articulate spokesman for aviation; his message was a mandate to all involved in aviation: "Educate the non-flying public and the decisionmakers as to the true significance of general aviation; because these are the people, who ultimately control aviation's future in terms



F. Lee Bailey, Eloise Smith, local arrangements chairman, and John Ellis III, chairman, AVCOM.

of building new airports and keeping and improving existing facilities." A very special umbrella was presented to Mr. Baker by the Michigan Chapter Ninety-Nines for the "rainy days" he says he encounters everywhere he goes. True to form, it was raining when he landed in Kalamazoo.

The afternoon session — "Eliminating the Squabbles in the Skies" — was moderated by Harold Kimball, Michigan Wing OX5 Club of America. The session featured: John L. Baker, Hollis H. McKeag, Manager, Aviation & Travel, The Dow Chemical Company; Paul Poberezny, President, Experimental Aircraft Association; Captain Robert G. Rubens, Vice President, Air Line Pilots Association; Frank Kingston Smith, President, National Aviation Trades Association; and Charles Spence, Vice President, Public Relations, Aircraft Owners & Pilots Association.

As each of the panelists spoke, it became increasingly clear that, even with their divergent areas of interest in the aviation spectrum, they had little to "squabble" about among themselves. As Charles Spence put it, "We have enough troubles facing all aviation. We should pick our targets and 'squabble' with the people op-

posing all aviation." Frank Kingston Smith expressed alarm at the rapidly diminishing number of general aviation airports due to increasing land values and urged public ownership of the airports. Hollis McKeag discussed the "Industrial Aircraft's Role in Aviation", and its contribution and effect on the nation's economy. Captain Rubens commented on the hijacking of the airliners and he blamed the press for giving away some of the pilots' tools to hinder the hijacker. Paul Poberezny spoke out for sport aviation — saying "We need a more usable product. One gets so little out of an airplane for the investment". Mr. Baker prefaced his remarks with: "We don't mean for this to sound like a love feast up here; but we can't find much to disagree about." He said the name general aviation, is an "albatross hung around our necks" because such diversity is included in the term. He pointed out that "Sport flying is a unique set apart, making almost no demands on the system."

Each of the participants in the Conference had a message and delivered it well. It appeared that "Unity in Aviation" is much closer than the Conference Committee had recognized. What a change from the First Midwestern Conference in 1970 when the TCAs were first being discussed!

NIFA News

By Fran Sargent, Chairman

Many of the 99's during this past year have contributed their time, money, and interest in activities connected with the National Intercollegiate Flying Association. As NIFA Chairman for the 99's I have had the privilege of sharing with you through the 99 News a few of your many efforts. I have also had the opportunity to tell you a little of the students ways of participating. This month, to broaden your view of NIFA, I would like to tell you some ways other segments of the aviation community helps these college flying teams.

The General Aviation Manufacturing Association, through an annual grant, helps offset the expenses for the first place team in each regional meet. They do this by dividing \$1500.00 among the regions. The regions that are geographically farther from the National Air Meet location are given \$200.00. The closer regions are allowed \$150 to \$100. This serves as a tremendous help to the teams not only money wise but motivation wise too. The GAMA also contributes \$1500.00 to help the host team in expenses associated with the meet and thereby reducing registration fee for visiting teams.

The fuel companies have been most generous in supplying free fuel for the Air Meet flying usually about 1000 gallons. This again softens the expenses of the activities for the students.

Another neat idea was initiated this year by Aircraft Owners and Pilots Association, AOPA, who gave, to each school that paid their \$10.00 annual membership dues, a scholarship in the form of a Certificate to any AOPA Pilot Clinic. The team could give it to a deserving member of their club, raffle it off, use it as a prize for the regional



WINNERS 1972 POWDER PUFF DERBY

TOP ROW (left to right): TAR No. 6, Co-Pilot Trina Jarish, Pilot Landon Storrs; TAR No. 62, Co-Pilot Lucy Moori Brooks, Pilot-Margaret Mead; TAR No. 27, Co-Pilot Pat Fairbanks, Pilot Sophia Payton; TAR No. 69 Co-Pilot Donna Golden, Pilot Pauline Glasson; TAR No. 18, Pilot-Toni Kuhns, Co-Pilot Pat Appel. FRONT ROW: TAR No. 64, Co-Pilot Patricia Jayne, Pilot Marion Jayne; TAR No. 28 Co-Pilot Kathy Long, Pilot Helen Wilke; TAR No. 81, Pilot Berni Stevenson; TAR No. 89, Pilot Helen McGee; and TAR No. 36, Co-Pilot Dottie Sanders, Pilot Marian Banks (First Place).

meets or any way they decided.

A number of the airlines as well as individual manufacturers furnish beautiful trophies for the first place winners. These are coveted prizes and received with great excitement and respect. Many companies help by sending static displays to the Nation Meet or expert representatives for contributing to Seminar discussions or aerial displays such as Bob Hoover from North American Rockwell or Gates "Display of Lights" plane.

Dedicated FAA personnel, local and state officials, and aviation buffs all contribute by donating their time to judging and operations. Local fixed-base operators are often most generous and cooperative in donating facilities and rooms.

Another group that helps are people and companies all over the country that buy advertising for the program that is prepared for the National Air Meet. Part of the money is kept by the soliciting team and part goes to the host team who edits the programs.

Finally the individual schools, faculty, and staff burn the "midnight oil" to support the many plans and arrangements that must be made for housing and feeding such a large group converging on their campus and airport.

I'm sure the list could be continued indefinitely, but this is enough to give you an idea of the scope of this project. I think it reflects how anyone associated with aviation reminisces a little of his own early flying and enjoys the idea of helping others have that same opportunity. Each one realizes the tremendous cost now for students and is happy to help soften the expenses so it is not completely out of reach to new students in aviation.

Last but certainly not least, is actually the one individual who has done more to coordinate and synthesize all these far-flung interests into a smooth working activity, Professor Harold Wood of Parks College of Aeronautical Technology, a branch of St. Louis University. This man has dedicated tremendous efforts and unmeasurable energies to NIFA. He along with the University Aviation Association, an organization of college professors in Aviation Education, and the Advisory Board Members for NIFA provide the stable continuity that this ever-changing group of students must have.

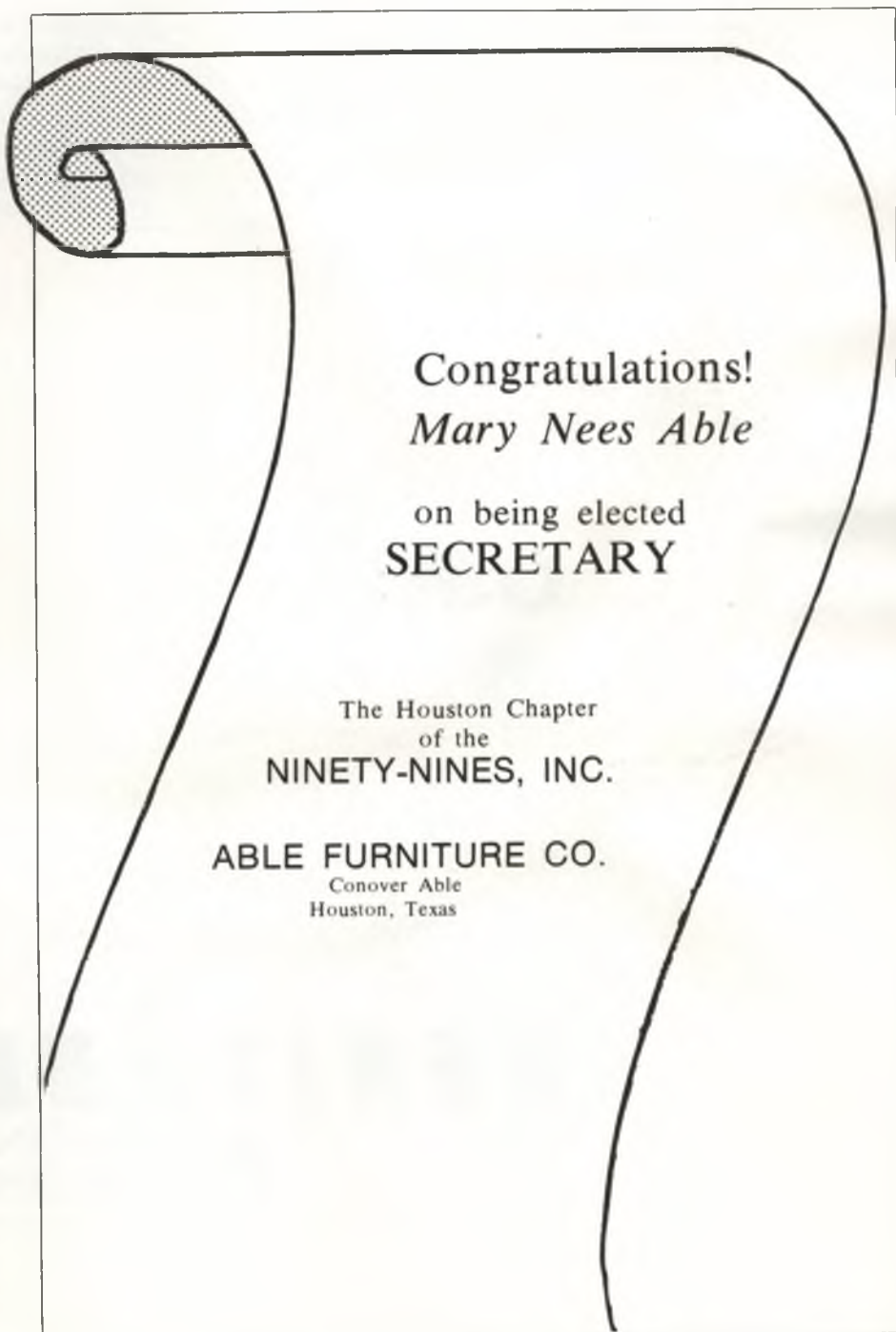
Since this report will appear in the September Issue of 99 News as you begin to get back on schedule from Summer, I hope it will remind you that you play an important part in this total project and many chapters are including it as a part of their budget planning as they start setting goals for their chapter for the chapter year. As soon as the Regional Host teams are announced, we will try to tell the Chapter nearby so you will have an opportunity to work with the group. If you do help, don't forget to tell the NIFA Chairman so we can keep a record. A number of chapters have already sent a check for the trust fund or to help an individual team. If you haven't done so, will you put it high on your agenda for attention at your next meeting. (Please funnel checks to me or whoever is new NIFA chairman.)

Mary Nees Able 99's Secretary

Mary Nees Able, the new secretary of the 99's, is a member of the Houston Chapter of the South Central Section. She has been a 99 since 1962, and is an airline transport pilot with 4,000 hours. She is presently an aviation safety counselor for the FAA, has earned the chapter achievement award three times, flown numerous races, including 4 AWTARs. Mary instructs, flies charter and air taxis for an FBO. Her service to the 99's includes numerous chapter and section committees, international public relations chairman, and air marking committee chairman. Offices held include



chapter chairman and treasurer, section secretary and vice-governor.



Congratulations!

Mary Nees Able

**on being elected
SECRETARY**

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- ☐ COVENTION PROGRAMS

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99 APT Program

Charlotte Graham, Chairman

The APT Program, as a new child, is growing in spurts of development and area interest.

We are happy to report the mechanics of operation are smoother as we do have APT Chapter Chairmen who report to Section APT Chairmen, who in turn report to the National APT Chairman. This has saved time and mailing and proved most efficient. Our SOP (Standard Operating Procedure) is available and most workable.

It is recommended that each Chapter and Section APT Chairman be designated immediately for the coming year so ALL of their names will be available for the officer listing in the roster. It was very useful for those who were able to get it in this year.

When the current APT form was printed you will note it does say in part, "It is not unlikely that some type of requirement or regulation might specify all airmen be tested or checked as often as they are examined for a medical, or show proof of current abilities. This could be forthcoming from the FAA and it is for this reason we have proposed that all members of the Ninety-Nines have an annual check ride in at least one or all of their respective ratings."

On March 23, 1972, the FAA came forth with a 22 page notice of a proposed rule making (14 CFR Part 61) regarding Certification of Pilots and Flight Instructors. To sum it up:

Pilot Requirements: higher standards and mandatory proficiency checks for private pilots are called for because the FAA feels that the private pilot is poorly instructed, rusty, and unable to cope with the demands of a busy complex traffic environment.

Proficiency: the pilot in command must complete a flight review at least once every two years (except airline pilots and others who qualify under certain categories). To carry passengers the pilot must log a minimum of 24 hours in a given year or be subject to a flight review or proficiency check. Instrument rated pilots will need six hours of actual or simulated time including six approaches, within a 6-month period or undergo a simulator check.

Instruction: Instructors must hold a Commercial or ATR rating, a ground and instrument rating, be 18 years of age, read, write and speak English. They will be required to have 25 hours of Pilot-in-Command time in class and category. Helicopter and Multi-engine instructors will be required to have at least 5 hours as PIC in the type craft in which instruction is to be given.

Operational Overall: Commercial pilots will have to have an instrument rating, and applicants for a commercial license will have to have a minimum of 250 total flight hours (current commercial pilots without an instrument rating will be restricted to a 50-min flight while transporting passengers or goods for hire). Minimum total time for an instrument rating will be 250 hours, with flight tests expanded to include instrument

Continued on page 17

Lois Feigenbaum

99's Treasurer

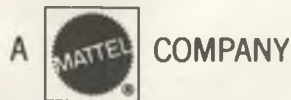
Lois Feigenbaum, the new treasurer of the 99's, is a member of the Cape Girardeau Area Chapter of the north central section. She has been a 99 since 1963, and is an airline transport pilot with 2,150 hours. Recipient of the Chapter Pilot of the Year Award, and Southern Illinois Institute Area Appreciation Award, she has served as a corporation pilot, has flown two AWTARs, and has lectured often on aviation. She has just been appointed to the Women's Advisory Council On Aviation and her service to the 99's include numerous chapter committees, international NIFA chairman for two years, tellers committee four years, headquarters chairman for three years. Offices held include chapter treasurer and chapter chairman.



Congratulations!
Lois Feigenbaum

on being elected
TREASURER

Turco



The Cape Girardeau Area Chapter
of the
NINETY-NINES, INC.

SOUTHERN ILLINOIS AIRPORT

618/457-2161
Carbondale-Murphysboro, Ill.

AIR ILLINOIS
Carbondale, Illinois

Museum Report

ANNUAL REPORT

Board of Trustees
The International Women's Air and Space Museum
The Ninety-Nines, Inc.

It probably seems to all of us that each project is presented to us in crisis or at a point of no return. The tendency is to scoff at such terms and go on about our business as usual, assuming that it will all work out whether we act now or not.

Certainly our Museum is not in crisis, nor is it at a point of no return, however, the Museum has arrived at a point in its journey where a choice of direction is required and that choice will be crucial in determining the role we play in the future.

The alternatives we have before us can be simply stated: Should we continue a course of collecting small exhibits capable of being stored within the limited facilities now available with the understanding that displays will be limited to the Offices of the Ninety-Nines? Such a course dictates a continued use of volunteer help with assistance rendered when available by professional advisors.

Or should we go forward with our original concept of a living, vibrant, and exciting Museum permanently housed in its own building and with the capacity to exhibit all manner of materials including individual aircraft.

I am sure the desire of the Board is clear. We want to press on with the building of an outstanding Museum that will reflect the leadership women have displayed in the History of Aviation. We simply do not believe those who say that such a project cannot be achieved. We believe this great organization has enough pride in itself to fully support these goals.

We have decided to ask the membership for financial support to begin the planning and site determination as well as the necessary funds for retention of professional staff. We believe that demonstration of support from a vast majority of the Ninety-Nines will enable us to obtain public subscription of the additional funds

necessary for completion of construction and permanent funding of the Museum on its own merits.

There should be no mistake about the effect of this request. We do not seriously question that the Museum will eventually develop regardless of whether or not the support of our organization is realized at this time. The need for such a Museum is so great and the accomplishments of our predecessors so tremendous that the job will be done eventually. What we are saying now is: there is no need to wait. With the minimal support of only one hundred dollars either paid now or pledged over a five year period from each of the members, we will have the funds to do more than begin. We can insure completion of the necessary architectural work and we can negotiate a permanent site for our Museum.

With this financial support from our membership, we can challenge the Site Community to contribute land and personnel.



We can challenge the Aviation Community to match or assist in the raising of funds for the perpetuation of the Museum. We are a nonprofit Trust operating within provisions of the Revenue Code that make gifts to the Trust Tax deductible. With the demonstration to the public of overwhelming support by our own membership, we can mount a formal fund raising campaign that should provide sizeable amounts for future development.

Assistance from the public will not be forthcoming unless we do more than initiate the project. We must be willing to substantially fund the Museum before we can expect help.

What will our Museum be when all this comes to pass? We see it first as an inspiration to young women of every nation on this globe, demonstrating as no other Museum can, that women have participated and have led in the early development of aviation. That women have laid their lives on the line in spite of the strictures of a society geared only to men as dare-devils. We see it as a great center for teaching the young about all phases of flight. Along with its teaching role, we see the Museum as a center for research into the roles of women in Space and Flight.

We see our Museum as a series of exciting displays dramatizing the exploits of our predecessors with the capacity to enrich the lives of all who pass through its doors.

And we see our Museum as a living memorial to those who have gone on before, who by their actions have given us our chance to participate in this glorious thing called Flying. This Memorial will be a center for pulling together the vast amount of information and material now available so that current achievements and those of our winged sisters as yet unborn will be documented and appropriately honored.

Let us not allow our hearts and minds to reject this cause because of its magnitude, the time is now, the choice is ours, and we can do it.

Respectfully submitted,
Bernice T. Steadman
Chairman of the Board

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APT Program

Continued from page 15

approaches to public minimums using VOR, ADF and ILS letdowns. Private Pilots will have to have at least 20 hours of flight instruction, including 3 hours of cross country and night flying, with night flying to include 10 take-offs and landings, while 20 hours solo will include 1 hour of night flying, 15 hours of cross country and 3 solo take-offs and landings at an airport with a control tower.

(Deadline for comments to FAA on the proposal is July 21.)

We are pleased to report favorable comments from the Administrator Jack Shaffer regarding our Proficiency Program, as well as those from Harold J. Holmes, Aviation Safety Consultant for the National Safety

Council who reported Howard Pyle, President of the NSC found our going program very valuable for their work with the FAA for the development of a National effort of development along these lines.

Last year in the convention report we announced the Executive Board approval of a gold pin/or charm for those 99's who have been APT for three consecutive years or more. The designs and prices are at headquarters but the price, and the new FAA rulings to be set forth have held things up momentarily. Also, reported in last years report was the vote of the executive board to change the word "Test" to training as we were stressing annual check rides and

training not an examination or test that would remove ones license. There has been some question on this paraphrase and may be open for voting for the new APT forms.

To date, as reported last year, we do not have any insurance company who will lower the premium with an APT certificate per se.

NOTICE

August 31st is the deadline for the 1971-1972 APT flights. All reports must be returned complete for the year with the signed APT forms by October first. Remember we do have to prepare the year to go on file with the list located at headquarters.

Aviation Education

By Helen Wray, Chairman

Have you ever thought about the fact that the initials AE are the beginning letters of the name of our beloved Amelia Earhart and the beginning letters of Aerospace Education? When you stop to think about it, you realize that Amelia Earhart is Aerospace Education Ninety-Nine Style. We cannot all fly the oceans but we can do some specific things to help inform the world that aviation and the air age are here to stay. The following suggestions have been tried and have been very successful.

1. Ask your airport manager if he would like for you to bring your magazines (any that you do not want to keep) to the airport lobby for the use and pleasure of visitors. Our chapter did this and the manager stamped each magazine with the words "Compliments of SHV Chapter Ninety-Nines." Try this — you'll like it!

2. See that each school in your area subscribes to at least two aviation magazines. Get a diversified selection of magazines from your chapter first and inform yourselves of contents so you can take samples with you.



Anesia Pinheiro Machado — "Shorty" to all Ninety Nines — cuts the cake at the reception in the Club de Aeronautica, Rio de Janeiro, given by the Air Minister of Brazil to celebrate her 50 years of active flying. From left to right: Air Minister Lt. Brigadier J. Campos Araripe Macedo, Air Marshal H. Cunha Machado and Senora Araripe, wife of the Minister. (7 April 1972)



The 10th annual Amelia Earhart Award is being presented to Mrs. Lauretta Foy. Mrs. Foy is the only woman member of President Nixon's Advisory Committee on Aviation. She is a chief pilot for Southland Helicopters, Long Beach, California, has logged over 10,000 flying hours and has won several women's air races.

According to Joseph A. Rivkin, Vice-President of Baltimore Luggage Company, "We are extremely pleased to present the 10th Annual Amelia Earhart Award to Mrs. Foy. Her lifelong devotion to air travel and aviation make her a worthy recipient."

Shown making the presentation to Mrs. Foy are left, Mr. Joseph A. Rivkin, Vice-President of the Baltimore Luggage Company, sponsors of the award, and right, Mr. Crocker Snow, Chairman of the Commission.

AE Scholarship Applications

The Amelia Earhart Memorial Scholarship application form is made a part of this newsletter. Any Ninety-Nine wishing to apply for the scholarship is invited to read it thoroughly. The criteria for a candidate include the following:

- have a sincere desire to further woman's place in aviation
- have been a 99 in good standing for two years prior to date of application
- hold a current medical certificate
- have a minimum of 200 hours pilot-in-command since receiving her private license
- have the support of her chapter since her chapter chairman must recommend her
- must agree to complete the course and or training within two years.

The application consists of: Application form, Experience record, Eligibility form and letter of recommendation from the chapter chairman. Five copies of each of these must be submitted to her chapter Amelia Earhart Chairman, only one of which must be notarized. One head and shoulders photo of applicant at least 2-1/4 x 2-1/4 must accompany application. The chapter A.E. chairman will ascertain that the member's application is complete and that all statements in it are true. She will determine the number of applicants permitted from her chapter. Each chapter is allowed one application for every 20 members or major fraction thereof. Regardless of size each chapter is allowed at least one applicant. If there are more applicants than the quota for her chapter she will select a committee to assist her in screening the applications. This will be composed of two or three 99's or other members of the local aviation community who would have a non-biased interest in furthering aviation. This committee will screen the candidates using the following criteria:

- What has the applicant already accomplished?
- How much does she need the Award financially?
- How well will she use it to advance her career?
- How wide a field in aviation will this benefit?
- Is she worthy of the Award?
- Will she be a good investment?
- How long has she been a Ninety-Nine and how active has she been in its affairs?

Chapter A.E. chairman will mail her quota, or less, of the applicants to the Section Amelia Earhart Memorial Scholarship Chairman to be postmarked no later than January 15. The Section Governor will have informed each chapter of the name and address of the Section A.E. chairmen well in advance of this date. The section A.E. Scholarship chairman will in turn select a committee (similar to that described for the local chapter) and screen the applications to meet her

1973 APPLICATION FORM AMELIA EARHART MEMORIAL SCHOLARSHIP (UP TO \$900.00)

This scholarship is made possible through the desires of THE NINETY-NINES, INC. to develop the talents of women in the fields of aviation and aerospace. The monies making this scholarship possible are drawn partly from interest on the trust fund and partly from annual donations by chapters, sections, individuals and special interest groups within the NINETY-NINES, INC.

Name _____ Airman's Certificate No. _____
(As it appears on Airman Rating)

Address _____

Chapter _____ 99 Since _____ Month _____ Year _____

Age _____ Single _____ Married _____ Husband's Name _____

Minor Children _____ Ages _____ Other Dependents _____

Private Rating Rec'd _____ Pilot in Command since Private Rating _____
Mo. Yr.

Ratings Now Held _____

Scholarship Would Be Used Toward _____

Reasons For Applying (Proposed use of rating, opportunities available, etc.) _____

Present Position and Employer _____

Previous Employment _____

Husband's Position and Employer _____

EXPERIENCE

CROSS COUNTRY: (If your pilot in command time exceeds 500 hours, describe cross country in general. If less than 500 hours, give details.) _____

Instruction (Year, place, approx. hours or duration of job) _____

Other Aeronautical Experience or Training, Including Former Ratings: _____

Hours in Various Types of Aircraft: (give details) _____

(Number of Flight Hours or Semester Hours)

Be it known that I am a member in good standing of NINETY-NINES, INC., that I have been a member for 2 full years prior to the date of this application, that I have logged 200 hours or more as a pilot-in-command since receiving my private certificate and that if I receive the AMELIA EARHART MEMORIAL SCHOLARSHIP I will complete the course of instruction for which this application is submitted within 2 years and I understand it is to be used only for the purpose/or rating for which I am applying and I further agree to retain my membership in THE NINETY-NINES, INC. during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and to inform them, at least quarterly, of my progress.

I HEREBY CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT:

Signed: _____

Subscribed and sworn to before me this _____ day of _____ 19 _____

Notary Public

My Commission expires _____

AE Scholarship

Continued

quota. Each Section A.E. chairman may submit one applicant for each 100 members of the section or a major fraction thereof. The section A.E. chairman will then submit the section's quota of applications to the chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than February 15. The section A.E. chairman will notify those candidates not included in the quota submitted to the Board.

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 Girar-

ELIGIBILITY FORM

School from which course of instruction requested in this application would be obtained (if not an accredited school, then the name of an accredited instructor.)

(Name of school)

(Address of school)

The following statement is to be completed by a responsible official of the school or certified instructor who would give instruction) stating that you are eligible and qualified for the training applied for.

Approximate Cost of Instruction _____ Approximate Duration of Course _____

I have examined the credentials (certificates, logs, transcripts, etc.) of _____

(Name of applicant)

begin instruction for the rating or course entitled _____ (Full name of course)

The cost quoted above is standard for this school.

Signed: _____

Title: _____

Date: _____

(If application is for more than one course copies of this form, duly signed, are required for each course)

The following is to be completed by the chapter Amelia Earhart Memorial Scholarship Chairman. "I have examined all three pages of this application and any substantiating credentials I have deemed necessary and I find them to be true and in order. I recommend this applicant with no reservations. A letter of recommendation from the Chapter Chairman accompanies this application."

(Chapter A. E. Scholarship Chairman)

(Date)

If the Chapter Chairman is the applicant then the next responsible chapter officer will write the letter of recommendation

Five copies of this application must be submitted to the Section Amelia Earhart Memorial Scholarship Chairman, postmarked on or before January 15. A black and white head and shoulders photograph at least 2 1/4 x 2 1/4 must be attached.

Five copies of the letter of recommendation from chapter chairman must all accompany this application.

deau 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; South Dakota Chapter; Southern Sierra Chapter; First Canadian Chapter; Western New England Chapter; Eastern Washington Chapter; Greater New York Chapter; Minnesota Chapter Las Vegas Valley Chapter; San Fernando Valley Chapter; Eastern Ontario Chapter; Tip of Texas Chapter; Chicago Area Chapter;

Garden State Chapter- Long Island Chapter; Tucson Chapter; North Central Section; Central Pennsylvania Chapter; Washington, D.C. Chapter- Pat Kelley; Mt. Tahoma Chapter; Tulsa Chapter; Greater Kansas City Chapter; and Michigan Chapter.

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

NOTAM: Ninety Nine Book Matches

You can now buy Ninety-Nine book matches at lower prices. These prices will apply until December 1, 1972:

\$1.35 per box of 50 "books"; 2 boxes, \$2.60; 4 boxes, \$5.00; 5 boxes, \$6.00; 10 boxes, \$11.50; and 20 boxes, \$22.00 (all postpaid).

If you would like part of your order sent

to another address (or addresses), please list addresses clearly and note how many boxes to each. The boxes are mailed separately, so this is no problem. Group or combined orders are welcome — if you wish to combine your order with another to take advantage of the lower prices per box. Payment must accompany orders. After December 1, prices in the Roster will apply.

WIN A NEW \$30,000 AIRPLANE

Safe Pilot Sweepstakes

Pilots are the only people who can really improve safety in general aviation.

You know that. The FAA knows it and we do, too.

That's why GAMA, the General Aviation Manufacturers Association, has launched its Safe Pilot Program to support the FAA Accident Prevention Program.

We believe in the FAA strategy of improving pilot skills and knowledge through voluntary educational seminars and clinics. GAMA's goal is to make more seminars and clinics available and to attract more participants.

As an extra incentive for attending these safety sessions—which might just save your life—we'll give you a chance to win some great prizes.

Pilots who attend an FAA Pilot Educational Seminar or Clinic are eligible for the GAMA Safe Pilot Sweepstakes.

First prize is your choice of any one of a variety of well-equipped airplanes manufactured by GAMA member companies, with a retail value of up to \$30,000. Second prize is a \$1,000 retail gift certificate redeemable at any participating Safe Pilot Program FBO. One hundred third-prize winners will each receive a weather band radio.

Non-pilots who attend qualified seminars or clinics are eligible to win up to \$1,500 tuition toward a private pilot rating including flight time, instructor fees and ground school costs purchased through any participating Safe Pilot Program FBO.

The GAMA Safe Pilot Sweepstakes closes May 31, 1973, but there's no time limit on safety. Smart pilots keep safety in mind all the time because they know that Safety Is No Accident.

For details, see your FBO or FAA Accident Prevention Specialist, or write to GAMA Safe Pilot Program, 1025 Connecticut Ave., N.W., Washington, D.C. 20036.



SPONSORED BY THE
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Five Receive Amelia Earhart Scholarships

TORONTO, ONT. (July 14) — Five women pilots received flight scholarships today during the annual meeting of The Ninety-Nines, Inc., an international organization of more than 4,000 women pilots, meeting here this week.

All of the women will use their awards of \$900 each for additional flight ratings to advance their aviation careers.

Four of the five already have their flight instructor ratings and will use the scholarships to obtain instrument, multi-engine or airline transport ratings.

Winners of the awards were announced by Jean Pearson, of Grosse Pointe, Mich., chairman of the organization's Amelia Earhart Memorial Scholarship Fund Board of Trustees.

The fund was established by The Ninety-Nines in 1941 in memory of aviation pioneer Amelia Earhart, who served as the organization's first president when it was formed by 99 women pilots in 1929.

The winners, who received inscribed Amelia Earhart Medals from Ninety-Nines president Betty W. McNabb, of Albany, Ga., were: Anne Esselburne, of Columbus, O.; Karen L.W. Harris, of Denver, Colo.; Ruth Jefford, of Anchorage, Alaska; Connie Jones, of Oklahoma City, Okla.; and Jean Schiffmann, of Palos Verdes Estates, Calif.

Miss Esselburne, who has her master's degree in special education from the University of Ohio and whose hobby is

and now studying for a degree in engineering, is a mathematics teacher who works part time as a flight instructor. She will use her scholarship to obtain multi-engine and instrument flight instructor ratings.

Mrs. Jefford, owner and sole operator of International Air Taxi at the Anchorage International Airport, has had a contract to fly the mail from Anchorage to Skwentna, Alaska, once a week for the past 10 years.



Federal Aviation Administration in Los Angeles. Mrs. Schiffmann, holder of a commercial pilot's license, is working on her instructor's rating now and will use her award to obtain an instrument rating.

An instructor with more than 5,000 hours of flight time, Mrs. Jefford was employed part time from 1959 to 1963 as a violinist for the Robert Shaw Chorale Orchestra. She will use her scholarship to obtain an instrument rating to be better prepared to cope with the sometimes unpredictable and often treacherous Alaskan weather.

Mrs. Jones, mother of two young daughters, earned her commercial license and multi-engine rating within 16 months of her first flying lesson and had her certified



flight instructor rating soon thereafter. Formerly a corporation pilot for a construction company, she is now employed as a bookkeeper and assistant accountant. Mrs. Jones, who has rebuilt several planes and done some aircraft engine work under the supervision of her aviation shop foreman husband, will use her award to obtain an instrument rating.

Mrs. Schiffmann, mother of four sons, spent several years as a Civil Aeronautics Administration employee in such diverse fields as airways communications operator, weather observer and certified air traffic controller. Her husband is a general aviation operations specialist with the



needlepoint, crewel and embroidery, is chief pilot of the Columbus Flying Service and has been a full time flight instructor since 1966. She will use her scholarship for multi-engine and airline transport ratings.

Mrs. Harris, a Phi Beta Kappa graduate cum laude from the University of Colorado



Southeast Sectional

May 5-6-7, 1972

Dotty Birdsong, Reporter

The Southeast Section of the Ninety-Nines met at Kentucky Dam State Park for their Spring Meeting May 5, 6, and 7, 1972 and was hosted by the Memphis Chapter who did a tremendous job.

The Friday fly-in found many girls and some husbands getting plenty of exercise on the golf course so I joined them. When we returned to the motel later we learned Mary Jane Law and Dottie Shaw had a cow pasture landing at Live Oaks, Florida with a blown engine. These girls were on their way to the Angel Derby as I was. A mechanic installed their new engine in twenty-four hours and although they could not attend our Section Meeting they were in the race and did very well for which we all were thankful.

The Officer-Chapter Chairman breakfast meeting started off Saturday schedule followed by the business meeting. Governor Cy Beers opened the meeting with an introduction of our own International President, Betty McNabb, visitors Sue Clark of Long Beach Chapter and Esther Zelnick from Ohio who has recently left the Kitty Hawk Chapter. Betty spoke on Safety Counseling and said FAA would accept APT pilot checks for the required check rides to come. Virginia Proctor and Pauline Mallary spoke on the projects their chapters were doing in this program.

The main discussion of the meeting was Southeast Section hosting the 1974 International Convention. Jean Voyles and Pauline Mallary are Chairman and Co-Chairman. Esther Wright and Miriam Davis are in charge of finances. Letters of commendation were sent to the Executive Board members for the new format of the news letter as requested by the girls.

The Fall Section Meeting will be hosted by the Spaceport Chapter September 8, 9 and 10 at Disney World, Orlando.

★★★ North Central ILLINOIS — INDIANA — IOWA KENTUCKY — MICHIGAN — MINNESOTA MISSOURI — OHIO — WISCONSIN

ALL-OHIO CHAPTER

Isla Haas, Reporter

Marian Meyer and 49-1/2er Ed spent a week in the Bahamas in June. Their son, Jeff, received appointment to West Point Military Academy; to enter in July.

Marilynn Miller and Coralie Folger flew the Angel Derby for the first time.

Connie Luhta flew the Angel solo, placed eighth and won a leg prize on the Akron-Canton-Louisville leg.

Marion Betzler flew the race solo and Mary Ellen Keil and Margaret Wellington also flew.

Nancy Lee Malm flew their Debonair to Florida to fly eight hours in a Citabria at the Bill Thomas "Fly For Fun" Aerobatic school.

Jean Bonar flew their Bonanza to Florida. On another trip in May, she flew to Phoenix and down to the tip of Baja peninsula in Mexico.

CENTRAL ILLINOIS CHAPTER

Jayne Schiek, Reporter

"On again — off again" type weather forecasts brought a mixture of flyers and drivers to our July meeting at Libby Dunseth's home at Lawrenceville, Ill.

Several of our chapter members enjoyed helping the Quad City Chapter at the Moline Stop of AWTAR. Those working were Barbara Jenison, Mary Koerner, Jayne and Ben Schiek, D.A. Norcross, Theo Sommer, Jeanne Morse and Pat Sheridan.

Leah and Sam Warren are moving to Florida where we expect that Leah will become as active in the Florida chapter as she has been with us.

Joyce Cooper made a recent flight to Florida and relates that after she was cleared to land at Daytona, she saw a thunderstorm move over Daytona and so made a 180 degree turn back to New Smyrna Airport approximately 10 miles south. While eating at New Smyrna, she received a call from Daytona Tower because when she made the 180, she forgot one thing . . . to notify the tower that she wasn't going to land and they thought she got caught in the storm and was down and were looking for her! A slightly red face . . . but a warm glow also because they were looking for her and caring.

Libby Kaiser and Bob had a marvelous time in Southern Germany and Switzerland in May. They soared at two glider ports in Germany and Libby enjoyed several flights in a Schleicher ASK 13. In Switzerland they stayed at Wesson and flew out of Sehantis, a glider port in a valley in the Swiss Alps. There Libby got an opportunity to fly in a Balniek, a two place Polish metal glider which is flown aerobatically by the glider

Chapter Reports

port operator, Peter Bragg. Libby reported that while in Switzerland she learned that Margrit Sallaz' husband had been killed in an aerobatic show about the first of May. The Central Illinois Chapter had sponsored Margrit as an International member when she visited here last October. Our deepest sympathy goes to Margrit. Theo Sommer now has her instrument ticket and is working on her commercial. Eula Schmidt has had a few short flying trips and is again working on her instrument rating. Libby Ann Dunseth flew one search flight over their local countryside looking for a neighbor's child and hosted the army helicopter pilots who were flying the dog search crews. While we were at the meeting we learned that the body of the child had been found. Bobby Kesterson reports that they are readying the Taylor Titch for the trip to Oshkosh the 1st of August for the E.A.A. convention. Jayne Schiek will be conducting a "Women of E.A.A." Forum on Thursday, August 3. Work progresses on the repair of Doria Ann Norcross' Skycoupe. She decided to remake the cowlings instead of beating out the dents! So the entire project will take a bit longer. She has also been busy helping a young man get started covering wings on a Stits Playboy which he is rebuilding and says that she had forgotten how powerful and messy Butyrate dope is. Jayne Schiek flew the "Plane Jayne" as far as Valparaiso, Indiana, in an effort to get to Kalamazoo, Michigan for the Midwest Aviation Conference. She finished the trip by car when she met the tail end of hurricane Agnes and had to put down in strong winds.

CHICAGO AREA CHAPTER

Sandy Klock, Reporter



JOE KLASS — This man is in your future!

WE'D LIKE THE ATTENTION OF ALL NORTH CENTRAL SECTION GALS! Start planning early to come to "WING DING", our Fall Sectional on October 20, 21 and 22. We have so much good stuff planned, we guarantee you'll have a good time! Joe

Klaas, author of "Amelia Earhart Lives" will be our speaker. Joe has a varied and colorful background, from WWII Spitfire pilot in the RAF to Hollywood talent scout. He is now account executive for the American Broadcasting Company in San Francisco. Joe will be doing a slide presentation using photographs which were not in his book on AE, and he's promised to bring new information about AE's friend Howard Hughes, and "the logic of illogic that is the key to the whole intrigue." Now, this is just a part of what we have in the works for a Sectional we intend to make unique, informative, and most of all FUN, in every way possible for YOU. More news on this next issue.

Well, the Illi-Nines Air Derby is now history. Winners in the proficiency category were (1) Rich and Jean Lennertson, Missouri, (2) Loretta Jones and Toni Ciarlelli, Missouri, (3) OUR OWN Norma Freier and Mary Stroh, who also got the best of Piper trophy, and (4) Barbara Jennings and Pat Nolan, Indiana. Winners in speed category were (1) Virginia McKinnis and Jereline Foster, Indiana, (2) Dennis and Norma Jean Hill, Illinois, (3) Samuel and Mary Ann Bellafiore, Indiana, and (4) OUR OWN Barbara Silagi and Jeanne Icenogle.

More Racing: Chicago Area's Marion Jayne placed fifth in the Angel Derby. Gals from here flying this year's AWTAR are Marion and daughter Pat, Pat Friedman and Mimi Stitt, and Jeanine Tellekson and Charlene Falkenberg. Our Helen Sailer will be Chief Timer at the Moline, Ill. AWTAR stop.

A warm welcome to new members Diane Cozzi, Carole Hickman, and Gail Lewin.

Newly APT members are Sherry O'Keefe (commercial) and Sylvia Harper (private).

Virginia Rabung flew off with the spot landing trophy at our June meeting at the lovely Casa De Aero airstrip.

Russ and Jean Ingle swapped their Musketeer for a 1959 Skylane complete with lots of instrument equipment.

Peg Traner is now Mrs. Paul Maximoff.

No sooner had Sylvia Sheldon returned from New Zealand than Marge Kinney was on her way down there! And Tracy Pilurs, just back from delivering a Beech Sierra from the Liberal, Kansas factory to Tucson, Ariz., is now off to Salzburg, Austria for 6 weeks of school.

More Traveling 99s: Sherry O'Keefe to Boone, Ia. for a fly-in breakfast.

WING DING!!!

GREATER KANSAS CITY CHAPTER

Nona Martin, Reporter

On June 16th, we had a Flying Poker Party. Thirty nine hands were in the air with the 1st prize going to Fay Glenn winning her a grand prize of \$10.00; 2nd best hand was won by Margaret Pederson who won a \$7.50 prize; 3rd place going to Billie Borden netting her a grand total of \$5.00 and Sarah Ratley won the "low ball" hand for \$2.50.

The next week-end found a great number

of the members at the grand opening of the new McComas Airport (which we had air-marked just in time) along with some 3,000 plus spectators. The members had the cold drink concession which was a booming business that day. We also sold cook books, sweat shirts and t-shirts and sponsored the bomb drop contest and spot landing contest. The grand aerobatic show was given by "Jonesy," Loretta's 49-1/2er.

Loretta was doing the honors on the mike all afternoon and really did a superb job of keeping track of all the events and giving an informative review of each event as it happened.

Edythe Vickers went to Columbus, Ohio recently and reported that she achieved a tremendous airspeed? She made good 82 mph in a 140. A 30k headwind will do it every time.

Our DRF Chairman, Evelyn Rothenberger, reports many DRF missions during the past month. Supplies were flown from MKC to OMA for the flood victims in South Dakota, and another was flown for the aid of the American Indian Mission (AIM).

Bobbi Miller has been flying people back and forth to OMA. She donated round trips to the races for two local charity functions.

One of our much missed members who is non-active, Patti Keeney, has recently undergone back surgery and is recuperating nicely.

Our three teams departed for the PPD on the 29th and 30th. The first crew to depart was Loretta Jones and Earline Lowe on the 29th, with a number of our chapter members there to see them off. On the 30th, Mary Ann Hamilton and Bobbi Miller and Ruth Stafford and Joan Reindl received a send off from the chapter membership.

Each of the teams was given a "snack sack" containing fruit juices, crackers and cheese, candy, gum, mints and fruit, when they departed MKC.

Lois Willey and Ralph, Elaine Morris, Rosamond Oliver, Fay Glenn, Kathy Zimmerman and Joan Reindl with her boys, were enroute to the convention.

Our Donna Ridgeway has opened her own printing company, World Wide Publications, in Independence, Missouri.

I'll leave you for this month with this thought — "My wish for each of you: That life will always be CAVU."



Ninety-Ninth Member receives surprise honor. Phillis Gray, Marion, was left quite speechless when she was presented with a beautiful trophy engraved with her name and "Ninety-Ninth Member, Indiana Chapter of Ninety-Nines" at the Spring Section Luncheon. Others in picture from left are Lois Hawley, Membership Chairman and Pauline Genung, Chapter Chairman. Our Section Governor, Janice Kuckenmeister is sitting at table.

repair our old air markings and then charge ahead with many new ones. This June 24th and 25th we plan to air mark Elkhart and Howe.

We have 9, and maybe more, ninety-nines and their husbands going to the convention in July. Our delegates will be Martha Holst, Pauline Genung, Cari Downes, Tanny Schlundt, and Lois Hawley. The alternates will be Shirley Volkert and Barb Simmons. There will not be an official meeting in July because of the fly-by and convention, but we hope everyone possible will turn out to help with the Powder Puff fly-by at Baer Field in Fort Wayne.

All the votes have been tallied and our new officers for the coming 99 year are: Chairman — Pauline Genung; Vice-Chairman — Dorothy Smith; Recording

Secretary — Minerva Mahoney; Corresponding Secretary — Sue Bathauer; and Treasurer — Martha Holst.

At our June meeting in Bloomington we raffled off a stainless steel silverware set and the lucky winner was Barb Jennings. WASP's Betty Nicholas, Esther Berner and Marty Wyall are flying to Sweetwater, Texas June 22nd-25th for a WASP reunion.

Billie and Savage Smith, Delia and Harry Sanders made a flight to Gulfport, Mississippi in April by Muscoteer and SkyHawk. Weather delayed the start but beautiful weather followed for the actual flight. On return a slight delay due to severe weather warnings made a stopover night necessary in Muscle Shoals. One trip during the weeks vacation was made to Bellingrath Gardens and then up to Mobile.

LET'S HAVE A FULL FIELD FOR THE F.A.I.R. Contact Barbara Jennings, Box 162, Valparaiso, Ind. 46383 for Race Kits. Entry deadline is August 15.

Dorothy and Walt Niekamp survived a hectic week at the Reading Air Show working on the Reading Show Daily published by Ziff-Davis each day of the show. New Rating — IFR Ticket — Nancy Orcutt.

Mid Cassidy — New Job — Indiana Airport Authority.

New APTS: Dealia Sanders, Pvt.; Nancy Orcutt, Pvt.; Margaret Ringenberg, Comm., Instrument, Multi-engine, CFI, A&I.

Margaret Ringenberg and Ruth Christen are flying in the Powder Puff. This is Margaret's 15th AWTAR as pilot. They plan to leave June 30th for the race. Their race number is TAR 47.

Angel Derby contestants from our chapter were Dorothy Smith and Virginia McKee; past member Sophie Payton in her new Mooney placed 6th; June Norman and Tannie Schlundt worked at the Louisville stop and were on hand to meet the racers.

Several Indiana members flew the Illinines race. They were June Norman and Tannie Schlundt, Barb Jennings and Pat



Pictured above are some of the Michigan 99's who participated in a DRF flight to Lexington, Kentucky. Left to right: Nancy Hecksel, Roxie Weston — Regional Chairman of the Women's Auxillary to the American Medical Association, Marge Ashton, Sammy McKay and Alice Markee. Plane is the Cessna 320 Skyknight that Marge flew down.

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

Shirley Volkert and Cari Downes will be flying over 13 air-markings in Northern Indiana to check their condition. We plan to



Toronto Convention



The first Ninety-Nine convention ever held outside the United States has come to a glorious conclusion with all attendees extolling the virtues of the Canadian girls for putting on a great convention in Toronto.

Some 400-plus Ninety-Nines and their families assembled in Toronto on 12 July for a 4-day conclave that had something for





1972

Wrap-up

everyone. It was unseasonably hot and the weather didn't even try to cooperate as the gals began to gather from all parts of the United States, Canada, Australia, England, South America, and Finland. It was truly an international gathering. For those of you who did not attend, you missed quite a meeting.

Continued on next page



Convention Wrap-up

Continued from previous page

New officers: Susie Sewell, President; Virginia Britt, Vice-President; Mary Able, Secretary; Lois Feigenbaum; Executive Board — Pat McEwen, Mary Clark, and Thon Griffith. **Resolutions:** 1. defeated. 2. withdrawn. 3. carried. 4. carried. 5. defeated. 6. carried. 7. laid on table.

An architect's drawing of a proposed Ninety-Nine headquarters building was exhibited by Susie Sewell and it was voted to pursue this idea. Bea Steadman reported on the museum and for more details see the full report in this issue. Also the Amelia Earhart winners are in this issue complete

with pictures. A special award was presented to Anesia "Shorty" Machado in honor of her fifty years in aviation.

The credentials committee nearly went crazy with delegates passing around votes and proxies with gay abandon.

Highlight speaker was Charles "Chuck" Rathgeb gave a detailed account of his participation in the Great Air Race from London, England to Victoria, Canada in 1971 flying a Canadair jet. A non-pilot, he entered because he thought it would be quite an adventure and only he can tell you the adventure he and his pilot had. Really a great and funny story. It would be a best seller if it were in book form.

Sunday dawned with the Sun putting in an appearance for the first time and as each Ninety-Nine left for home they were

laden with goodies from the "flying flea market", potables from Canada, Black Diamond cheese, and a warm friendly smile for the Canadian gals who never lost their cool and ran the convention like pros. Hats off to all of them for a job well done.

It would be wrong to conclude the convention comments without mentioning the "little spread" owned by Heather and Mike Sifton when we had a bar-b-cue one evening. Not many of us can sport an airport, polo field, swimming pool, tennis court, and huge barn in our back yard. They do and they had an airshow, a polo match, style show, and dinner for the troops. It was quite an evening and one all of us will long remember.

Milwaukee in '73. Each convention gets better and better. See y'all there.

LETTERS OF APPRECIATION

From Shirley Allen

15 BROOKBANKS DRIVE
DON MILLS, ONT.
CANADA

JULY, 1972

DEAR NINETY-NINES:

ON BEHALF OF THE 1972 CONVENTION COMMITTEE AND THE CHAIRMAN, JEAN MACDONALD, I WOULD LIKE TO TAKE THIS OPPORTUNITY TO PUBLICLY EXPRESS OUR SINCERE THANKS TO ALL THE WONDERFUL MEMBERS WHO CAME TO TORONTO, CANADA TO MAKE OUR CONVENTION A SUCCESS.

TO EACH AND EVERY ONE OF YOU,
OUR HEARTFELT THANKS. CHIMO! GOD
BLESS! SEE YOU IN MILWAUKEE, '73!

Shirley K. Allen
CONVENTION CO-CHAIRMAN
(AND NEWS REPORTER)

From Susie Sewell

THANK YOU, Canada — it was a great convention, in a beautiful and friendly atmosphere. Our Canadian 99's and friends are to be congratulated on a job well done, indeed!

And a special thank you, also, to all Ninety-Nines everywhere for giving me the opportunity to serve as your president this coming year. It is an exciting challenge. With your help it will be a year of meaningful accomplishment for the organization as we strive to achieve some new and important goals.

Welcome to a new slate of officers to serve with me: Vice-President, Virginia Britt (Florida); Secretary, Mary Able (Houston); Treasurer, Lois Feigenbaum (Cape Girardeau area); welcome back to the Executive Board Pat McEwen (Wichita) and new members Mary Clark (Michigan) and Thon Griffith (California). This is good geographical balance and we are pleased to have such an outstanding group on the Board.

There are so many projects in which 99's are deeply involved no chapter should be inactive. We could use a lot more help, so how about 50% more members? Each member with a goal of bringing in one more member would double our membership! So we know that 50% is attainable. Do we really want it? Let us know.

It appears that the future holds promise of more, not less, regulation. We must unite the influence of general aviation so as to be more effective in the make-up and content of legislation and regulation. Let us recognize the urgency of this and be influential — for one strong voice, representing many in agreement, cannot be misunderstood.

Next month — we'll talk about the new 99 Building with a picture of its concept, as shown to the delegates and members attending the convention. In the meantime, please respond to the letter from the Museum Committee so they will know if they have your support. Happy flying.

Susie Sewell
President-Elect

Nolan, Virginia McKinnis, Sam and Ann Bellafiore, Margaret Ringenberg and Julie Werling, Frank and Tina Sturdevant, Norma and Tom Nevitt. Virginia won 1st in Speed, The Bellafiore's a 3rd in Speed and Jennings-Nolan a 4th in Proficiency.

KENTUCKY BLUEGRASS CHAPTER

Skip Gumbert, Reporter

With both weather and members cooperating, our June Meeting at Monticello was most enjoyable. Pauline and Bob Barrier, who were our hosts, have only to look out their front window to see who is landing and taking off.

Virginia Chamberlain gave a talk on aero-space education at Southern High School in Louisville. Slides of the 1971 Powder Puff Derby, in which she participated, were shown to an enthusiastic audience.

Jo Ann Kinnison returned from a flying trip to SFO, LAX, and COS just in time to head for Ft. Wayne to work as a timer in the PPD. Other flying trips made recently were by Kaye Baker to Quantico, Va., Betty and Kent Moseley to Williamsburg, Va. to the Flying Dentists Meeting, and Skip and George Gumbert to South Dakota.

After checking out in a Great Lakes, Diane Stafford has used this plane to tow her husband in his sailplane. Diane recently passed her written commercial.

Latest members to become APT are Pat Davison and Betty Moseley.

Newly elected chapter officers include Ginger Edwins, Vice Chairman and Pat Davison, Sec./Treas.

Betty Moseley has been "up in the air" promoting Safety! As an Accident Prevention Counselor, she recently participated in a Safety Seminar held at Paducah Community College in Western Kentucky. It was a Technical Fire Science Seminar involving Safety in all fields, primarily for Firemen who were attending an eleven week course, receiving college credits for attendance.

Almost 200 firemen attended the Seminar the evening Betty participated with Mr. Russell Turner, Accident Prevention Specialist, with the Federal Aviation Administration, and the Department of Public Safety, Mr. Ernst Murphy.

Betty and Mr. Turner flew to Paducah in Betty's "Smitten Kitten" prior to the Seminar to promote the Seminar, and were met by Paducah's Lady Mayor, and the President of Paducah Community College, and the Fixed Base Operator at Paducah's Barkley Field, who was incidentally also a woman! Betty appeared on several television shows while there promoting flight Safety.

Betty is presently working with the State Department of Aeronautics, The State Department of Public Safety, and the Federal Aviation Administration, making plans for Kentucky to have its *First Aviation Week in Kentucky*. Activities are being planned statewide with our Blue Grass Chapter 99's working together to make "Aviation Week in Kentucky" a Great Success!

Happy Flying!

MICHIGAN CHAPTER

Patricia Domas, Reporter

Michigan's questionable summer weather hasn't dampened our 99's flying ac-

tivities. Beverly Price is getting lots of "actual" with her new instrument rating. Nancy Brandon and Maisie Stears are now revving up two engines with their multi-engine ratings. A new advanced ground instructor rating belongs to Patricia Domas.

A "job well done" goes to Eloise Smith, general chairman of the Midwestern Aviation Conference held at Western Michigan University, Kalamazoo, Michigan, on June 23rd and 24th. Marge Hatfield served as publicity chairman and Lillian Snyder as program chairwoman. Lillian arranged for an outstanding group of aviation personalities including, F. Lee Bailey, President, Engstrom Helicopter Corporation, John Baker, Assistant Administrator, FAA, Frank Kingston Smith, NATA, Charles Spenee, AOPA, and many others. Conference par-

ticipants unanimously agreed that "unity in aviation" (the conference theme) is essential if aviation is to grow and prosper in spite of community apathy and occasional hostility.

The first flight for "Wings for International Health" took place May 3rd with six aircraft departing Detroit City for Lexington, Ky. loaded with medical journals. Kay Chamberlain is the coordinator of the 99's efforts with those of the Women's Auxiliary to the Medical Society. Ninety-Nines who flew the mission were: Joyce Odom, Mary Mazurek, Esther Bennet, Maisie Stears, Marge Ashton, Nancy Hecksel, Alice Markee, and Sammy McKay.

Welcome to new members Natalie Kreeger, Patricia Ferrante, and Lois Drum. Lois will be moving to San Diego in August.



*Oh, I have slipped the surly bonds
of earth*



Congratulations, Marian Banks and Dottie Sanders
NUMBER ONE
in the '72 Powder Puff Derby

AIRMOTIVE CARBURETOR CO.

475-479 Riverside Drive, Burbank, California
Mr. W. F. Kellogg, 213/845-7455

We hope she'll find fun and friendship with the Western 99s'.

The promotion of aviation in the community has been our goal this year. As part of our efforts, Suzanne Crook gave a program to a group of Indian Guides and Nancy Brandon spoke to the Zontas of Lansing. Beverla Price and 49-1/2er Doug are planning their own variety of aviation education: a flying trip to Alaska complete with tent!

Don't forget the Michigan Small Race, October 6, 7, and 8. Race kits are available for \$1.00 from Beverly Price, 2336 Linda Avenue, Saginaw, Michigan 48603.

IOWA CHAPTER

Marcia Grismore, Reporter



Representing the Iowa pilots at the signing of a "Women in Aviation Week" proclamation in Governor Ray's office were (from left) Bette Davis, 1113 67th St., Des Moines; Pat Hayes, 3217 88th St., Urbandale; Marcia Grismore, 502 W. Jefferson, Corydon; and Marcia Andrews, 2601 Woodland, West Des Moines.

Now that the excitement of the AWTAR is over, it is time to get back to the usual routine. Our girls in Sioux City deserve a big hand for their hard work and wonderful organization of the fly-by there during the race. Special credit goes to Jeanne Bedinger and Carolyn Rowneg, who seemed to get all of Sioux City behind them in their efforts.

In June our chapter meeting was in SUX in final preparation for the July fly-by. We had as our special guest, Mury Witherby, Accident Prevention Specialist with the DSM GADO. Mury presented our chapter with a certificate of recognition from the FAA for our contribution to the support of their programs. The letter which accompanied the certificate reads as follows:

"8 June 1972

Iowa Chapter of the Ninety-Nines, Inc.
Des Moines, Iowa

Dear Ladies:

Upon the inception of the FAA Accident Prevention Program, the Iowa Chapter of the 99's was quick to support the program that aviation safety is the prime responsibility of all those who fly.

Through their cooperative efforts, the Iowa 99's have played a significant part toward the overall success of this program. You have not only set a fine example as a pilot organization to motivate your members to adopt positive safety attitudes and techniques, but you have adopted as your organization's primary project the full sup-

port of the FAA General Aviation Aircraft Accident Prevention Program. We thank you for not only willingly donating your time and efforts toward the successful promotion of General Aviation pilot educational clinics but also for the assistance expended in other clinic functions, such as serving in advisory capacities on aviation committees in planning clinic programs, conducting airman registration, and serving as hostesses for pilot educational clinics.

The spirit and leadership the 99's have shown in promoting aviation safety is sincerely appreciated. Therefore, on behalf of the Department of Transportation, Federal Aviation Administration, Central Region, and the Des Moines, Iowa, General Aviation District Office, it is my pleasure to award the Iowa Chapter of the Ninety-Nines, Inc. the FAA-Central Region's 'Certificate of Recognition' for your outstanding support and participation in the FAA General Aviation Aircraft Accident Prevent Program.

Sincerely,

L. R. Eichen, Chief

General Aviation Branch, CE-250"

Accepting the certificate were Annetta Haack, Iowa Chapter Chairman, Carolyn Rowney and Jean Bedinger, both of Sioux City.

On June 29th Governor Ray of Iowa signed a proclamation designating the week of July 2-8 Iowa Women in Aviation Week. Receiving the proclamation were Marcia Andrews, Bette Ann Davis, Betty Hayes, and Marcia Grismore. Then women in Aviation got a little more publicity as WHO-TV did an interview with Marcia Grismore which was shown on the 6 and 10 p.m. news that evening.

Our newly elected officers for 1972-73 are Annetta Haack, Chairman; Gerri Walker, Vice Chairman; Bette Ann Davis, Secretary; and Claudette Parker, Treasurer. Congratulations to them all!

Our first DRF flight took place on June 14th. Those participating were Annetta Haack, Linda Arnold, Verdayne Menze, LuEtta White, Jean Ellingson, Pay Hayes, Gloria Harmon, and Helen Flaherty. The CAP also gave much assistance.

Kathy Mitchell, 66, got her private license on June 30 and will be our second 66 to become a 99. She was Marcia Grismore's student, so that makes it extra special.

Happy summertime flying to all!!!

QUAD CITY AREA CHAPTER

Ellen J. Thiel, Reporter

After hosting the Powder Puff Must Stop and the Illi-Nine Air Derby, our gals have settled down to some serious flying. Rathe's bought a Cherokee 6 in Georgia, and John flew one home, with Fern flying the other. Sharon Ehrich attended a 3 day clinic in Peoria for Instrument Flight Instructor. The Roger Smith's, and Robert Thiel's flew to the Wagon Wheel for breakfast.

Bev and Harley Klebert flew to Virginia Beach, Virginia to watch their son play in the Galesburg Band. Phyllis and Gene Wooley flew an Air Ambulance trip to Arizona. Gene is working on his Flight Instructor's Rating.

Von Alter has been getting a lot of time

in in her Cherokee 180. Jeannette Long reported on her trip to San Francisco in her Tri-Pacer.

This reporter and Jo Ann Walker just returned from the International in Toronto. We flew the Cherokee as far as Flint, Michigan, got weathered in, and ended up taking a commercial flight the rest of the way. Toronto is a beautiful city, and our Canadian gals really did a fantastic job as hostesses. The hotel, food, and entertainment were out of this world, and it will take a month to get back to earth.

Understand Connie Dawley and 49-1/2er are transferring to South Carolina. We'll all miss Connie and South Carolina will gain a good worker.

Jo Ann Walker and Ellen Thiel were appointed as our Chapter's members for the permanent board of the Illi-Nine Air Derby.

Clara Gilbert reports she has been practicing short field take off and landings, as they are moving their plane from Galesburg to Abington, which is a very short sod field.

WISCONSIN CHAPTER

Toney, Reporter

Beautiful flying weather was ordered for the June meeting at Sheboygan County Memorial Airport and indeed it was! Harry Chaplin, Airport Manager and long time friend of the 99s, had the grill going for bratwurst and furnished two brand new planes, a Cherokee 180 and a Seneca, for demonstration rides!

Our esteemed Chairman, Janice Thomas, participated as a Flying Nurse in a helicopter patrol of highway traffic on I-90 and I-94 between Madison and Wisconsin Dells over the Memorial Day holiday. In addition to a 3-man helicopter crew and nurse, a doctor and a policeman were on board, and for the first time three accident victims were picked up and transported to the hospital. This was an excellent opportunity for the entire team, including the police ground patrol which furnished the radio and emergency equipment, to work together and determine the potential of such a program in Wisconsin.

Marilyn and Tom Fifield turned in the Cessna 310 for an Aerostar 601! This high-flying, high-cruise craft is used extensively in their businesses and is flown throughout the U.S., Mexico and Canada.

Ramona and Dr. J.S. Huebner had a delightful 12-day visit in France, including three days at Grenoble for the European EAA Meet. While there a friend in service flew in with a Cessna 172 and gave them a ride to see that beautiful area.

Ruth and Emil Lembke went on a trip they've always wanted to take — an animal tour of Africa. They covered Tanzania, Uganda and Kenya, thrilling to the sights and sounds of the Safari.

Marie and LTC Sterling Hight visited the Milwaukee area between assignments from the west coast to the east coast.

Lois and Don Erickson are moving to Las Vegas, Nevada.

Dee Kluppel now has her new Decathlon and is enjoying fun flying once again. She is working on an arrangement to have it available for aerobatic students with a qualified instructor through the FBOs.

Sept. 10 is the date for a fly-in to Arthur Norgaard's near DePere, Wis. He has an

unusual fur-dress shop with its own landing strip and is constantly expanding facilities. Other chapters are invited to join us for an 11:00 a.m. arrival.



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

ARKANSAS CHAPTER



Marguerite Nielsen (left) and Velma Hite piloted the Imperial Van Lines Special in the 1972 Powder Puff Derby. Both are members of the Arkansas Chapter and Mrs. Nielsen is scrapbook chairman for the South Central Section. Sponsor of the plane is Donald E. Rowe, president of Imperial Van Lines of California, headquartered in Torrance.

COASTAL BEND CHAPTER

Peggy Zapalac, Reporter

The Coastal Bend Chapter has been busy as usual. In May the Chapter helped co-sponsor with the Houston Chapter an FAA Safety Seminar in Eagle Lake which was very successful.

In June the Chapter met in Victoria with Bill and Deloris Zuck and Allona Basden as hostess for the group. A very enjoyable meeting was held. Officers for the coming year were elected.

June was a busy month for our Chairman Vel Kiker as she and 49-1/2er Harold flew to Amarillo in (Baby Blue) their Cessna 150 to attend a Flying Farmers Convention.

99'er Eliz Morris has everything under control for the dedication of the Beeville Airport this month.

Coastal Bend would like to welcome a new member to our Chapter. Katherine Caraway from Yoakum who has just recently received her Private Pilots license and also has just gotten her own Skyhawk. Her husband A.J. and son Jim are also learning to fly.

COLORADO CHAPTER

Mary Rothlauf, Reporter

June 4th was the big day!! All the plotting and planning culminated with a beautiful Sunday morning for flying the Poker Circuit. The day deteriorated somewhat by

mid-afternoon. But by that time the annual Flying Poker Rally was a success. Thirty-four planes carrying 206 hands flew the rally. The big hand for the day was a straight. Four hands with three-of-a-kind of diminishing value took 2nd-5th place. Aside from money prizes for the top 5 hands, there were prizes at each of the stops and also doorprize drawings at the terminus, Arapahoe County Airport. Chapter Chairman, Grace Mayfield, arranged a demo 3-star parachute jump for us and flew the jump plane herself. Scotty Hamilton, the dean of U.S. parachute jumpers with over 2600 jumps to his credit, was one of the participants. The jump was delayed about an hour because of thunderstorms in the area. Mary Ann Zdunczyk's 49-1/2er Don planned a demonstration of remote control

airplanes which had to be cut short because of weather. Don explained that it's



Paul Pustmueller won a Jeppesen instrument course kit which he is showing to his wife 99'er Helen and to Judy Springman and Anita Hessin, also 99's.



And danced the skies on laughter-silvered wings . . .



Congratulations, Helen McGee
NUMBER TWO
in the '72 Powder Puff Derby

DENAIR AVIATION

612 West Kearney, Fresno, California
209/237-4164

MAULE STOL AIRCRAFT and GREAT WESTERN MACHINERY & AVIATION

866 Oller Street, Mendota, California
209/655-4071

a bit awkward to be at the end of a 7-ft. antenna with lightning all around.

We're delighted to have 7 of our Colorado 99's flying the Powder Puff Derby this year. Hopefully, at least one of them will come home a winner. Jan Gammell will again be flying with Ilovene Potter, Betty Jo Reed this year will fly with Margaret Lamb, Velda Mapelli, Karen Harris, Saralee Fisher and Mary Baker are the others who'll be flying the route. Good flying and good luck to all of them.

Other newsworthy items from the chapter are as follows:

1. Karen Harris is a nominee for an AE scholarship.
2. Charlotte Klyn received her ATP the end of May.
3. Betty Jo Reed earned her instrument ticket.
4. Chairman Grace Mayfield was named FAA Air Safety and Accident Prevention Counselor for the area.
5. Helen and Paul Pustmueller attended the AOPA Clinic at Colorado Springs and took the mountain flying course.
6. Saralee Fisher was one of the instructors for that clinic.

DALLAS CHAPTER

Betty Hundley, Reporter

The May meeting was on Marceline Todd's patio with a slide presentation on "Airport Hazards" by Ann Nobles of the FAA.

Elinor and Rowland Johnson, Betty and P.J. Hundley, and Jerry Glennie and beau Maurice Melton met with the Oklahoma Chapter at Lake Murray Lodge on June 11. Had an excellent film presentation on the versatility and wonderful sights that are a part of private aviation.

The June Meeting was at the home of Lou Marquess — announced new Chapter officers, Betty Hundley, Chairman; Mary Kitchens, Vice-Chairman; Jerry Glennie and Barbara Powell, Secretarial; and Sandra Simmons, Treasurer. We also elected Dot Warren and Marge Barr as the Dallas Delegates to International. Kathy Ways and Sue Maddock were welcomed to the Chapter.

We also received the sad news that Ruby Rogers (formerly of the Dallas Chapter) passed away.

Evelyn Hendley of the San Joaquin Valley Chapter visited us at our June Meeting. Mr. Hendley had been hospitalized in Dallas so she came to visit. Elinor Johnson lectured on "Weight and Balance" at the Safety Seminar at Dallas-Garland Airport.

Jan Wahrer is now Squadron Commander of the Richardson/Plano CAP Group.

Elinor Johnson got her multiengine rating. Sandra Simmons recently got her rating? in "Para Sailing". Doris Weller off to the Orient in June. Sue and George Andrews drove to Florida for a cruise in the Bahamas. Peg and Jim Ong are now Marina owners. Pauline and Jack Winthrop displayed their Waco and helped out at the Antique Aircraft Show in Denton then gave airplane rides at the Experimental Aircraft Fly-in.

Well once again the AWTAR's over and all the gals are proud and happy. Dot

Warren and Sandra Simmons proudly placed 27th, Elinor Johnson and Pat Clark placed 52nd; and Marge Barr and Pat Jetton (Dallas Redbird) placed 85th.

Don't forget Section Convention September 22-24 in Dallas, Texas, with the Doll Derby to start things off right.

See Y'all then!!!

DALLAS REDBIRD CHAPTER

Remitron Snevits, Reporter

The All Woman's Transcontinental Comanche Race for 1972 is over and we have a winner. Helen Wilke (Bonanza owner) and Kathy Long (Bellanca owner) came in 4th in a Comanche 260. We are delighted to get some of the winners down in this part of the country.

New Officers are: Chairman, Hazel Jones; Vice Chairman, Helen Wilke; Secretary, Kathy Long; Treasurer, Leslie Willson; hangarbags, Delores Sainsott; Membership, Leslie Willson; and Reporter, Pat Jetton.

Hazel Jones was Chairman of the Credentials committee at convention and also our representative. Marge Barr and Pat Jetton also attended the convention while Kathy Long and Helen Wilke picked their way out of the IFR wx back to Texas with all their loot.

Let's all get APT.

EL PASO CHAPTER

Deloris Dyvad, Reporter

Chapter Chairman Hester Oakes, Doris Shreve, Marilyn Cragin and her 49-1/2er George flew to the International Convention in Toronto, Canada in the Cragin's Cessna 210. Grateful appreciation to the First Canadian Chapter for their grand hospitality.

A commendation for Doris Shreve appeared in an FAA News Letter for her work in assisting and promoting the SS Station Services and General Aviation through the 99's.

Mary Olmstead and her 49-1/2er Noel flew their Cessna 182 to visit Deloris Dyvad and her 49-1/2er at Midway Airport in Alamogordo and shot a couple of touch and goes on their dirt trip. The Olmsteads will be flying to Austin, Texas Aug. 11 to attend the Texas VHF Society summer meeting.

Because of the International Convention and summer vacations, the El Paso Chapter did not have a July meeting.

FORT WORTH CHAPTER

Carolyn Merrithew, Reporter

The Fort Worth Chapter and the Golden Triangle met and air marked Pylon Airport early in June. Brenda Strickler of the Golden Triangle Chapter and Auleen Hall, Chairman of the Fort Worth Chapter are shown hard at work in the photo taken by the Fort Worth Star telegram. A few weeks later, our Fort Worth girls airmarked Edna Whyte's Aero Valley airport.

A fly-in was planned at Edna's airport the week after the airmarking. Betty Jo Parsons and her 49-1/2er Joe, Carolyn Merrithew and her family, Jean Bishop and her family and a few other friends of Edna's showed up for the fly-in.

Tony Page, who hasn't been able to make the past few 99 meetings has been very busy with her reporting on the big aviation meetings of the country for her



Brenda Stricker of the Golden Triangle and Auleen Hall of the Fort Worth Chapter, practice the art of airmarking. (Painting with Sanka? ... Ed.)

Cross Country News. After returning from Transpo "72" at Dulles International, she flew to the Reading Air Show in a MU-2J Mitsubishi Aircraft. Then June 23, 24, and 25 she attended the 5th annual Texas Benefit Air Show at Rosser Ranch Airport in Graham, Texas. This would be a great fun place to be with pylon races, parachute jumpers, aerobatics, flour sack bombing and spot landing contests, were it not for the 105 degree Texas heat with little or no shade available.

Later this month Tony will fly to Keokuku, Iowa where she will give a speech at the Wings Over the World Sky Derby, a one day proficiency race. Her title, "A Newspaper Woman Looks at UFO's".

Dr. Dora Dougherty Strothers was the M.C. at the reunion held in Sweetwater, Texas of the WW-II WASPs.

GOLDEN TRIANGLE CHAPTER

Vivian (Penny) White, Reporter

Congratulations to Brenda Strickler, our next governor. Our winning the attendance trophy at our sectional was a fine tribute to her endless effort.



Air-marking Pylon Field are: Konda Pulley, Penny White, Helen Lancaster, Jo McCarrell, Brenda Strickler, Linda Hooker and Ellen VanDeventer, May 27th.

We are waiting for our air-marking pins, having done Pylon Field. The workers were: Brenda Strickler, Jo McCarrell, Konda Pulley, Linda Mower, Linda Hooker, Helen Lancaster, Ellen VanDeventer, Helen Wells, and Penny White. The airport manager, Syd Fisher and his wife had lunch waiting for us at their home.

Flying activities include: Helen Lancaster and family on a trip to Virginia and Florida; Brenda Strickler to Hawaii; Pat Evans and her winning State Representative hubby, Charles flew to Galveston; Norma Jo McCarrell and Helen Wells to Oklahoma City to visit our museum (thanks to Susie Sewell and Dottie Young); Carol Callan and 49-1/2 to Tulsa; Roz Kay to Memphis for the International Aerobatic contest (Casey came in 3rd); Pat Chester, Roz Kay and Ellen VanDeventer flew in to Denton for the A.A.A.; Ellen and Brenda to Topeka, Kansas.

Ruby Gersch, Pat Chester and Dottie Carmichael received their APT pins. Looks like we'll be batting 100 soon.

HOUSTON CHAPTER M. E. Oliver, Reporter

Houston 99's enjoyed a fried chicken dinner at Sally Cox's for the June meeting; about 31 attended including 49-1/2ers and guests. New Chapter officers were announced (to be installed in August) and are: Chairman, Adelle Baker; Vice-Chairman, Trudy Cooper; Recording Secretary, Celia Parrish; Corresponding Secretary, Pat James; and Treasurer, Mackie Fusilier.

American Airlines gave a VIP sendoff to a group of 99's, NN's and guests prior to departure from Love Field, DAL, destination YYZ. The "Back-Seat Special" rewarded the bewildered pilots and crews with cheers and applause after each landing. Needless to say, our first convention in Maple Leaf territory exceeded our expectations.

Col. I.M. Lost, Official Mascot of the Nervous Navigators, helped the NN Colonels sign up about 25 new members, including four from Canada, two from the Bahamas, and one from Finland, so the Nervous Navigators are now truly international! Side note: Col. Lost almost did get lost en route home; evidently he was "bumped" from our flight out of Chicago and placed on the next flight from ORD to DAL.

Convention Highlights: As proof of their desire to help 99's, Col. Jim Oliver, representing the Nervous Navigators, presented Jean Pearson a check from that group for \$200 for the Amelia Earhart Scholarship Fund during the AE luncheon . . . Houston Chapter congratulates all our new Int'l. Officers, but especially our own Mary Able, Int'l. Secretary . . . For those wondering how we managed to smuggle all that tequila into Canada for Border Buttermilk, we had lots of help from other 99's, NN's and 49-1/2's carrying their quota of one bottle each . . . Louise and Myrl Bickford missed Toronto to fly up to Idaho for a visit with relatives . . . Pat James has joined that elite group who will no longer be grounded by industrial smog; she's got that Instrument ticket now!

Ask Genie Gonzales to tell you about her trip to Alaska. (Let's start planning now to

go to Milwaukee next August . . . right on!)

KANSAS CHAPTER

Edna Paulson, Reporter

Our June meeting was an airmarking at Marion, Kansas. Everyone arrived early with a sack lunch and paint brushes and got to work before it got really hot. We have also airmarked Phillipsburg, Kansas.

We are very proud of Garnett Hastings — she is our new Vice Governor of the South Central Section. We wish her every success in her new job. Our new officers in the Kansas Chapter are: Arlene Dando, Chairman; Pat Mlady, Vice Chairman; Jackie Luke, Secretary and Edna Paulson, Treasurer. Pat McEwen got back from California just in time to leave for Toronto. Pat flew out to take over the job of Inspection Coordinator at the beginning of the Powder

Puff Derby.

Several of our Kansas members attended the Convention in the beautiful city of Toronto — they were: Arlene Dando, Garnett Hastings, Meriem Anderson, Pat McEwen, Marilyn Copeland, Mary DePew, Ila McCammond, Helen and Roy Simmons, Ester and Joe Berkley, Jackie Luke and Edna Paulson.

From everything I have heard about the Powder Puff Derby this year — as far as weather goes — we are very glad to have our gals home safe and sound.

As the end of this business year draws to a close it is good to see the many important things that have been accomplished on the International level and State Chapter levels.

I am proud of our new officers and I



Sunward I've climbed and joined the tumbling mirth of sun-split clouds . . .

Congratulations, "Berni" Stevenson
NUMBER THREE
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This picture was taken in Mrs. Beech's private office on April 5, 1972, the day Susan Oliver terminated her Easter Seal Tour, in Wichita, Kansas. Many of the Kansas Chapter 99s met Susan on her arrival. Mrs. Beech entertained at a coffee at the Beech Activity Center, and that evening had a cocktail party in her home to honor Susan. Mrs. Beech also included the 99s that were there to greet the Ambassador of the National Easter Seal Campaign. (from left to right): Marilyn Copeland, Governor of the South Central Section, Mrs. O.A.



Beech, Pat McEwen, member of the International Executive Board, Susan Oliver, and Charlotte Parker, Chairman of the Kansas Chapter of 99s.

would like to wish them every success.

NEBRASKA CHAPTER

Mimi Haworth, Reporter

Big Red Country is buzzing with activity getting ready for the Nebraska Air Race in August. It will be a fun weekend, so write today for your race kit. Send \$1.00 to Mildred Barrett, 132 Wedgewood Drive, Lincoln, Nebraska 68510.

July found the Nebraska 99's converging on the Waring farm in Geneva. Ninety-Nine, Maria, husband, Bob and three daughters played host to a group, too large to list individually, for a day of swimming, water skiing, sailing, and picnicing. Some planes landed right at the farm, others landed at the larger field near by and were "air taxied" by Bob Waring. Following the business meeting, the Ninety-Nines joined their families and friends for the festivities.

The Scottsbluff girls are catching their breath now following the PPD stop. They did a great job under the leadership of Dottie Adcock and Paulie Perry.

Jan Heins, Diane Bartels, and Mimi Haworth flew to Sioux City to greet PPD-ites — including Nebraska's entries, Bernie Bauer and Leta Powell Drake. The Iowa Chapter members are also to be congratulated on providing a very smooth operation.

Jan Heins is Nebraska's representative to the International Convention in Toronto. We're looking forward to hearing all about it.

Florence Boring coordinated the FAA General Aviation Survey in Lincoln. Other 99's who helped with this project were Wilma Ackerman, Diane Bartels, Jan Heins, Mimi Haworth and Sharon Meyer. We were also very fortunate to have the assistance of 66, Pat Hunter. We are really looking forward to Pat getting her license. She's going to be a great asset to the 99's.

Pauline Hawks' 49-1/2, Earl, has given us permission to share with you these thoughts.

YOU ARE AS OLD AS YOU ARE YOUNG

Youth is not a time of life,
It is a state of mind.

Nobody grows old by merely living a number of years,

But to give up enthusiasm!

Just wrinkles the soul:

You are as young as your faith,

As old as your doubts,

As young as your self confidence,

As old as your fear, as young as your hope!

So long as your heart receives message of beauty,

And as colorful as a clown cheer,

Courage and power to make them a drawn face or a little cripple one smile or an older one feel gay.

You may keep cheerful so long as you are young.

And being a smiling clown just for million's fun.

Earl Hawks

(Sun Shine the Clown)

OKALHOMA CHAPTER

Annie, Reporter

Susie Sewell is president; we are proud and pleased and confident of a progressive year for 99's.

Jan Million with co-pilot Gwen Truel and Marge Hudson of our chapter represented Oklahoma Chapter in the AWTAR. It was the first AWTAR for all three of them, but I am betting not the last. That race gets in a woman's blood.

Oklahoma had a tremendous turn-out at convention. This reporter is unsure of the number, but there were fifteen or more there.

Dottie Young is chairman of the WASP's; and she has been one super-busy girl. They just completed an anniversary-convention that brought an attendance of around 500 people. All reports say it was outstanding. Congratulations Dottie.

Next month — at the Wynn's — we install

new officers and make new plans.

APT IS GOOD!

OMAHA AREA CHAPTER

Georgiann Ryneanson, Reporter

The shields around the runway lights at Flightland Airport are sporting a new coat of bright yellow paint due to the efforts of Ninety-Nines, Inez Stocker, Verdayne Menze, Georgiann Ryneanson, Lucille Uleman and Betty Jarvis and Sixty-Six, Connie Jarvis.

From the Greater Kansas City Chapter came four planes, loaded to capacity, with clothing, bedding and baby food for the American Indian Movement flood relief in Rapid City. Piloting those planes were: Billie Bordner, Jean Wilson, Bobbie Miller and Jean St. John. The next day those supplies were flown from Flightland to Rapid City by Verdayne and Dick Menze, Cheri and Lou Smetana and Georgiann and Bill Ryneanson. The South Dakota girls took over from there.

Verdayne Menze, accompanied by Rosemary Block, flew to New Ulm, Minnesota to pick up Verdayne's niece.

Verdayne has been giving Zero One Pappa a work-out this summer and is becoming a flying fisherman. First she flew husband, Dick, to Fergus Falls, Minnesota. They had such an enjoyable trip that over the Fourth of July week end, Dick consented to be her passenger again for another fishing trip, this time to Casper, Wyoming.

PIKES PEAK CHAPTER

Marion Hein, Reporter

The June meeting was held at the home of Marggy Keith in the resort town of Green Mountain Falls. We welcomed prospective members Curtine Metcalf, who is working on her private license at the Ft. Carson Flying Club, and Jackie Benton, who has her commercial and is working on her instrument rating at present. Jackie is employed at the Rampart Aviation Company, Peterson Field, near Colorado Springs.

A Fly-In Breakfast and Soaring Camp drew members from surrounding chapters to Salida, Colorado, home of our two Powder Puff contestants, Ruth Chapman and Hoey Mehos, who placed 37th. Pikes Peak Chapter is proud that we have had contestants in the last four races in spite of being a small and comparatively new chapter!

Arlene Feldman and her 49-1/2er Arnold, and family, flew to Philadelphia. Kate Macario, Chairman of the Eastern Pennsylvania Chapter arranged a party so Arlene could see her Ninety-Nine friends. Bad weather caused some delay and re-routing on their return trip.

We had nothing but rain for our Pennies-A-Pound Flight Day, July 15th. In spite of our dampened spirits we had lunch and some good hangar flying. Lydie Hagan from the Eastern Washington Chapter dropped in to offer assistance, which we would have welcomed had we been blessed with out usual sunny skies. It was nice to visit with you though Lydie and it is fun to be together anytime.

SAN ANTONIO CHAPTER

Marian Burke, Reporter

Beautiful weather helped make the Sunday June 4th "San Antonio 99 Flight Rally"



Carolyn Matzek, Chairman (left) and Saralda Ross, Co-Chairman make "last-minute" route plans for the 99 Flight Rally held at San Antonio Sunday, June 4th.

a great success ... another thing that helped make it so successful was "hard working" Chairman, Carolyn Matzek and Co-Chairman, Saralda Ross. They did a "beautiful planning job" ... in fact it was so good that on the Saturday June 10th 99 meeting the chapter voted to have another Flight Rally on August 20th with a rain-date of August 27th. Mark it on your calendar and plan to join us ... more detailed information later!

Welcome New Members! ... Jorja Lin-

dgron and Christine Boesz! Jorja has a private license ... flies at Genaero at San Antonio Int. Airport, has 110 hours PIC and is a student at Trinity University. Christine has a private license with 150 hours PIC ... oh, by the way! ... she and husband Dan won "first place" trophy at the 99 Flight Rally! How's that for starting off with a bang!?

Are you APT? Let's get 100 per cent APT this year! Got nuthin to do? Fly an air race! ... Plan to go to the convention! ... Do some airmarking! Fly somewhere for lunch! ... Better still ... *Fly the San Antonio 99 Air Rally* Aug. 20th ... You'll have fun!

SHREVEPORT CHAPTER

Evelyn Snow, Reporter

Shreveport 99's June meeting was held at the home of Dottie Ports. Dottie, by the way, has just gotten her Commercial License — Congratulations, Dot! Helen Wray went over the ballot for International Officers and urged everyone to vote. Helen Hewitt wore one of the pretty black and white outfits she and Marge Mitchell, of the Lubbock Chapter, will wear when they fly Marge's Bellanca Viking on the AWTAR. On June 26th the whole Chapter gathered at the airport to give Helen a surprise "Good Luck on the Powder Puff" party. We're rooting for TAR 11!

It's been vacation time and lots of interesting trips: Helen and Charley Wray to the Bahamas; Joyce Sheridan to Iceland, courtesy of the Air Force; Martha and Ray Cristy flew their Twin to Oregon; Jere and Henry Saur spent a week in Switzerland:

Ann King and her mother also went to Switzerland, then came home to crank up 7509M and fly to California; Joan and David Carroll read up on mountain flying before taking their family Comanche to Colorado ... Upstaging everyone is Mary Jo Voss, who we hear has been taking Scuba Diving lessons!

Helen Wray is attending the International Convention in Toronto (wish we were all there), and we are looking forward to hearing about it when she and Charley return to host our July meeting — a pool party at their home.

Happy Landings, All!!

SOUTH LOUISIANA CHAPTER

Pat Ward, Reporter



Outgoing South Louisiana Chapter Chairman Gloria Holmes with 1972-73 Chairman Eleanor Lowry.

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on your 4th place finish
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Summer is half over at this writing and we find the South Louisiana Chapter members with many diversified activities.

Our new Chairman for the coming year is Eleanor Lowry, long time member of the South Louisiana Chapter. Eleanor is a Commercial pilot, has passed her exam for her Instrument rating, owns and maintains her own Piper Colt. Her husband, John, owns Southern Camera in Baton Rouge, is not a pilot. Eleanor is an electrical engineer and enjoys an impressive career as a supervisor in a large engineering firm in Baton Rouge. She is presently working on plans for a residential airport for our area, a first for this part of Louisiana.

Janie Kimball accepted the appointment as liaison for our Chapter for the medical airlift project adopted by the 99s at last year's convention and now finds herself with the task of finding transportation for two 1500-pound X-ray tables offered by a physician in a nearby town.

Dee and Bill Comeaux enjoyed a unique camping vacation in northern Arkansas in June. It was a wilderness canoe journey for many miles and several days down a mountain river. Dee says they only got wet once, enjoyed the peace and tranquility, recommends it as therapy for everyone in this 20th century circus we call living.

Shirley Bernhardt recently enjoyed a check-out in a C-172 after many months of not flying.

Molly Stockwell reports her job with Dr. Hyp Landry in the Coroner's Office interesting and busy — too busy to fly, in fact!

This reporter has been working very closely with the newly appointed Director of State Aviation, Pat Benezech, on many statewide programs forthcoming and is happy to report that after many years of a relatively inactive Aviation Department, our new Director is determined to totally reconstruct the function and productivity of his office and act as liaison for the 9000 pilots residing in Louisiana for more effective legislation and benefits for aviation in the State.

At our last meeting it was decided that in the future all of our monthly meetings will be held in Baton Rouge on the first Sunday. We certainly invite any of you traveling our way to join us at our meetings.

News of many members is sketchy during these summer months since most of us are camping and outdoors enthusiasts. Our outgoing Chairman, Gloria Holmes, Commercial and CFI ratings under her belt, is racing the Stork to acquire her IFI and ICFI before January! Seems like she did this 3 years ago, too, when she was working on her CFI.

Hope that most of you will see most of us in Dallas for Fall Sectional.

TOPEKA CHAPTER

Dorothy Powell, Reporter

Our membership cocktail party brought us one new member, Mary Landis and a new 66, Kathy Scruggs. Sondra Ridgeway, Charlotte Kenney, Pat Lane and another new 66, Kay Adam, Kathy Scruggs, Audrey Switzer and Dorothy Powell took four planes on a fly-out to St. Joseph, Mo. early in the spring. This was such a success that Audrey, Sondra and Pat flew out to Amelia

Earhart and Manhattan, Kansas a few weeks later.

Sondra Ridgeway logged 2 hrs. and 40 min. in a new Bellanca when she and her 49-1/2er Dale visited the factory for a tour. Dorothy Powell's 49-1/2er Ben got his instrument ticket in May and used it all the way to Houston and back when they went to a medical seminar. Charlotte Kenney was interviewed on WIBW-AM about the 99's. She gave a history and explained our work in the community.

Pat Lane, Charlotte Kenney, Laurie Cox and an occasional 49-1/2er flew for the Highway Patrol during the Memorial Day and 4th of July holiday weekends watching traffic.

Our new officers are: Chairman, Pat Lane; Vice Chairman, Dorothy Powell; Secretary, Audrey Switzer; and Treasurer, Glenna Walters. The June meeting was held at the Powell's new swimming pool. Very little flying was done.

Kathy Scruggs started the month of June by getting her license and Kay Adam started the month of July with a new private license. Two more APT members!

Sondra Ridgeway and her daughter Pam, Charlotte Kenney and Pat Lane airmarked Parsons, Kansas with the help of a 99 from Chanute and three CAP cadets.

Dale and Sondra Ridgeway received a third place in a race at Little Rock, Ark.; Pat Lane and Sondra Ridgeway are practicing for a Wings Over the World Race at Keokuk, Iowa on July 29th with their 49-1/2ers as co-pilots. And Sondra Ridgeway, Charlotte Kenney, Glenna Walters, and Dorothy Powell are planning to fly the Sky Lady Derby in August.



PUGET SOUND CHAPTER

Betty Curran, Reporter

June 3 was our meeting date at Paine Field. Our weather has been beautiful and the air field is particularly inviting. We have a nice restaurant to relax and enjoy lunch and watch the planes go by. This has been a great meeting place. All our members are back from their extensive flying trips with many exciting experiences to report. We expect now to settle down and put on a drive for new members. We would like to see our chapter grow and this takes a little doing on the part of all of us. Our business meeting was short and we spent the rest of the afternoon with hangar talk. The afternoon flew by and we missed seeing the movie that Lorna Kringle brought for our program. We plan on doing some flying for the program at our next meeting.

SOUTHERN OREGON CHAPTER

Shirley Haussler, Reporter

The June meeting of the Southern

Oregon Chapter was held in Roseburg, Oregon. Our meeting was hostessed by our Chairman Rose Ellison. Members present were Aline Sharp, Ginny Walsh, Hope McKay and me. The main topic of business was the election of new officers for the coming year. It was decided that our officers would hold terms of two years since our chapter is so small. We hope to get some new members in our group soon.

Our chapter met at Grants Pass, Oregon on July 13, 1972. Our hostess was Aline Sharp and for an extra treat Ginny Walsh served some of her special sourdough bread. Also present was guest and student pilot Betty Fordyce. The Palms to Pines Air Race which is being held August 10, 11 and 12 was discussed. Many of the members are planning to fly in the race this year.

WESTERN WASHINGTON CHAPTER

Priscilla Cook, Reporter

Haydi Curci and Pat Erickson had a fun trip recently to the Nut Tree in California. This was their second trip and this time the coast route was taken. They had much fun flying low over the water and enjoying the beautiful coastline. The trip home was delayed because of weather but it didn't cause any grief as California weather always improves.

Della Koss flew to Shelton, Washington with her four future 99's for dinner. She also flew to Bellingham, Washington to attend the Washington State Aeronautics Commission meeting.

Jayne Alice Pykonen has joined the American Association of Medical Assistants. She was selected as one of the Outstanding Young Women of the Year for 1972.

We had a great fly-in in June at the home of new member Elly Cunningham who lives on Crest Air Park, south of Seattle. What a dream set-up she has with her hangar attached to her house by covered walkway and the runway is her street so to speak... and with her own airplane in the hangar!



ALAMEDA COUNTY CHAPTER

Petrine Lockhard, Reporter

Three of our members flew in the Hayward-Las Vegas Air Race, Friday, June 2. The weather was kinder this year than last. Adelaide Morris placed in the money. Our chapter handled the registration for the event.

Ruth and Joe Magill flew to Willets with the Aircraft Pilots of Metropolitan Oakland for a week-end at Brooktrails Lodge. On the return trip, Joe and Ruth landed at Booneville in Anderson Valley. Ruth found out that the little town teaches flying and A&P training in the high school. The high school has the use of a twin Beech for A&P training and owns a Cessna 150 for flight

training. Sounds like a great place. Ruth says to fly in there for their fair, Buckaroo Days or some other festival and hear their strange language of "Boontling."

At out June meeting we elected officers — a couple months early to comply with the new register deadline. Jaunda Bigelow remains our Chairman; Jane Jennings is staying on as Vice Chairman; Petrine Lockhart is secretary; and Elly Jones is treasurer.

Our July meeting was most interesting. Our guest was Desiree Stuart-Alexander. We had dinner with her at a restaurant in Oakland before sharing her with the Associated Pilots of Metropolitan Oakland. She gave a most enjoyable talk including how she flies with geological charts.

Jaunda Bigelow flew to Tonopah to visit Bertha Cline (Reno Chapter). She and Bertha flew to Reno, Fallon, Schurz and back. Jaunda left for Toronto this week for her first International Convention! Best wishes for a fine trip.

Willie Mosher, 49-1/2er Oren, and daughter flew their Comanche to Mexico recently. Her daughter took the boat ride that pulls you on a parachute. They stayed at Mazatlan and Hermecito. Earlier this summer the Moshers enjoyed an European holiday via airliner.

BAKERSFIELD CHAPTER **Florence Moody, Reporter**

Airmarking Taft pleased us because the day was beautiful, the County of Kern was helpful, and we spread 55 gallons of paint on 11,000 square feet of runway. We also invited more helpers than last time. J.B. Turner of Bakersfield and Cecil Kehoe, Manager of Taft airport, cooperated all the way. Chairman Loretta Grant piloted 49-1/2er Pascoe and Beverly Haberfelde. Patty Piper flew passengers Joan and 49-1/2er Bill Paynter. Airmarking pins are a delightful reminder of the occasion.

When Don Edwards retired from the F.S.S. to Missouri, our chairman Loretta gave him a plaque and a fine hat decorated with packets of sunflower seeds. Also cheering him were Maude and Verne Oldershaw, Joan and Bill Paynter, and Beverly Haberfelde.

During the Hayward-Las Vegas Race, Achsa Holfelder dispensed coffee and iced tea while chairman Maude Oldershaw, Marianne Laxague, Joan Paynter, and Loretta Grant manned the tower for the racers.

Patty Piper and Joan Paynter each flew their planes to Direct Relief Foundation and then returned to speak at the Taft Rotary Club. Another day they were invited to the home of the Bakersfield chairman of DRF to be entertained by the Women's Medical Auxiliary.

Recently someone from the airport telephoned Loretta Grant and Patty Piper asking them to please help some athletes get from Bakersfield to Modesto. The men had been using their last moments to practice on our Tartan Track, but the bus was on strike and the men needed to go. Before the trip was over both women report their front seat passengers had become good at navigating. The athletes were from North Carolina, Illinois, and one who will make the Olympics was from Kenya, S. Africa.

Watch for Priscilla Spencer at the Olympics in Germany in August. She just returned from a weekend flight to Yucatan and Jamaica. Edna Long was her seatmate.

Barbara Mitchell chaired the transportation by 99's for wives of the Airport Managers' Convention.

Did you see Patty Piper in San Carlos with those cute All Women Transcontinental Air Race patches?

BAY CITIES CHAPTER **Kathy Walton, Reporter**

Our June meeting was a fly-in to The Lodge at Clearlake Highlands. John and Marga Hinman winged in in their Bonanza, Caroline Schutt picked up Ruth Jacquot in her's. Wray and Jerry Robertson arrived in a Cherokee, as did Jane and Jim Chadwick. Joyce and Hal Wells have their plane

in for annual but joined Rose Sharp and Gertrude Cherry in a rented one. I took Miriam Brugh in the club Cessna 150. Ann Marie Mitchell, a student pilot, made the lake a stop on her solo cross country and joined us for lunch. Myrtle Wright and Betty Abramowicz of Redwood Empire also joined us.

Our chapter helping to launch the Powder Puff Derby. Racing from our Chapter were Karen Kahn and Ann Morrissey. They had a plus 13 score but wound up 78th in the field. Helping in impound and with timing were: Helen Kelton, Margaret Gerhardt, Kathy Marquardt, Miriam Bruch, Marj Fauth, Rose Sharp, Joyce Wells, Caroline Schutt and Ruth Rueckert helped with registration and hospitality. Gertrude Cherry helped everywhere, as did Ena



*and done a hundred things you have
not dreamed of - wheeled and soared
and swung . . .*



Congratulations, Marion and Patricia Jaynes
NUMBER FIVE
in the '72 Powder Puff Derby

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Ayers. Jan Dietrich, out on the west coast again, came down to say hello to friends. Gail and Fielding Lane came to several functions. And Rita and Al Hart were on hand for the take-off when Al served as one of the spotters.

The many friends I talked to at the Powder Puff Derby will note the name change of the reporter on this month's news. The last weekend in July I became Mrs. Richard Walton. He is a pilot and Air Traffic Controller at San Jose Tower. My address will be 2354 Cherrystone Dr. San Jose, Ca. 95128 Ph. (408) 243-7355. If you send me letters as Chapter chairman — please note change — I like to get the new letters.

Our August meeting will be our annual Luau at Rose Sharp's this year. August 20th is the date if you are in the area give Rose a call and join us. More news next month till then happy flying.

GOLDEN WEST CHAPTER

Vivian Harshbarger, Reporter

The 26th Annual Powder Puff Derby is now history and we want to thank all of you who came "to sleep with us" in San Mateo County. For most of us this was our first exposure to the Derby and we just wish we knew prior to the race what we have learned since.

Aside from the minor and some not so minor crises we had a real fun week highlighted by some of the following unforgettable observations. Howard Bailly of the CAP, Youth Support Group, on a flagged bicycle leading the planes down the taxi way to parking with the "Greeters" close behind in a golf cart. The huge colorful Astronaut parachute shading the refreshment table. The sight and sound of everyone praying that the South African team would make it before deadline.

The Bay Cruise to watch the fireworks and hearing a native of the area so graciously explain to another native which bridges were which.

Captain Elgen Long introducing the TARs as the Pensacola Choir, in the elegant white outfits, escorted the teams to their tables at the take-off banquet. The take-off day entry by the CAP of TAR One-O-Sex, in a T-34 piloted by two male pilots in minis, wigs and combat boots. They put on a great show of "How NOT To Fly An Airplane."

"Pappy" Boyington's face as the Corsair, with his Marine insignia, made a low, slow pass over the runway and the 99 American flags descending on parachutes just prior

to take-off. Or "Pappy's" hand made red Start flag with the Marine insignia.

This Start was a wonderful experience for all of us involved and we'd like to have all of you back tomorrow to do it again. Our thanks to all the 99 Chapters, the individuals who came to watch and/or work, the AWTAR Board, all the individuals and groups who donated time and/or money, and most of all to the racers, their sponsors and friends who made it all happen.

LAS VEGAS VALLEY CHAPTER

Betty K. Slater, Reporter

Summer is officially here. Members are coming and going in all directions. Honey Pyes and family are traveling the U.S.A.; Marie McMillan is on her way to the Toronto Convention; Norma Gunderson husband and son are headed for Georgia for her other son's graduation. One of our members just got married. Pris Alexander married Hugh E. Taylor from Las Vegas.

Carole Vilardo our new chairman is now on her way to New York on business and may meet Marie in Toronto at the International Convention site. Carole, incidentally, was just selected to be on the Aviation Committee of the Greater Las Vegas Chamber of Commerce. One of our newest members Nancy Craddock and husband have just returned from Halifax, Nova Scotia and Niagara Falls. Betty Slater flew to Phoenix for a very short visit and then the very next weekend flew to El Paso, Texas and helped drive back a car.

Our future plans are to air mark; our last one came out beautiful. We are planning on marking Hughes North Las Vegas Terminal sometime in November. Don't forget it's cool here then.

LONG BEACH CHAPTER

Jean Pyatt, Reporter

Joyce Jones, incoming Chairman, took over for the June business meeting. Joyce is busily using her Amelia Earhart scholarship to finish up her Instrument Rating and Instrument Instructor rating with Colene Giglio of Eagle Aviation. She is attending the International meeting in Ontario as official representative of the chapter. Other new officers are: Joyce Failing, Vice Chairman; Juanita Thompson, Recording Secretary; Georgia Lambert, Corresponding Secretary; and Mary Wenzholz, Treasurer. The next meeting will be on Wednesday, July 26 at Claire Walters Flight Academy to assemble briefing kits for the Palms to Pines Air Race which leaves from Santa Monica on August 11 and ends in Independence Oregon on August 12 under the sponsorship of the Long Beach Chapter.

Palms to Pines Race Committee consists of Claire Walters, Chairman; Margaret Berry, Race Coordinator; Joan Dilley, Registration; Rita Gibson, Inspection and Impound; Joyce Failing, Timing; Georgia Lambert, Transportation; Gene Fitzpatrick and Jane Vaughn, Publicity; and Dorothy Waltz and Jane Vaughn, Hospitality.

Congratulations to Angel Derby winners, Margaret Mead and Dorothy Waltz, despite the loss of one engine in flight. Congratulations also to Margaret on her new position as Regional Manager for Lear Jet in association with Gates Aviation of Denver. Other Angel Derby places were

taken by Judy Wagner, second; Claire Walters with Mary Relfe, fifteenth; and Emma McGuire with Georgia Lambert, sixteenth. Powder Puff Derby places went to: Margaret Mead and Lucy Moori Brooks, ninth; Trina Jarish and Landon Storrs, tenth; Emma McGuire and Jean Schiffman, twenty-third; Angela Masson, fiftieth; Dorothy Waltz and Marie Hofer, seventy-eighth; and Kathleen Fitzpatrick and Mary Gottschalk, eighty-sixth. Kathleen just received her Commercial Rating and was awarded the top woman pilot honor in the May I.D.I. Meet. In San Carlos for sendoff activities were: Fran Bera, Gene Fitzpatrick, Wally Funk, Chris Huerth, Jean Pyatt, Juanita Thompson, Marilyn Twitchell, Karen Sherman, and Peggy Stagliano. Wally finally emerged from her cast on July 15 after a six-month recovery period from her second parachute jump. She is looking forward to flying in the Palms to Pines race and in the Pacific Air Race.

Nancy Crews, Jean Rose, Gene Fitzpatrick, Dolores Reed, and Katherine Lontz attended the thirtieth anniversary of the WASPs in Sweetwater, Texas in June. Congratulations to Nancy on passing her ATP written examination. Marilyn Twitchell and Jean Pyatt have both passed the Commercial written and Marilyn has passed the Instrument written following Joyce Jones' excellent ground school course. Marilyn and Jean have been on a DRF run to Santa Barbara in their newly acquired Cessna 182 whose numbers have been changed to 299 Papa Tango. Runs have also been made by Margaret Ward, Joan Dilley, Susan Greenwald, Jean Schiffman, Margaret Berry, Mary Wenzholz, and Katy Moskow.

Mary Pinkney and Margaret Berry recently escorted thirty-six children from Daniel Freeman elementary school in Compton around Torrance Airport, whose new manager is Lee Title. Jean Schiffman has designed a program for Girl Scouts to earn their Aviation Badges. It is hoped that there will be enough interest to make a Wing Scout Troop one of our chapter projects.

Long Beach Chapter is co-sponsor with FAA and INA of a series of day-long General Aviation Safety Seminars. We will meet on Monday, August 14 at the Long Beach GADO to help prepare 4500 notices for mailing.

New members of the Long Beach 99's include Joan Rees, who is already involved in planning Fly-ins in the Long Beach area, Monica Campos, Lois Domenici, and Edna Lavezzaria.

LOS ANGELES CHAPTER

Jo Ann Steiert, Reporter

At our last meeting, we were pleased to have guests Carol Gooler, Wave Garvey and Susan Golenberg. The last two girls are our '72 flying scholarships. Also we are happy to report that June Scruggs is back in Los Angeles and has resumed her flying lessons.

Dorothy Pepin, Rachel Bonzon, Virginia Beaty and Sally LaForge to the Porterville Moonlight Fly-in and airshow ... Doris Robertson, Holly Baird, Dorothy and Rachel to the Palomar Poker Flight. No winners this year ... Carol and Bernie Lewis vacationed in Arizona, flew to Roosevelt Lake, fishing, camping overnight. First time

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for camping for Carol. Not too bad . . . Beulah Kee recovered and feeling fit. Went with Norma Futterman and Tillie Klements to Santa Clara to wave off PPD Entrants.

In the PPD we had two entrants: Dorothy Pepin and Barbara Nichols and Sally LaForge and Virginia Showers.

Our thanks to Bill Kee for the reporting of visit of 99 Member at Large, Yae Nozoki, Director of Japan Women's Association of Aeronautics. It seems that Beulah Kee had met Yae in 1961 on a trip to Japan, and had maintained contact with her during the years. On May 24th, while Beulah was still recovering, Yae was in Los Angeles enroute to Transpo '72. Beulah sent her delegates to the Holiday Inn in her stead; husband Bill Kee, Dorothy Pepin and Barbara Nichols. Yae Nozoki was accompanied by Mr. Hanamura and Yasuda, manager and deputy manager of All Nippon Airways, Inc. Although Yae understands and speaks English these two gentlemen added greatly to the enjoyment of the evening by translating to "Americanese." Hangar-talk is of its nature idiomatic.

One of the highlights of the evening was when Barbara Nichols produced her own Japanese pilot's license, issued to her during a sojourn in 1964. Yae Nozoki's outstanding flight within the past couple of years was a solo flight in a Cherokee from Tokyo to Pusan, Korea. Approximately a fourth of the trip was across the Sea of Japan without islands to make for easier breathing and smoother engine running. Ah, yes, Japan is the land of Madame Butterfly . . . engine equipped.

MONTEREY BAY CHAPTER

Rosemarie Schoening, Reporter

Our pre-derby dinner was held June 23, at the Fish Market on famous Cannery Row in Old Monterey. New officers were installed with Jo Dieser being our new Chairman. Outgoing Chairman Geneva Cranford was presented with a charm. One of our newest members, Kay Harmon was pinned. More new members are Lowell Hukill, Sherry Bell, and Audrey Katz who is a transfer from Florida.

Our own Helen Shropshire and Helen Harrison were in the PPD, flying a Comanche 260. Members attending the start were, Geneva Cranford, Geri Halfpenny, Joanne Nissen, Trish Marks, Connie Hood, Dell Hinn and myself, Rosemarie Schoening. Exciting . . . yes! It was a nice day in San Carlos and the gals working the start did a fine job.

Our big news is our Fall Sectional to be held at the Asilomar in Pacific Grove, California. The dates, September 15-17. You can call it a 'cheapie' if you want, but you can attend the Fall Sectional 1972 for as little as \$31.00. This includes tiedowns for your aircraft, transportation to and from the airport, two nights lodging and all your meals beginning with luncheon on Friday through breakfast on Sunday. We have reserved the lodge, Scripps and the entire View Crescent complex, consisting of Whitecaps, Breakers and Spindrift. (The Asilomar overlooks the beautiful Pacific and it's sand dunes.)

Prices go up according to the choice of room you desire. Rooms will be assigned on a first come, first served basis so give a

first and second choice and reserve early. Asilomar is a part of the California State Park System, and there are some rigid rules. We must give a reasonably firm count by September 1. A \$5.00 per person deposit is mandatory and cannot be refunded if cancellation is received after September 1. No refunds can be made if a meal is not taken.

Asilomar means Refuge by the Sea. We promise you one of the most relaxing weekends you have ever experienced. There'll be plenty of good food and good drinks and much good fellowship. Friday night we'll have a steak barbecue, so bring some warm clothes. We'll have a baseball game on the beach and we'll be walking through tide pools so bring something you won't mind getting wet. Our baseball teams

will be North vs. South and our team managers are Connie Hood and Judy Dake. If you play a musical instrument that fits in your plane . . . bring it. There'll be music and singing around the campfire under the able direction of our own Mary Ellen Eisemann. We promise fun for everyone . . . so see you at the Fall Sectional.

MT. DIABLO CHAPTER

Sharon Ketchum, Reporter

Supervisor Warren Boggess (our own 49-1/2er) not only installed our new officers for the coming year but also, highlighted our Fifth Anniversary Buffet Dinner by giving a visual presentation, with slides, sound and music, describing the research, study and public hearings of the Committee (Warren is Chairman of the Regional Airport Systems Study Committee of the nine Bay



*High in the sunlit silence. Hov'ring there
I've chased the shouting wind along . . .*

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Left to right: Outgoing Chairman, Marie Porter, presenting gavel to new Chairman, Marty Graham, Guest Speaker and our own 49-1/2er, Warren Bogges, and Judy Bigby, Treasurer. Our Fifth Anniversary celebrated on May 5th at the Concord Naval Weapons Station.

Area Counties) in their search for an appropriate site for a jet airport.

May 19th eight of our gals took time out to fly 19 boys and 3 counselors from the Byron Boys Ranch to Columbia State Park. The boys, ranging in ages from 14 to 18, enjoyed the flying and also lunch at the Columbia House and a tour of Columbia — Mining Town.

Congratulations to Pauline Wade and Eileen Fenton in coming in 16th in the recent Hayward to Las Vegas Race.

Marty Graham's 14 year old daughter is learning to fly. I think this is just great! Recently she decided to take a cross-country trip to Catalina Island with Mom as her instructor for this trip.

"NERVOUS NAVIGATORS" is a new Association of pilot husbands of 99's. My husband brought this new organization to my attention and says he is going to join. An NN "... is fully qualified as a Nervous Navigator, and has displayed the highest order of airmanship, good sportsmanship and limited courage by flying with his own wife." HOW ABOUT THAT!!!

Several of our 99's were on hand recently to greet Powder Puff Derby contestants Mrs. Madine Carpenter and Miss Julie Burns. These ladies stopped overnight in Concord on a 25 city promotion tour for the Derby.

NORTHERN ARIZONA CHAPTER **Eunice Dickey, Reporter**

Northern Arizona 99's held their July meeting on the 13th in the Sedona home of Penny Carruthers. Verna Wilson, Eloise Selvidge and our new member who is joining us, Jackie McFadden, all from Sedona and Eunice Dickey from Cottonwood attended. The main business discussed was the series of aviation films that the Northern Arizona 99's are showing to private pilots of the area.

The first series of films were shown on July 7th in the Sedona Masonic Lodge near the airport and thirty-one people came. We also had a resident aviation expert in attendance to answer questions and this was our own Ralph Scharch of Rimrock, who also taught the first Aerospace Education class at Mingus Union High School sponsored by our chapter. Films will also be shown on July 21st, August 4th and on August 18th.

Speaking of Aerospace Education, two of the six boys who took the course have taken their written examination for private pilot's license and passed the test. One boy is a college graduate who sat in on the class and holds a soaring rating. The other boy is a sophomore at the high school and is Bill Dickey, son of 99 Eunice Dickey. Bill hopes to solo on his sixteenth birthday next April and earns his private pilots license before his student ticket expires.

We are so pleased to welcome Jackie McFadden into our group. Jackie has been a licensed pilot for three years, having learned to fly in Southern California. Her husband is Sedona's new veterinarian and also holds an instructors rating. They fly frequently to Page to enjoy Lake Powell and recently made a trip to Wyoming and Utah.

Ninety-Nines ON THE GO! John and Penny Carruthers had a marvelous trip with absolutely perfect weather all the way to Virginia, en route to Florida and back home. This was in the first part of June. The Selvidges have been flying frequently to Montrose, Colorado where they have bought property and are planning to build a cabin. The Dickey's made a short trip to El Paso in the 180 and one out to Palomar Airport.

The entire state of Arizona had a big windstorm last night with gusts up to seventy miles an hour in some parts of the state and even RAIN! Several people were dashing out to the airport to be sure their airplanes were tied down securely.

ORANGE COUNTY CHAPTER **Darlene Brundage, Reporter**



Airmarking done by Standard Oil, Western Operations on top of their storage tank 3 miles NW of Fullerton Airport, at the request of Orange County Chapter.

Wish the picture did justice to the airmarking job on the top of the storage tank near Fullerton. It's beautifully done in red, white, and blue and draws comment from strangers and locals alike. Airmarked rooftops are ideal as navigation and safety aids in low visibility, high density population areas like ours.

Orange County Chapter is now 10 years old. Although our anniversary is actually June, we are celebrating at our Annual Awards Banquet, July 29. To help us celebrate and give honors to the Pilot of the Year is special celebrity guest, Mira Slovak. This is the first official chapter affair for our newly installed officers: Chair-

man, Shirley Cote; Vice-Chairman, Esther Gruppenhagen; Secretary, Barbara Ward; and Treasurer, Terry Darch. And is all plotted by Lynn Newton.

Our entrants in this year's PPD were Shirley Cote, Madine Carpenter, and almost-member Trina Jarish. We're proud that all three showed nicely with Trina making the top ten.

We've recently airmarked the taxiway at Orange County Airport. Hope to send a picture soon. The Airport Commission presented us (through Zona Appleby), a special award for that service!

Just returned from International Convention and busy filling us in are: Margo Smith, Thon Griffith, Virginia Flanary, and Shirley Cote.

PHOENIX CHAPTER **Beth Ussher, Reporter**

The long awaited and novel project AWARE was brilliantly successful. About 150 pilots' wives attended and listened to Frank McGuire, USAF (retired) discuss pre-flight planning and checklists, weather, survival kits and emergency procedures and especially how wives can use their knowledge and persuasion to help their husbands be safer pilots. Ten lovely 99s followed with a Flying Fashion style show modeling designs for today's lady aviators. Those that made this such a success were co-speaker and lead man Don Houghton, "property" chairman Ed Gilliam of the Arizona Department of Aeronautics, Hi and Millie Miller and Sue Harper's hard working committee of Carol Borjerding, Millie Dawe, Randi Gumbi, Lanaeh Martin, Bev Powell, Becky Haynes, Mary Vial, and Jessie Wimmers.

Erna Blatt reports that 45 people (including 16 CAP cadets) had a blast of a toot on the McNary Fly-In and 6-hour train ride she arranged on June 10 through the Scenic White Mountains.

All those people with Mexican "casitas" South of the border may find they will be flooded with flyers from Phoenix. Millie Dawe had the gang down to their cabin over the 4th of July and Erna Blatt says that as soon as Congress eliminates the Sunday/Holiday exhorbitant \$25.00 charge to returning weekenders they'd like to invite the people down to their place near Guaymas.

At our June 8 meeting Pamela Van Der Linden of the Palomar Chapter showed slides of Mexico. At our July 20 meeting our members who attended the Toronto Convention reported and the Arizona State University Aerospace Education Workshop was capsuled by Melba Beard, Juanita Newell and Ruth Reinhold.

Everybody is escaping the heat (and floods) in Phoenix — Ruby Sheldon, Mary Lou Brown and Lois Ward of North Dakota where they lunched with Betty Woodward and Beth Lucy of the Jamestown 99's — Millie and Hi Miller to the cool pines of Payson to check on construction (what an excuse!!) — Millie Dawe and Sue Harper to Yucca Valley with a load of medical supplies and an excuse to chat with Garnett Stockton of the Coachella Valley Chapter — Nan France to England as a transfer — Beth Ussher to Canaan Mountain and Parunawap Canyon on the Arizona-Utah

border for an 11 day hike with her nephew and 23 other Sierra Clubbers — Ruth Olsen and her daughter Denise to Ireland, Spain, Portugal, Morocco and Tangier.

Welcome back to June Cleverly and another welcome to a new member, Joan Francis!

Calendar for Airzona Airwomen:



Left to right: Millie Miller, Evelyn Porter, Carol Borgerding, Clare Ellis — 99's join "Project AWARE" guests for coffee. (Photo by Phx 99 — Natasha Swigard)



Ben Powell watches as Melba Beard models her flight suit for "Project AWARE." (Photo by Phx 99 — Natasha Swigard)



Clare Ellis (left) and Nan France check guest list for "Project AWARE" held May 23rd.

August 11 — Palms to Pines Air Race
September — Monterey Fall Sectional
October 14 — Pacific Air Race
November 4 — PHOENIX AIR RACE
REDWOOD EMPIRE CHAPTER

Anita Worel, Reporter

One of our dearest members has made her last flight. **Myrtle Wright died recently after a brief illness.** She has been Redwood Empire Chapter Chairman three times, has been secretary of the Southwest Section, flew four AWTARs and also flew many smaller races. Her enthusiasm for flying was contagious. Many persons learned to fly after having their first ride with her.

Olive Agron, Jeanne Gibson, Esther Harri and Betty Worstell recently earned their APT buttons.

Betty Worstell and Louise Montero pre-

flew the first leg of the 1972 AWTAR and had lunch in Winnemucca with three FAA men and Fran Gustavson of the Reno Area Chapter who was chief NAA timer at Winnemucca. Betty Worstell and Louise Montero are number zero again. Nina Rookaird helped with the inspection at the start at San Carlos. I was an NAA timer at Winnemucca and it was hectic. We had 4 NAA timers and four observers and we were all very busy for the one hour and 46 minutes that it took the 97 planes to fly by. 40 planes flew by in 20 minutes and they were bunched 3 and 4 at a time. The fly bys were beautiful.

RENO AREA CHAPTER

Hazel Hohn, Reporter

The 1972 TAR stop in Winnemucca, Nevada, went off perfectly with wonderful



*and flung my eager craft through
footless halls of air . . .*



Congratulations, Pauline Glasson and Donna Golden
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cooperation from the people of that town. Barbara Mouchou was Stop Chairman, Katy Bolstad, Operations Chairman, Fran Gustavson, Faye Stewart, and Pat Henning were busy timing in the tower. Mary Boles was in charge of Publicity, and De Baer, Kathy Taylor (who has her membership application in) and Lois Brown's daughter Pam gassed and directed airplanes. Others who worked busily at the airport were Kathy Gray, Doris Eacret, Phyllis Ahlswede, Lois Brown, Lois Williams, and Elaine Brown. In my notes it says that Elaine was P.A. What that stands for I can't remember. And since Elaine and daughter Allison left this morning for Maine, it will have to remain a mystery until they return. The gals in the race were all SO nice, and the people and Chamber of Commerce of Win-nemucca really great. None of the race pilots RON'd, so our members went home that evening. Ranchers from the Win-nemucca area came to watch, and were most impressed with the racers. They oooh'd and aaah'd over every little detail of their flying experience, no matter whether they were pretty new at it, or had every rating and thousands of hours.

Seems everyone is off on some kind of a trip. Lois and Dave Williams are jetting to Hawaii, having just returned from Europe. Something is being done to Lois' kitchen. But instead of just sending out for a bucket of Col. Sanders' chicken when "it's a bad day for cooking", Lois takes her hubby to Hawaii. Doris Eacret is going to Africa and hopes to get in some flying while there. Katie Bolstad and family, except for the oldest boy who is house-sitting, are leaving for Canada. They will help crew a boat for friends there. And my husband Werner and I and our 4 and 10 year olds attended the 30th WASP reunion in Sweetwater, Texas. In addition to renewing friendships with gals and instructors I flew Air Force planes with during World War II, I saw 99's like Kay Brick, Kay Hildebrandt, and Alice Jean Starr from the NY-NJ chapter I formerly belonged to.

Kamala Vass, NJ 99 who is usually with our chapter for the Reno National Championship Air Races every September, writes that husband Ted is recovering from a mild heart attack. We hope he will soon be back on his feet and that they can be with us again this September. This invitation also extends to any of the 99's and friends who can come to our great races.

TUCSON CHAPTER

Ginny Cook and

Jayne Hunter, Reporters

Chairman Norma Wilcox and vice-Chairman Jayne Hunter were re-elected by the Chapter and decided to celebrate by entering the Palms-to-Pines Air Race together!

Dorothy Jenkins and Carolyn Milkey were elected secretary and treasurer respectively. A brief ceremony to install the new officers will be conducted after the Pot Luck Dinner scheduled for September.

Norma's Flight School now has a branch office at Nogales International Airport (near our border with Sonora, Mexico) and Norma is "in residence" there on Wednesdays and Fridays and doing a "soaring" flying business. Norma and Nate Wilcox



At Nogales International Airport where she has opened a branch of Norma's Flight School, chapter chairman Norma Wilcox, receives congratulations from three of her Tucson members, Jayne Hunter, Virginia Edwards and Donna Raymond. Mary Lou Melville (far left) is a student pilot at Norma's Nogales school.

purchased a mobile home and set up their household right on airport land at Ryan Field so Norma is now near her Flight School and can conveniently schedule more evening and night hour flying.

In addition to the regular July meeting, the chapter will have a short-distance morning fly-in to Avra Valley featuring a brief talk on safety tips by the maintenance chief there and refreshments courtesy of the F.B.O. Avra is the Cook's homeport and Ginny made the arrangements but will miss the event as she is co-piloting Ken on a spontaneous trip to Seattle and Skagway.

Patsy Brooks eagerly awaiting the arrival of her new Pitts Special, a "tu-holer" from Afton, Wyoming due in July, has been keeping busy ferrying drugs for D.R.F. to PHX and "flying" the chase plane for 49-1/2er Bob's Soaring Plane. The 'chase' plane is a camper with two way radio and racks and tow for the soaring plane. Dot Jenkins is flying to San Francisco to help son Chuck ferry car, truck, and personal possessions back to TUS as he has been transferred. Carolyn Milkey, our new Treasurer, hosted the June meeting, where the Tucson Treasure Hunt final reports were compiled and suggestions filed.

Judy Preble is helping 49-1/2er Jim get ready to go to his Summer occupation which is air fire fighting. That's forest fires, and they drop "stuff" on them from the air. Kitty Boice, following in mother Sherry's footsteps is yearning toward the skies, and has applied to United and Braniff for a stewardess job. Janet Robertson took an early vacation in order to take her aunt and uncle back East. She'll be back in time to help us with our airmarking though.

Aldine von Isser departed on a month watering adventure. From TUS to New York, thence to Frankfort, Genoa, Palma de Majorca, and Athens, Greece. From Athens, she and 49-1/2er Tony forsook airplanes for sailboat and took a sailing cruise to Crete and the Greek Islands. Rhodes, Istanbul, London, and back to this continent.

SAN FERNANDO VALLEY CHAPTER

Gerry Vickers, Reporter

Lots of fly-ins the last two months — Las Vegas, Bakersfield, Catalina, San Diego, with Santa Barbara coming up July 26. The

chapter participated in the July 1 and 2nd airshow at Van Nuys Airport and sold articles made at two workshops — one at Audrey Schutte's and the other at Pat Hallett's.

Lorelei Cangiano obtained her instrument rating and has been flying around Guaymas, Mexico and other interesting spots. Another Wing Scout has soloed — Faith Hillman. Dolores Pynes flew to Wichita to get a plane for Sky Roamers; Loretta Hines had her first dirt strip landing at Sterk's Ranch; Bernie Stevenson flew the Angel Derby. And Abby Haddaway topped everyone by flying the OX American Eagle, a plane she had flown in the past and it brought back many memories. Abby also had a new business in which she provides services for pilots — fishing spots, rent-cars, tickets for cultural events, etc.

Dolores Reed, Lola Ricci, Jean Rose and Gerry Vickers from the chapter attended the 30th anniversary of the WASPS June 19-23 in Sweetwater, Texas. There was an airshow, parade (with WASPs participating), chuckwagon barbecue, and banquets. A historical marker was dedicated to the WASPs and is located in the town square.

We had our annual July potluck on July 10 at Marge Robbins and the following day, our Chairman, Polly Fleming, took off via commercial airlines to represent our chapter at the International Convention.

SANTA BARBARA CHAPTER

Virginia Moser, Reporter

With all of our members busy with vacation plans, the July meeting was postponed.

Speaking at our last meeting was our own instrument ground instructor-member, Anna Reitz. A pot-luck buffet dinner was hosted by Nancy Shaw at her home in Oxnard. Anna passed on a lot of valuable information on T.C.A. (Terminal Control Area) as used at Los Angeles airport. She also gave advice about traffic and control zones.

Chairman Pat Rowe disappointed us with the announcement that she will be moving to the Oakland area in September. Her husband, Dr. Henry Rowe has transferred to the FAA Center there.

New chairman-elect, Marion Fickett, hopes to visit some of our European 99's when in Germany this August.

A few other office changes were: Erma Christian, taking over treasurer duties for Marion; Diana Dee, secretary; and Rachel Cowin, fly-in chairman. The other officers will remain as appointed last September for another year.

We're very proud of member Ann Louise Swanson for her latest accomplishment. Ann Louise has just been honored as the first woman to be appointed to the Santa Barbara Airport Commission.

Mary Lewis reports having had a grand time at the meeting of former WASPs in June in Sweetwater, Texas. Mary piloted a Commanche to the get-together. A new member of our chapter is Nina Lewis, Mary's 17-year-old daughter.

Porterville's moonlight fly-in was greatly enjoyed by Della Abernathy, Erma Christian, Joan Steinberger, and Marion Fickett.

SANTA CLARA VALLEY CHAPTER

Betty Hicks, Reporter

A rebuff from San Jose Municipal Airport's tower left chapter members of the Pacific Air Race terminus committee undaunted. Heavily-trafficked San Jose Muni, the nation's ninth busiest, was no place for the finish of an air race, determined the cautious tower chief. So, thanks to the persistence of Verna West and Des Stuart-Alexander, the October running of the PAR from San Diego will still boast a San Jose finish line. It will be at Reid-Hillview, whose airport traffic area snuggles up to Muni's, but where the controllers are only occasionally concerned with the mix of airline and general aviation traffic, that being when some bumbling airline pilot mistakes the county airport for the city's.

Jeanine Ceccio flew seven hours one lovely day last week, to Santa Monica and back in the 172. It was almost a mercy mission, as her passenger was a woman afflicted with brain tumor, who wanted to visit her sister in Santa Monica . . . Mayetta Behringer is still exuberant over her June flight to Michigan, with a lone weather problem between Eau Claire and Minneapolis, forcing her to drive through that thunderstorm to visit friends . . . Susan Bates, Marion Barnick's Powder Puff Derby co-pilot, roared through the instrument written with a 90, naturally on the first attempt . . . Pat Roberts gained recent accolades from the local press for flying a 19-year-old Mexican girl, stricken with a brain tumor and blind from her affliction, from Leon, Mexico to northern California for medical treatment . . . Chapter publicity in June and July included several full page spreads in local papers. Susan Norman and Betty Berkstresser, those intrepid 381-hour Powder Puff Derby pilots, rated a full page in the July 6 San Jose Mercury. This was followed on July 8 by another flattering page on chapter activities, entitled " . . . In the Air Every Chance They Get." This story featured photographs of our pilots loading supplies for a DRF flight, along with interesting if not complimentary portraits of Carole Lushbaugh, Phyllis Pierce, Verna West, Jeanine Ceccio, and Willy Gardner. Mardo Crane logically rated front page coverage for her skillful though unscheduled landing of her disabled Comanche 400 at Ord, Nebraska during the AWTAR. Another near-full page of the Mercury went to those Fifinella frolickers, the former WASPs who attended the 30th reunion of those Women's Airforce Service Pilots at Sweetwater, Texas in June. Highlights of the get-together for Jackie Petty was the courageous parade of 35 of the former WASPs, in the Texas midday heat, all of them attired in their World War II uniforms. "And I hated every one of them!" rasped Jackie, with an effortful smile . . . Verna West and Des Stuart-Alexander flew the weather scout plane for the AWTAR start, poking Des' Cessna 206 over the ridge of the Sierras just far enough to report the only clouds to be innocuous cirriform and visibility more than 100 miles, quite good enough for that very important VFR flight . . . For any doubters who think Jeanne McElhatton's AWTAR reports, over nationwide radio, don't rate attention, how

about the man at San Francisco's Trader Vic's restaurant, who approached 49-1/2er Dave McElhatton as he squired daughter Coleen out to dinner on her 12th birthday, while Mother was off flying the AWTAR. "How's Jeanne doing in the race?" the man asked, sincerely interested. Complete stranger? Of course . . . The chapter reporter gained a bit of professional altitude recently with her appointment as Coordinator of Aeronautics at Los Altos Hills' Foothill College . . . Betty Berkstresser, one of the chapter's two aerospace engineers (AWTAR compatriot Susan Norman the other), who nevertheless could barely spell "omnidirectional" a few months ago, has passed her instrument written examination.

UTAH CHAPTER

A New Frontier

Her name is Barbara. This girl, being from the west and with life still a challenge, found a new frontier to conquer. Many women in the United States have their private pilot's license and of these there are some that have added commercial, instrument, flight instructor, glider or seaplane ratings to their license. But this was not enough for Barbara. On May 5, 1972 this young lady successfully completed all the requirements necessary for her jet rating in a Lear Jet 24B.

Barbara, is Mrs. David Barlow of Bountiful, Utah and the mother of three children. She is also a member of the Utah 99's.



*Up, up the long, delirious burning blue
I've topped the windswept heights with
easy grace . . .*



Congratulations!
Sophia Payton
NUMBER EIGHT
in the '72
Powder Puff Derby

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Back in about 1964 her husband and brother-in-law, who is a pilot, forced Barbara, much against her will, to go for an airplane ride. As the old saying goes "try it, you'll like it." She did try it and she did like it. Soon afterward, on her own, she went down and took her first flying lesson. From then on it was onward and upward for this talented girl. She worked hard and received her private pilot's license on November 11, 1965. After getting her license her first move was to join the Utah 99's. Her commercial rating was added to her license in October of 1967 followed by her multi-engine rating of March 3, 1968. Still not satisfied, she continued on and added an instrument rating to the list.

In 1971, always rising to a challenging situation, Barbara decided to fly the Powder Puff Derby in her Cessna 182 and asked Vivian Yardley of Salt Lake City to be her co-pilot. It was the first race for both and though they didn't finish in the money, it was a memorable experience for both of them.

After getting her commercial rating, Barb bugged an electrical contracting company into letting her take some trips in their company planes. Eventually they put her on full time, recognizing her ability and perseverance. This gave her experience in flying 411s and 421s for about a year and a half. About this time, the company made a major decision and decided to sell the plans they had and buy a Lear. This move cut down the pilots needed, so Barbara saw her flying time cut way down. However, the company, still recognizing her talent and ability, were able to put her on a part time basis in the jet after about nine months. Because they had confidence in her, the company helped her in every way possible to get her type rating in the Lear. And this was done this spring.

This girl's ambitions have not stopped there. She still hopes to get a full time position flying, and she will. Incidentally, Barbara was just elected chairman for the coming year for the Utah Chapter of the 99's.



Raili Aronen, Governor

Because Kirsti Pesola is on vacation I will tell you something about the Finnish Championships in Jyvaskyla. Jyvaskyla is a city in the middle part of Finland. The Airport with 2600 m long runway, is both civil and military.

There were 43 competitors even with Air Force Pilots and then three women pilots.

Anita Meinander and I represented The Ninety Nines. On Friday 30th June was the navigational flight. It was about 230 km very difficult trip with special tasks. Our landing was a precision landing with engine over 2m high rope to the line, which

was 50m from the rope.

Next day we had precision landings.

I won the women series and Anita was the second. In the race I was 29th, in my series 8th. Anita was 35th and in her series 9th.

This was the first time when they had a women series.

Kirsti Pesola has been with a few years ago. She won gold and bronze in her series.

The whole time there was over 85 degree temperatures. So you can imagine how we felt in that heat. Finland has been almost the warmest place in Europe.

I hope we can get next year more girls with us, when we will try again.

I am very happy to tell you that Ruth Gay, Long Beach Chapter, visited us. She was in Finland about two weeks.

First she was with me in the opening of the Finnish Air Museum.

She flew here the French airplane Rallye Commodore.

Kirsti Pesola showed her Helsinki and Lahti and their surroundings.

The Midsummer we spent in our summer place near Helsinki. We are very happy to meet such a nice and lovely Ninety Nine as Ruth Gay.

We all wish her very good luck on her tour in Europe.



SASKATCHEWAN CHAPTER

Nadine Cooper, Reporting

This is the first, from a brand new Chapter, and since I'm not really the news reporter for our chapter, it will be a first and only effort. We have ten members in all, and all very proud of our Chapter. The Western Canadian Section held a Spring Section meeting May 27 in Saskatoon. Our Charter was officially presented to Blanche Moxley by Governor Eleanor Bailey.

The Saskatchewan Chapter is leading the Western Canadian Section with APTs.



Saskatchewan Chapter receiving their Charter on May 27, in Saskatoon, Saskatchewan. Left to right: Eleanor Bailey, Darleen Yergens, Blanche Moxley, Nadine Cooper, Nancy Iverson and Mildred Beamish.

Mildred Beamish is thrilled with her new ADF, she says it's her "Mink coat". Mildred intends to start work on her instrument rating right away.

Our past meetings for February, March and April included a workshop in conjunction with Flying Farmers in Saskatoon and an APT Clinic in Regina. We have three members definitely going to the Convention in Toronto.

I was at the Regina Flying Club when Edith and Walter Denny spent a short while with their ASTEC SKY on April 23, they were returning from the COPA Convention in Vancouver. I had a few first hand glimpses of plans for the 99 Convention and it sounds terrific. See you all there.



Maria Helena DeBotero, Reporter

On last May 24th, was the General Assembly of the Colombian Civil Air Patrol to elect new President and Board of Directors. We are proud to report that Consuelo Uribe de Escobar was elected to the Board, with Miryam Uribe de Jaramillo as her substitute. 49-1/2er Jaime Escobar finished his term as President, and Luis Carlos Bravo will be the new President, another 49-1/2er.



(Left to right) Consuelo Uribe De Escobar, Amparo Ceballos De Bravo, Rosa Helena De Escobar, and Beatriz Hernandez De Montoya with awards.

That night there was a dinner party to celebrate the tenth anniversary of the founding of the Air Patrol. Awards were distributed to the members who distinguished themselves during the past years. Rosa Helena Escobar received a silver cup and gold wings with two stars for having earned 125 points flying missions. Consuelo Uribe de Escobar and Amparo Ceballos de Bravo received silver wings with one star on having completed 25 points flying missions.

Beatriz Hernandez de Montoya received a plaque from the Commodo of the Naval Base at Cartagena, for being the first woman in Colombia to have participated in a training Naval Operation.

Our reporter Angelika Chand has been in Europe for a well deserved vacation. Con-

suelo Uribe de Escobar is off to Argentina, and Beatriz de Montoya to Europe. Amparo Ceballos de Bravo and Rosa Helena de Escobar are going to the States for a vacation with their families.

We use this report to welcome a new 99s member: Luz Helena de Escobar de Mejia, daughter of Consuelo de Escobar and member of the Escobar flying family.

France



(From left to right): Monique Besson-Magdelain (99), Madelyne Delcroix-Cottalorda (99), (championne du Monde du Voltage Pesienne en 1968), James Lovell (Apollo 13) and Marie-Joséphine De Beuregard (99 French Section Governor).

Australia

Christine Henderson, Reporter

Look forward to hearing first hand news of this years AWTAR and Convention in Toronto, from Ruth Hodges and her daughter 'Pie'. Many members of the N.S.W. Branch of A.W.P.A. farewelled them at a party at Margaret Kentley's home, last weekend in June.

Robin Miller was stationed in the 'bush' at Meekathara during May and is now flying the Beech Duke out of Port Hedland.

Again this year Kathryn Henderson has escaped the southern winter and flown the Bonanza on charter to a Fly-In at Dalhousie; where they held the annual out-back race meeting in June. On to Darwin, visited Christine Davy; who is Senior Pilot with Connellan Airways. Next stop Gove, then Cooktown and down the Queensland coast and Barrier Reef Islands to Brisbane, where Kathryn stayed with Peg Kelman.

With Gwen Caldwell, Peg Kelman recently returned from a flying visit to New

Guinea and also visited Bougainville where Conzinc Rio Tinto have a huge copper project at Arawa.

Layne Glanville-Williams entertained Olga Tarling and her mother in Singapore, on their return trip from the U.K.; where Olga was the only woman amongst 200 men attending the A.T.C. seminar in Dublin!! Layne reports that Janet Ferguson was Australia-bound via Penang with another Islander in May.

I enjoyed a super experience when I landed on the Tasman Glacier, near Mt. Cook during my fabulous visit to New Zealand; which is a glorious country.

It was great to see Judy Costello, Ena Monk and Jennifer Frame who had previously invited A.W.P.A. Members to attend the N.Z. Airwomen's Association An-

nual Rally in Timaru on June 4. Such a fun gathering.

When flying in Invercargill with Jennifer Frame in the 'Emeraude', a very sophisticated ultra-light.

Judy Costello gave us a grand tour of Auckland in a Cherokee. Should opportunity present itself, I thoroughly recommend to all 99's a visit to New Zealand — the Women Pilots there are guaranteed to give you a very hospitable stay, as they really do know how to say 'Welcome'.

Cheerio for now.

(Congrats Christine. Will be there in spirit, but unable in body. —Ed.)

Get APT!!!



*Where never lark or even eagle flew.
And while with silent, lifting mind I've trod
the high untrespassed sanctity of space,*

Congratulations!
Margaret Mead
and Lucy Brooks
NUMBER NINE
in the '72
Powder Puff Derby



Good Show, Girls!

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CONNECTICUT CHAPTER Connie MacLeish, Reporter

With twenty-nine days out of the month having some precipitation, there hasn't been much flying in this area. We all drove to Nancy Tier's in Lakeville, Connecticut, for a recent meeting and luncheon.

The election of officers consisted of Bobbie Herbert, chairman; Connie MacLeish, vice chairman; Elaine McCabe, secretary; and Ruth Crowell, treasurer. An enthusiastic group decided that after so many business meetings and the successful AWNEAR, we were entitled to some fun trips and scheduled a fly-in to Monticello, New York, to watch harness racing, and a fly-in for lunch and swimming to Provincetown, Cape Cod, Massachusetts, to be joined hopefully by other New England Chapters.

The meeting was concluded with some slides of Peg Davidson's on the 1971 and 1972 AWNEAR and some aerial photographs of surrounding Connecticut in addition to photos taken by Nancy on her recent trip to France.

The weather broke briefly to allow the Herberts to enjoy a day of picnicing at Montauk, New York.

The EAA fly-in breakfast at Danbury, Connecticut, was well attended, but only three planes flew in, two of which were the Herberts and MacLeishes. The MacLeishes left an hour before the airport was socked in. Dana, (Bobbie's 49-1/2) however, being chairman of the event, was unable to leave in time, and his plane was still sitting at Danbury ten days later.

The MacLeishes took a mini vacation recently in their C-172 to Washington, Norfolk and the surrounding beaches.

WESTERN NEW ENGLAND CHAPTER Margaret Brown, Reporter

Elections were held at the last meeting, and the new officers-elect are: Chairman, Alexandra Taylor; Vice-Chairman, Margaret Brown; Secretary, Ann Thibodeau; and Treasurer, Shirley Dunlevy.

Airmarking at Hiller-Barre, Massachusetts, Airport was a well-attended drive-in due to the unstable weather. The new manager and FBO Bill Morrow was most appreciative and enthusiastic about the beautiful job done. Some of us could not attend, being at the Basin Harbor, Vermont, annual N.P.A. weekend. I saw many 99's there, from local and distant chapters, including Kay Brick.

Congratulations to Alexandra Taylor and Sue Stidham for their brand-new Cherokee 140 and to Shirley Dunlevy for her just-earned Commercial license.

Chapter plans for the near future in-



Pictured at Bowles, Agawam, Mass. Airport in front of Skyhawk 0839L belonging to Margaret Brown are (left to right): Shirley Dunlevy, Sue Stidham, Margaret, Alexandra Taylor, Doris Preston, Skip Orlitzki, Dale Melanson and Ann Thibodeau. The picture was taken for "Scope" a local Springfield newspaper. Picture used by permission.

clude another airmarking, a visit to Tanglewood, Massachusetts, for one of their internationally famous concerts, attending Eastern New England's Flying Poker Party, and in July, Toronto of course!

EASTERN NEW ENGLAND CHAPTER



Miss Georgia E. Pappas, a member of the Federal Aviation Administration's prestigious Women's Advisory Committee, has been designated an accident prevention specialist in the FAA's New England Region. She is presented her certificate by FAA New England Regional Director Ferris J. Howland (left) and Paul Baker, Regional Flight Standards Division Chief. Miss Pappas is an assistant operations supervisor for the Massachusetts Port Authority at Logan Airport.



New York New Jersey

NEW YORK — NEW JERSEY

GREATER NEW YORK CHAPTER Carole Leipzig, Reporter

Doris Renninger attended the International Air and Space Museum Trust meeting in Oklahoma City, Oklahoma on May 22nd. Following this, she attended a three day WACOA (Womens' Advisory Committee on Aviation) meeting at FAA

Aeronautical Center, Oklahoma City, Oklahoma, May 23rd through the 25th.

Whirly-Girl No. 121 Rosemary Rose from England hovered at Whirly-Girl No. 59 Doris Renninger's on her way home from TRANSPO '72 and helicopter flying with Nancy Smythe at Ronson Helicopters in New Jersey.

Gloria and John Paoletta enjoyed perfect flying weather and a wonderful time when they flew down to Leesburg, Va. (Arthur Godfrey Airport) to take in the first weekend of TRANSPO '72 at Dulles International.

Carole and Howie Leipzig, in a Cessna 182 with no radios and Angie Kovacs, in a Cessna 172, had a wonderful time ferrying the airplanes back from Cessna, Wichita, Kansas. They managed to meet for supper at Sky King Airport in Terre Haute, Indiana, but from there on took separate routes back to Caldwell and Morristown.

Irene Keith recently won 3rd place in Tango and Rumba in National Competition, Full Silver Category, in Dallas, Texas.

Julie von Saal and Mina Elschner flew to St. Croix in Jan. From there, they flew to Fort Lauderdale, Florida. Both are members of the Florida Air Pilots Association. Mina was Impound Chairman for the terminus of the Angel Derby. Julie worked in the tower at Executive Airport, and as Mina's assistant on Impound.

HUDSON VALLEY CHAPTER Gertrude Felsen, Reporter

Those of us who fly out of the Kingston Ulster Airport are exceedingly disturbed about the recent news that Central Hudson Gas and Electric Corporation is proposing the construction of two stacks which would be 600' above ground level at a location directly in the path of planes taking off from runway 15 and final approach to runway 33. The FAA is now conducting an aeronautical study to determine whether or not these stacks should be declared hazard to aviation. Can there be any doubt!?? Gale Brownlee has written to many fellow 99's but for those who did not receive the letter, it is reprinted below:

Dear Ninety Nine,

I have enclosed a copy of an aeronautical study I urge you to read. It doesn't take imagination to see how two (2) 650 ft. smoke stacks on final approach to runway 33 or take off path from runway 15 could hamper the operations of the Kingston Ulster Airport. The Instrument Instructor Clinic I attended and the Safety Clinic we recently sponsored surely didn't prepare me for soloing students around something like this!

We all know we are losing many of our small local fields and are being increasingly restricted in the use of major ones. We simply cannot afford to lose a single airport.

If you agree with me that these proposed stacks are a hazard to aviation, please write to Mr. Hennessy at the address on the study...

Sincerely, Gale Brownlee

In mid-June, our local chapter, in conjunction with the Dutchess County Pilots Association and the CAP held an aviation safety seminar in Poughkeepsie. The seminar was attended by a minimum of 300

pilots and families each of the two nights it was held. On the following Saturday morning, a landing and take-off demonstration was held at the Dutchess County Airport. The seminar was fortunate to have Mr. Charles Cole of the Civil Aeromedical Institute, Oklahoma City, Mr. John Karp, Accident Prevention Specialist of the Teterboro GADO and Mr. Mike Cunningham and Mr. Joe DePaolo of the Poughkeepsie FSS giving us lectures and slide presentations, including a lecture on flight service stations, the FAA lecture and demonstration of how to avoid and cope with vertigo, the slides on "Flying in Low Visibility" and "Visual Cues for a Good Landing". Ed Borkoski was there with 10 of the new Analog Training Computer Personal Flight Simulators, which we were invited to try. The program was part of the FAA's nationwide aviation accident prevention program. Attending from our chapter were Jane Swart, June Simpson, Betty Hurd, Arlene Spiesman, Julie Price, Gale Brownlee and Gertrude Felsen.

Recently Gale Brownlee received a call from the Poughkeepsie FSS that Radio Station WKIP in Poughkeepsie, through an appeal to its listeners, had collected many supplies for the flood victims in Elmira, New York, and needed pilots to assist in delivering them. Gale made a trip in a Cherokee Arrow, Jane Swart flew in two loads in her club plane and Hank Cramer, Manager of the Carroll Air Service at Kingston-Ulster Airport flew in a load in a Cessna 182.

The flights that Hank and Gale took were conducted under IFR conditions. The supplies included baby food, baby bottles, diapers, medicines and medical supplies, flashlights, etc. Those who flew the airlift were gratified to have been able to render

service to those unfortunate people. Their experience was repeated many times by other pilots in the entire northeast, each doing his part to alleviate in some measure the devastation faced by the flood victims in New York, New Jersey, Connecticut and Pennsylvania.

NEW YORK CAPITAL DISTRICT CHAPTER Sally Downes, Reporter

The beautiful Gideon Putnam Hotel in Saratoga Springs New York was the scene on May 5th and 6th of the spring sectional meeting of the New York-New Jersey Section. We were so pleased to welcome so many members of our section — it was a pleasure to be hostess to such charming and friendly guests.

Friday evening was a tremendously suc-

cessful wine-tasting party and we were delighted to see so many friends of flying, including husbands, escorts, controllers, and FAA representatives . . . 65 people in all.

Saturday morning our meeting convened, led by our vivacious and efficient governor, Helen Egan Levy. Representatives from each of the 6 chapters of the NY-NJ Section attended the meeting, with 100 per cent from our own Capital District Chapter. After the meeting, we enjoyed a sumptuous buffet luncheon and a wonderful speech by Brig. Gen. Raymond L. George (ret.) USAF.

Saturday evening found 70 of us at the famous Saratoga Raceway for dinner, harness racing, and the evening was topped off with the Feature Race dedicated to the Ninety-Nines!



*Put out my hand and touched the face
of God.*

Congratulations!
Landon Storrs
and Trina Jarish
NUMBER TEN
in the '72
Powder Puff Derby



Sally Downes, Nancy Fitzroy and Joan and Russ Frizier at the New York-New Jersey Spring Sectional.



Jo Ann Perco, Helen Egan Levy — governor of New York-New Jersey Section, and Lillian Roylance at Sectional meeting in Saratoga Springs, N.Y.

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The entire weekend was especially challenging to our group because we are such a new Chapter.

June 29 and 30 was the date for a Pilot's Educational Clinic sponsored by the FAA in Albany. Our chairman, JoAnn Perko, Lillian Bornowski, Peg Weiss, Joan Frazier, and June Morier attended from our Chapter. Virginia Sweet, former 99 and WASP and currently a flight instructor out of Albany and Schenectady, was also there. They were shown films and attended lectures about all different types of landings.

LONG ISLAND CHAPTER Marilyn P. Hibner, Reporter



Middle East

DELEWARE — MARYLAND
PENNSYLVANIA — VIRGINIA
WEST VIRGINIA

EASTERN PENNSYLVANIA CHAPTER Louise Sacchi, Reporter

We have some new members, some new ratings, and some new prospective members.

Blenda Hildebrandt and Terri Friess are our new members, and judging by their work at the Penny-a-Pound, they are fine additions to the Chapter.

Helene Butler got her Commercial in May; Joanne Maloy has passed her Instrument written.

Our Chapter now has a permanent home! At Marge Bryant's Penn Ridge Airport, where we can keep our scrapbook, and other possessions, and have frequent meetings. The June meeting was held at Penn Ridge and 17 members and 3 prospective members attended.

The Air Rally at Wings, which apparently had some misprinted clues, was flown by Ann Shields, Helen Zubrow, Helene Butler and Joan Zaharfy.

As this is written Ann Shields is off to Sweetwater to the WASP convention, and

excitedly wondering what difference 30 years has made in the girls she knew "way back then".

Arlene Feldman and her family came by Musketeer to Philadelphia for a two week vacation; we will all see her at Kate Macario's on the 18th.

Kate Macario — and possibly one other — are delegates to the Convention in Toronto.

Our Chapter will be helping quite a bit at the Terminus at Tom's River. Inspectors are Kate Macario, Joan Bertles and Barbara Farquarhson. We are also buying Programs for all the members from Chapter funds, which will keep us au courant on the Race personalities. Nice idea!

WASHINGTON, D.C. CHAPTER Gladys E. Wise, Reporter

One hundred and ten years ago, during our most severe domestic disgruntlement, Mosby's Raiders headquartered their Civil War operations near Durette Huck's current homesite at Purcellville, Virginia. Last month, at Durette's invitation, thirty D.C. 99's, their guests and husbands, re-invaded the area by land and by air for the June meeting of the D.C. chapter.

Fly-ins touched down on the 2600-foot grass strip known as Birch Hollow International Airpatch in the sparkling kind of VFR June usually brings to Washington, but so rarely did this year. These included Julie Dearth in her Cherokee 140 with Chairman Helen Delaney and Irene Wirtschafter; Maryann Jessup in her Navion with Jackie Scott and their guests; Bonnie Klitzkie in her Commanche with Kathy Sheen; and Ruth Taksel in her Commander with three other members of the Ohio Chapter.

Fran Nolde brought guests from France, Pamela Sayler and Marie Allizon. Bonnie Klitzkie and Dorothy Wood came as guests but left as members after being "ayed" by the Chapter. And there were prospective members, Jean McAdams and Barbara Ward.

They say "Virginia is for lovers." After a

magnificent June picnic in the historic Virginia countryside, we are inclined to add, "Virginia is for fliers, too."



Southeast

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

ALABAMA CHAPTER Jaye Judgins, Reporter

June meeting at Jasper was to airmark the runway. Eleven members, ranging from Pensacola, on the Gulf, to Hazel Green, near Tennessee line, came through the SMAZE (that's smoke-fog-haze) and the sticky heat to paint: Marianne Rhodes, Pam McDermott, Chairman Claudia Conn, Bennie Peters, Miriam Pullins, Kathleen Vaughn, Camellia Jackson, Hilda Ray, Eunice Miller, Dorothy Parrish, and Minnie Wade. Guests were June Miller, Eunice's sister-in-law, and Ruby Williams; and, as Bennie put in her notes, "assorted 49-1/2ers and children." The picture does not show the sweat and sunburn.

Before going further, I need to do some correcting and catching-up. Juanita Halstead was our cover girl in the Montgomery Advertiser-Journal's Sunday Magazine in March, and Nancy Beeland shared the April cover with Margie Pohl and W.C. Wilson, FAA Chief Tower Controller at Dannelly Airport. Both issues of magazine carried detailed stories of our featured Ninety-Nines. I have also been informed that Minnie Wade Coggins, from Clanton, received her Instrument and CFII ratings the same day, May 2, 1965. And we are expecting another CFII before long.



Alabama Airmarking Crew at Jasper, Ala. Left to right: Marianna Rhodes, Pam McDermott, Claudia Conn, Bennie Peters, Miriam Pullins, Kathleen Vaughn, Camellia Jackson, Hilda Ray, June Miller, Eunice Miller, Dorothy Parrish, Minnie Wade, and (kneeling, front) Patty Atha with her daughter.

Bennie Peters has passed her Instrument Instructor's written. She received her multi-engine rating in four days, before taking off to fly co-pilot with Juanita Halstead in the TAR. Eunice Miller also has her multi-engine rating. Hilda Ray has her Commercial ticket and is commuting from Jasper to Birmingham for Instrument ground school. Ruby Williams, of Jasper, has taken her check ride for her Private, and we hope that she won't be just a guest at future meetings.

Alabama is still flying DRF medical supplies. I did not get included in an earlier report that Chairman Claudia Conn and Miriam Pullins flew a plane-load of supplies from Huntsville to Janet Green in Ocean Springs, Miss. We certainly hope that better routes and more strategic holding-points for DRF can be worked out.

August 6th meeting is in Foley with FAA Aviation Physiologist Chuck Cole, of Oklahoma City, coming to lecture, present films, and give a demonstration of the Ver-tigo Chair.

(You're beautiful. —Ed.)

CAROLINAS CHAPTER

PS, Reporter

At our June meeting in Greensboro, over ham-biscuites at Louise Smith's cabin, we shed a few tears of loss when Evelyn Hyman went out as chairman. She's done a real spectacular job, and we'll miss her! Our newly elected chairman, Nita Hudman, has got some big shoes to fit and starts her duties by running out of the country on July 3rd, to Europe! Not only that, but the coward is being joined by our equally cowardly new secretary-treasurer, Nancy Duncan. For five weeks, they say. We know we're a hard chapter to manage but running officers completely out of the country, and even before they take office? Wow.

Elizabeth Bennett is our new vice-chairman and the only one brave enough to stick with us all summer. Guess she's got extra energy since she and her airline-pilot husband, Carlos, now are out of the airport business. They gave up the venture at Montgomery County Airport, Star, and that should give Elizabeth more time to fly — and run the chapter!

Our outgoing chairman, Evie Hyman, recently was awarded the Air Force ROTC Outstanding Service Award for her work with the cadet corps at Smith Senior High School.

At this June meeting, we voted in new member Tommie Lou Smith. Now, this is a confusion since she's the second Mrs. Herman Smith in the Carolinas. Her stories of some of her Herman's work (escapades?) as a Magistrate are great. One recent one when he, complete with wig, and a Green-

sboro instructor hung out at the Friendship Airport, as hippies, while working with the FBI to stop a stock-stealing aboard Eastern is the story of the year.

GEORGIA CHAPTER

Judy Hall, Reporter

Later in May a group gathered for a picnic and business meeting at Jekyll Island Airport. A good group showed-up but on-coming bad weather ran us off early. Esther Wright won the "Can You Name the Airport?" contest conducted by Judy and Jerry Hall by identifying the most airports from aerial snapshots taken by the Halls.

June was the Ile de Chien (Dog Island) meeting with a fair group in spite of the not-so-good weather.

The new Chapter Officers for the 1972-73 year have been elected and will be installed in September. They include Shirley NeSmith, Chairman; Judy Hall, Vice Chairman; Joyce Toman, Treasurer; and Shirley Otis, Secretary and News Reporter.

Georgia Chapter was represented in Toronto at the International Convention by Int'l. Prez, Betty McNabb and Jerry Hall representing our 49-1/2ers. All of the above wish to thank the Canadian girls for a marvelous time in their beautiful country and the lovely city of Toronto.

MEMPHIS CHAPTER

Nancy Miller, Reporter

July was the month for the "Ninety Nine Open House and Picnic" at the home of Hilda and Doyle Savage. The afternoon found 99's and 49-1/2ers swimming, playing tennis and horseshoes, fishing, and just loafing in the pool house.

Chris Brown is our most recent APT member. Toy Hicks has earned her instrument instructor rating. Dot Wilson started aerobatic instruction with Duane Cole.

Netta and Doug Holden and Fern and Chuck Mann flew to the dedication of the new Marked Tree, Arkansas, Airport. Gladys Estes flew her hubby and a friend to Corinth, Mississippi to check over hunting territory. Fern Mann and Netta Holden flew a Citabria to Clarksdale, Mississippi. It was Netta's first time to fly a Citabria and she said it was great. Dot and Jerry Wilson are flying to Al Gaston's White River Resort in Arkansas for a float fishing trip.

MISSISSIPPI CHAPTER

Wanda Garson, Reporter

The members of our chapter met in Vicksburg, Mississippi on June 17, 1972 for a "fun" meeting. At the business part Ernestine Mahan was appointed as the FAA Safety Counselor, and Janet Green was elected delegate to International. Peggy McCormick is planning to attend the meeting with Janet. Caroline Cheek swapped her 300 pounds of medical supplies for

DRF to Peggy McCormick who was to take them to Shreveport but ended up in Santa Barbara, California instead. Her flying partner was none but the best — her son, Frank III. Just one month to get APT this year — get busy.

NORTH GEORGIA CHAPTER

Our Chapter held their Business meeting in June at Pauline Mallary's home. This was the time when we chose our new officers for the coming year. Those chosen for the 1972-73 year were: Pauline Mallary, chairman; Vernita George, vice-chairman; Mavis Cheek, secretary; Peggy Husby, treasurer; Kay Guice, membership chairman; and Doris Engerrand, News reporter. Congratulations to our new officers. May this coming year be a prosperous year for all.

Congratulations to Pat Lyddan on her new Commercial Rating.

Pauline Mallary won first place in the Flying Rebels Air race. The Rebel 600.

TENNESSEE CHAPTER

Georgiana McConnell, Reporter

The Tennessee Chapter and the Chattanooga Flyers Club had a combined fly-in lunch and Safety Seminar July 8 at Dallas Bay Airport, Hixson, Tennessee, owned by Bud and Irene Flewellen. The luncheon was great. All were not able to stay for the entire safety seminar because of the lateness of the hour and the weather conditions. The films and presentations on safety were very good.

We are very proud of Sarah Duke who



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was named Agent of the year by Penn Mutual Life Insurance Co.

Tennessee was well represented at the International Convention in Toronto. Ruth and Ferris Thomas flew up in their plane and are currently touring other parts of Canada, thus the replacement reporter this month. Bee Reid and Fran Davis flew up commercial. Fran was going on to Montreal after convention. Irene Flewellen and Georgiana McConnel were very fortunate in being able to fly up with Janet Green (Mississippi Chapter), her son Travis and Peggy McCormick in Janet's Aero Commander. The Convention was a tremendous success. Other than the weather things couldn't have been nicer. You now have some avid polo fans in the Tennessee Chapter after they saw their first match at the Fox Den Farms.

Ruth Thomas presented two scrapbooks representing the time covered by Betty McNabb's presidency at the Convention Business Meeting, one for International Headquarters and the other to Betty. We are very proud to have had such fine representative of the Southeast Section to serve as our president.



Winner of the Sixth Annual Award presented by Tennessee 99s is Mr. J. Louis Hilbert, Johnson City, Tennessee. Pictured are Mrs. Hilbert (Jane) and Fran Davis, Chapter Chairman.



Charter Members honored at Annual Awards Luncheon of Tennessee 99s. Left to right: Ruth Thomas, Pearl Brock, first chapter chairman, and Jane Hilbert who first joined the 99s in 1932.

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