

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99news



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NOVEMBER, 1972



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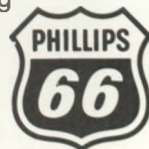
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OPINION GUEST EDITORIAL

By Frank Sweeney
Staff Aviation Writer

An electrical malfunction that forced famed aviatrix Mardo Crane out of last summer's Powder Puff Derby has a sequel.

Miss Crane made an emergency wheels-up landing because the malfunction prevented her from lowering the landing gear. She put the plane down on the grass alongside the runway at a Midwest airport, and the only damage was a bent propeller.

When Miss Crane got back home to Cupertino, a lot of people asked the usual questions about the mishap that put her out of the All-Women's Transcontinental Air Race.

To use a contemporary phrase, one query was a real mind-blower.

"Why didn't you parachute out of the plane?" asked one woman who Miss Crane knows is college-educated and well-informed about most things.

What parachute? Most pilots stopped wearing them years ago, probably before the time they gave up leather helmets, goggles and flying scarfs for sun glasses, jeans or business suits.

That the woman thought light plane pilots still wear parachutes, and that it would be safer to bail out than set the plane down, at first seems surprising in this so-called informed age.

But then, when you get to thinking about it, it's not so astonishing at all. It's only one of many misconceptions about general aviation still floating around in the public's mind.

The private pilot's image, and that of his airplane, don't match the real thing.

More than a few non-flying people still consider the light plane as the daredevil's toy to be flown for sport, show and thrills.

Although the pilot has taken himself out of the leather jacket, he's still wearing it in the minds of the general public.

In that public's eye, he's still a wind-blown adventurer who thrives on close calls and hairy maneuvers.

This isn't to say there's anything wrong with aerobatics—in the right place. The aerobatic pilot today isn't the barnstormer of the 1920's. Instead, he's the highly skilled flier who won the world aerobatics championship for the United States last summer.

But the average light plane pilot, if there is such a creature, isn't an aerobat. He might be a businessman who uses his plane to expand his territory, or a salesman, plumber, housewife or factory worker who likes to fly for fun or to expand the weekend.

True, the private pilot usually isn't the high-time pro who drives the jetliners, but he doesn't have to be to fly a light plane safely.

And the real function of the private plane is little known, only occasionally understood and rarely appreciated.

A serious misconception is that light planes aren't safe. Few people outside the aviation field realize that the aircraft's size has nothing to do with its structural integrity.

Reliable, modern aircraft designs and improved pilot training have taken a big bite out of the accident rate.

According to the National Transportation Safety Board (NTSB), the number of hours flown by general aviation increased 97 per cent between 1959 and 1970; the number of airplane miles jumped 128 per cent, and the fatal accident rate per million miles traveled plummeted by 40 per cent.

Light planes carry about seven million more persons each year than all of the U.S. airlines combined. In intercity travel alone, general aviation transports one-third of all people who travel by air, according to the Aircraft Owners and Pilots Assn. (AOPA).

The 135,000 aircraft that make up the nation's general aviation fleet are flown by more than 720,000 pilots for more than 25 million hours a year.

In contrast, about 3,000 airliners are flown slightly less than 7 million hours a year by scheduled airlines.

General aviation flies more than 3.9 billion miles a year, while the airlines combined cover 1.5 billion miles annually.

Is there any real difference in safety?

Look at it this way—"If I get into an airplane, what are my chances of getting down safely?"

Your chances are pretty good, according to the NTSB.

In 1969, for example, the NTSB reported domestic scheduled airlines made 5,447,200 flights and had eight fatal accidents. That means the air carriers conducted 99.999854 per cent of their flights with no fatalities.

In comparison, an estimated 55,200,250 general aviation flights were made in 1969, with 651 fatal accidents. That means general aviation completed 99.998823 per cent of its flights with no fatalities.

And included in those general aviation figures are suicides, test flying and some of the more hazardous operations such as crop dusting, helicopter construction work and stunt shows.

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Speaking Frankly with Mardo

When our President, Susie Sewell, asked me to serve the Ninety-Nines as Editor of the 99 News magazine, I had some reservations. First, how to follow the successful tour of duty by Ye Former Ed., Hazel McK Jones? Yuk . . . What big shoes . . . Then, time-wise, since I still intend to write that best seller (eat your heart out, Page Shamburger), and think I just may have it in the works, I was afraid I would run out of time . . . And then, when I re-read a column I wrote with a date-line of March 6, 1947, in the now-defunct Aviation News Beacon of which I was women's editor for some five years, I found myself in a mild state of shock. I had written at that time, "Flying needs to be promoted. It still must be sold to John Q. Public." I wondered, after twenty-five years: are we still dragging our heels? Or, have we just been standing in our own circle, scratching each others' backs, as the saying goes?

Something is amiss, certainly. Let's re-read Hazel McKendrick Jones concerned observations which appeared in your July issue of the 99 NEWS: "We are very BIG in our own circle, but outside generally, the public does not know who we are or what we stand for . . . With approximately 30,000 women pilots in the U.S. alone, we are not really a drop in the bucket. Think about it!" So, I approach my new job with conflicting emotions. . . I will need your ideas; I will need cooperation from the reporters; I will ask for good photos of important events, or persons; I will want to know WHO in your chapter or section should be in line for our 99 NEWS AWARD; I will be grateful for constructive ideas, for articles, advertising, and general magazine format with which we can expect to reach not only the 99s, but the whole general aviation scene. It is time that we GROW — that we BE first.

Let's accept the challenge!

Aerospace Education

By Helen Wray, Chairman

First, a little education item about shirt-tail cutting. As a school teacher, I am accustomed to students asking "Why?" As a Flight Instructor, I have never cut off a shirttail after solo without the student asking "Why?" All over the country I have

asked operators with shirttails hanging all over the room, "Do you know how this all started?" No one ever knew. Last week a possible answer evolved. Our new Airport Manager was reading the Shreveport Airport Regulations (dated 1932) and came across a statement that all student pilots must be identified by a piece of cloth (or something similar) tied to the tail of the plane. Possibly these were shirttails cut off for this purpose. Any other ideas??? Please write and tell me.

All AE Chairmen have been encouraged to join the National Aerospace Education Association and to attend the association's National Congress in Oklahoma City next April. (See last issue). Also all chapters have been encouraged to do something in AE. The only thing they can do wrong is to do nothing. South Central Section members are encouraged to earn three points on an individual basis toward an Achievement Award given at the Fall Section each year. A copy of the Achievement Award Form can be obtained from the South Central Governor. In SHV Chapter, for instance, a music teacher took her own music students flying; a fourth grade teacher wrote an Aviation Medical Facts Unit for her class in which she discussed the physical changes that take place in a person as he leaves the earth. Why do the ears stop up? Why do we need more oxygen? A den mother took her Cub Scouts to the airport for a tour and to play the Compass Game in a 360° circle. Another teacher laid out an airport runway in tape on the gym floor and had each student pretend to be a plane entering the pattern - ad infinitum. Be creative - share your ideas with all chapters. ATTENTION: All Section Chairmen. Write and give me AE news from your section.

Helen is a teacher of two aviation classes in two large high schools in Shreveport. She teaches Ninth Grade English to Sixty-four youngsters.—Ed. Note.

Powder Puff Derby

Reporter: Marion Andrews

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

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

The horsepower will be returned to 450 maximum. It was 600 last year, if you recall. The top prize will be \$5000.00 and there will be awards given to the top ten places.

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

1971 standbys will be guaranteed inclusion in the 1972 race provided their applications are postmarked on the first day that entries open, April 14, 1972. Entries will close May 13th and, just hopefully, we will be able to get the program out earlier. Entries will again be limited to 150.

Kathleen Potoczak, chairman of the Western New York Chapter, will serve as Terminus Chairman with Barbara Riggs, Board Liaison. Barbara Riggs, Route Director, completed her initial route survey. She reported a very successful "trail blazing." There was lots of enthusiasm and everything looked good when she met with 99s, FAA, airport and city officials, including a mayor. There were as many as 30 people present at some of the stops.

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

(Ed. note: Due to the many comments that indicated a confusion as to cause of death under the previous heading LAST FLIGHT, which some thought meant death in an air crash, we have substituted NEW HORIZONS heading — with the belief that death is a horizon toward which we all fly, even though this new adventure is brought about by diverse causes. In a sense it is a flight from the "bonds of earth" to unknown "New Horizons".)

Flying on to NEW HORIZONS

Lari McCorkle, Chicago Area Chapter
Martha Bullock, illness, North Georgia Chapter

Jane VanBuren, auto accident, Western N.Y. Chapter

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Motion Sickness

By Mary F. Foley

Motion sickness (airsickness, sea sickness, etc.) is caused by motion regardless of the type of vehicle involved. The condition may also result from intense visual stimulation which produces an illusion of motion as in some types of motion pictures or flight simulators. Anxiety, fear and excitement are often predisposing factors.

The symptoms consist of a slight nausea and generalized feeling of illness. This is usually followed by dizziness, sweating, increased nausea and vomiting. The affected individual appears pale and is wet with perspiration particularly around the face and palms of the hands. In some cases, vomiting does not occur at all and in others, the vomiting occurs very suddenly with little or no warning.

There is great variation in susceptibility to the disturbance, but the only people known to be completely immune are those who have lost the function of their inner ears, where the organs of balance and position sense are located. In normal individuals, motion sickness is produced when the organs of balance are stimulated to such an extent that orientation is disturbed particularly by rotational movements in which the head is subjected to movement in more than one plane. An example of this would be a passenger who reaches down to get something off the floor and then looks up just as the aircraft enters a sharp turn. Turbulence is a common cause of illness.

Pilots almost never suffer motion sickness while in control of the aircraft but may become ill while riding as passengers. The reason for this is the pilot in control is constantly maintaining visual and positional orientation and also knows when she is going to make a turn or altitude correction, whereas the passenger usually does not.

Student pilots often become ill during dual instruction but not when flying solo. Students usually are able to adapt within the first ten flights.

Drugs which prevent motion sickness are available as non-prescription items, such as Marezine, Bonine and Dramamine. These should not be taken by pilots who will be in command of the aircraft. One of the most frequent side effects of these drugs is drowsiness. There are other means of preventing motion sickness. The most effective is taking over control of the aircraft occasionally. Constant and exact visual orientation in space is effective. Keeping the eyes fixed on a distant object or the horizon helps, but watching the nearby landscape, particularly during landing causes trouble.

When possible, the eyes should be kept level. Avoid looking up, down and around if you are prone to motion sickness, and flying as a passenger. Motion sickness can affect almost anyone and should not be ridiculed.

SPECIAL NOTICE

Due to the change-over of editors this month the feature 99 NEWS AWARD is missing, but will appear in the December issue again. We want to continue to honor members who contribute quietly but vitally to the aviation scene.

— o o o —

A new feature, AUTHOR! AUTHOR! will be written by Gene Fitz-Patrick, member of the Long Beach Chapter (Calif.) 99s, former editor of the WASP newsletter, who is now in the process of writing a book herself. Send all contributions for book reviews by 99 authors to Gene at 2345 Sparta Drive, Miraleste, Ca. 90732. (Note: This includes ALL types of published material.)

— o o o —

Please send us notices EARLY about your COMING EVENTS. Remember, as with most magazines, we go to press a month early with news.

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Introducing – Your New Editor

Mardo Crane



By Betty Hicks

Entrepreneur Mardo Crane—ex-WASP, commercially-certificated 2,800-hour pilot, Powder Puff Derby instigator, journalist, novelist, businesswoman, dog fancier—is the new editor of "The 99 News."

The "News" has been undergoing a metamorphosis during the past year under the guidance of immediately-past International President Betty McNabb, and the durable but now-weary Hazel McKendrick Jones, who held the expense-money-only paying post of "News" editor for four years. The year 1971 saw our "News" go to the advertising route, emblazoned with a full-color cover, aviation theme. Feature articles began to make their appearances, with the traditional over-the-fence-type chat columns from local chapters being retained but put into lower key. Mardo Crane has imaginative ideas for pursuing this face-lifting even further, to make the magazine a truly reflective showplace of The Ninety-Nines, one which may help attract more members than the comparatively small percentage of women pilots now on our roster, one which will reaffirm to the aviation world that our organization is far more than the tea-and-crumpets-keep-the-boys-flying club that it has been reputed to be. Mardo Crane will create many variations on the new-look theme so well composed by Betty McNabb and Hazel Jones.

"We hope to make 'The 99 News' a magazine of the stature equal to or above that of the publications of any other flying organization," stated Mardo, as she sharpened her copy-reading pencil in her Cupertino, California home.

Mardo brings to her new position a demonstrated sincere interest in The Ninety-Nines and their activities. A pilot since 1933, Mardo came out of the WASPs to guide the Powder Puff Derby through its embryonic years, serving as AWTAR chairman from 1947 through 1952.

Creator of two novels, "Fly Down of the WASPs" and "Ladies! Rev Up Your Engines!" Mardo owns an acknowledged writing talent which she has combined with the day-to-day experiences of a working newspaperwoman to produce a two-pronged editorial punch for "The 99 News."

Introducing – Your New Assistant Editor

Betty Hicks



By Mardo Crane

We are mighty lucky to have surrounded Betty with an editorial job on our 99 News magazine. She is the type of writer who has the beautiful ability to transmit her own sense of humor into words. She has, in fact, made the Santa Clara Valley Chapter newsletter so interesting with her clever writeups that even a non-99 remarked recently that she could hardly wait until the next edition of Betty's THE WIND SOCK came out.

These touches of verbal wit even appear in the several aviation text books she has written, making them more palatable to her students at Foothill College in Los Altos, California.

Betty has an unusual and remarkable background. She is still famous as a woman golfer, having at one time been named the Outstanding Woman Athlete of the Year for her wins in big tournaments like the California State, the Western, the All-American Open, and the U.S. National. She still conducts "Clinics" for the Wilson sports people, frequently using her own plane to fly to the scene, and often combining flight instruction on such trips by taking a student pilot along.

Betty is a member of the Women's Advisory Committee on Aviation. Her chapter was so proud of her achievements in aviation, and her chapter newsletter, that they awarded her their coveted annual Santa Clara Valley Chapter Service Award.

It is great to have her talent available to our 99 NEWS!

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.

Backward Glance



By Virginia Thompson

The writing of the history of our organization continues. Out of our growing pains came maturity. From our original "at home" office during the infancy years, we passed into what could be called "intermediate years." Eventually the high cost of having the National Aeronautics Association handle our business affairs and the desire for independence led to maturity during the final stages of Kay Brick's presidency. There was no great fanfare as usually occurs when "coming of age"—just plain, hard work. The tremendous job of inventorying, packing, and shipping years of accumulation of records and files was undertaken by the Washington, D.C. Chapter under the direction of International Secretary, Jean Howard. The unenviable task of setting up new headquarters at 68 Fifth Avenue, New York City, New York, became the responsibility of Marjorie Davis and retiring President, Kay Brick, with Alice Klutas handling the daily business operation for \$.75 per member per year, which was quite a saving.

Incoming President, Alice Hammond of Michigan, set the tone for the next two years of service to our organization by expressing her belief that air power would continue to be a crucial factor in whatever the future held. She asked the Ninety-Nines to keep themselves in readiness to make their contribution to aviation progress, as in the past by maintaining flying skills, by assisting wherever possible in air age education in both adult and youth programs, by participating in air marking and by volunteering their services in emergency missions to the limits of their capacity.

Our girls did just that. They kept in readiness by promoting all sorts of local flying activities—spot landing and simulated bomb dropping contests, treasure hunts, and all sorts of races. The El Paso, Texas, Chapter held spot landing contests each month and awarded a winged globe trophy at the end of the year for the "best spot landing pilot." Some of the San Francisco Chapter pilots flew members of the International Spearfishing Organization to the International Olympics at Baja, California. Louise Millican and three other pilots were just happy flying four L-16's for the Civil Air Patrol from San Marcos Air Force Base, Texas, to Washington, D.C., a distance of approximately 15,000 miles with no more than sixteen gas stops.

Changes were constantly occurring during this period. Jeannette Sovereign was appointed early in 1952 as a Permanent Trustee of our Amelia Earhart Scholarship Memorial Fund to replace the late Margaret Manser, successor to Amelia Earhart as President and one of the founding trustees of the Scholarship Fund who had served as Permanent Trustee until her death. Elizabeth Sewell completed Mary Francis' term as International Treasurer when the former's family moved to Caracas, Venezuela. Red letter day really occurred though when the Newsletter was mailed first class so that news again became news instead of stale information.

Handicapping of the All Women's Transcontinental Air Race, sponsored by the Ninety-Nines, also underwent changes. In-

stead of basing the handicap on the manufacturer's advertised cruising speed, a "par speed" in knots was established by the race committee for each make and model of aircraft, based on performance figures supplied by the manufacturer. This "par speed" was the true airspeed expected of the aircraft at 75 per cent horsepower at sea level, under standard atmospheric conditions. The winner would be the aircraft which averaged the highest ground speed in relation to its "par speed." The 1952 Race Committee was: Chairman Mardo Crane, Beatrice Medes, Anne Rambo and Betty Loufek, with Aileen Pickering, Start Chairman, of the Long Beach Chapter, and Marjorie Davis, Terminus Chairman, of the New York-New Jersey Chapter. The sixth annual race started that year from the heart of the Orange Empire, Santa Ana, California, with the first official stop at Blythe, California; before winding through the sunshine state of Arizona; on to the site of Pancho Villa's historic raid in Columbus, New Mexico; up to the cattle state of Texas; on to Oklahoma, Missouri, Indiana, Ohio, Pennsylvania and finally Teterboro, New Jersey. No stops were slated by West Virginia but weather conditions there played havoc with the race. Only nineteen of the forty planes participating, including winner Shirley Blocki and Martha Baechle, were successful in arriving before the deadline.

After six years of devoted service to the All Women's Transcontinental Air Race and seeing her dream of its establishment as an annual flying event, Mardo passed the reigns as Chairman of the Board of Trustees to past President, Betty Gillies, who continued to build on the foundation that she had laid.

From the race terminus, it was just a short flight to our International Convention in Boston, Massachusetts, July 11-13. Fifty-six delegates representing nine sections were present. Although the membership showed a light drop and air marking had slowed down a bit, we were progressing in all other areas. Four new chapters had received their charters: San Fernando and Long Beach in the Southwest Section, Calgary-Edmonton in the Canadian Sec-

tion, and Central Wisconsin in the North Central Section. Yvonne Van den Dool of the Union of South Africa was admitted as a member-at-large.

At the meeting, it was voted that members resident in, and citizens of countries other than the United States of America and its territories and Canada would pay membership dues consistent with the membership fee set in the United States but with due consideration for monetary fluctuations.

Education wise, our girls continued to show a very active concern for our youth by a high level of participation in the training of Civil Air Patrol members. Also, the Indiana Chapter was cited for its Hoosier Kid-die Airlift when 1,200 children were taken for flights in sixty-eight airplanes; the Central Illinois Chapter for its weekly radio program, "Wings Over Illinois;" and the Texas Chapter for its cross-country flights for Boy Scouts and Wing Scouts. At the national level, Janet Christine Dietrich of Coachella Chapter won our Amelia Earhart Scholarship.

The 4th International Air Race started at St. Augustine, Florida, and ended in Welland, Canada, where Dorothy Rungeling and her committee had prepared a grand welcome. She not only had charge of the terminus but placed second in the race.

We will close this time by mentioning some of the guests who honored us by visiting in 1952. They included such distinguished people as record holder Mme. Jacqueline Auriol, daughter-in-law of the President of France, Elizabeth Boselli and Madam Jacqueline Rethore of France, and Ada Rogato of Brazil. The latter flew into Washington, D.C. in her Cessna on a 25,000 mile good-will tour of the Americas. Source: *Ninety-Nine News Letters*; 1952 *Convention Minutes*

Coming Events

Nov. 4, 1972 — 5th annual Phoenix Air Races at Phoenix-Deer Valley Airport, sponsored by the Phoenix Chapter 99s. The Kachina Dolls, for gals only, a 250-300 mile roundrobin course; the Roadrunner Race, for guys only, over the same course.

Nov. 17-18 — FAA Proficiency Clinic for Aircraft Mechanics, Hanalei, San Diego, Ca., sponsored by the El Cajon Valley Chapter 99s. Contact Vi Chambers, 1440 So. Orange, El Cajon, Ca. 92020

December 8-10. Annual Bellanca Convention for dealers and Bellanca owners. Camelback Inn. Scottsdale, Arizona.

Two caterpillars were crawling across the grass when a butterfly flew over them. They looked up, and one nudged the other and said, "You couldn't get me up in one of those things for a million dollars!"

Fort Wayne, Indiana

September 16, 1972

Finish Position	Name	Race No.	Aircraft	Par Speed	Actual Speed	Speed %	Par Fuel	Actual Fuel	Fuel %	Total %
1	Joyce Odom Mickey Odom	39	Cessna 172 Skyhawk	100	100.13175	49.9342	17.10000	17.1	50.0000	99.934
2	Pamela Stowell Dan Stowell	32	Cessna 175	107	106.94224	49.9730	24.14952	24.1	49.8974	99.870
3	Dorothy Smith William T. Smith	48	Piper Cherokee 140	96	95.54412	49.7625	20.18753	20.3	49.7215	99.484
4	Sondra Ridgeway Dale Ridgeway	51	Cessna 172	95	95.77821	49.8536	17.40000	17.2	49.4252	99.275
5	Margaret K. Ashton Charles Ashton	40	Cessna 172	100	99.36095	49.6804	16.53000	16.7	49.4858	99.166
6	Madelin Wagoner Linda Wagoner	18	Cessna 182	122	120.93361	49.5629	21.80332	21.6	49.5337	99.096
7	Margaret Ringenberg Julie Werling	27	Mooney Ranger	115	113.22666	49.2289	17.84344	17.9	49.8416	99.070
8	Ruth E. Christen Larry Small	41	Piper 140	100	99.73753	49.8687	18.43000	18.1	49.1047	98.973
9	Pauline Genung Robert Genung	5	Cessna	142	142.56023	49.8028	23.28172	23.7	49.1017	98.904
10	Bonnie Buhr William Christen	36	Piper Cherokee 140	102	100.11751	49.0772	18.06868	18.0	49.8099	98.887
11	Sophia Payton Ruth Hanlon	14	Mooney	127	126.71397	49.8873	16.15745	16.5	48.9400	98.827
12	Norma Nevitt Tom Nevitt	47	Cessna 177	96	94.13723	49.0298	22.76046	23.1	49.2542	98.284
13	Beverly Suverkrup Frank Suverkrup	37	Piper 140	101	100.92961	49.9651	20.69309	21.5	48.0503	98.015
14	Pauline Mallary Pete Mallary	33	Beech Musketeer C 23	106	105.60484	49.8136	18.99997	18.3	48.1579	97.9715
15	Evelyn Kropp Jean Batchelder	15	Piper 200	126	120.57138	47.8457	15.38099	15.4	49.9383	97.7840
16	Minerva Mahoney Herma J. Fisher	54	Waco	85	83.782377	49.2837	29.95289	30.9	48.4191	97.7028
17	Donna Fulks Ruby M. Mensching	19	Piper Comanche 24	122	123.98042	49.1884	29.95289	24.1	48.4177	97.606
18	Helen F. Grahm Vernie E. Grahm	9	Beech	133	133.69831	49.7375	19.28570	18.3	47.4444	97.1819
19	Barbara Simmons Lois Hawley	25	Cessna Skylane	116	114.66921	49.4263	28.82757	28.6	49.6052	97.0315
20	Joyce McKee Toman Virginia McKee	53	Cessna 150	88	83.85448	47.6445	12.52272	12.8	48.8929	96.5377
21	Nancy Hagans Richard Hagans	24	Piper Arrow	117	117.10324	49.9559	15.42734	16.5	46.5236	96.4795
22	Dolly A. Ross George A. Ross	38	Cessna 172	100	103.02794	48.4861	17.10000	17.8	47.9533	96.439
23	Patricia Franke Delmar Lanzer	31	Cessna 175	108	110.50109	48.8421	21.99075	20.9	47.5199	96.3620
24	Betty Cull Dr. Forrest D. Ellis	49	Piper 140	95	93.64773	49.2882	17.30000	18.5	46.5318	95.8200
25	Betty DeBaun Curt A. Debaun	26	Cessna 182	115	122.25254	46.8468	23.79125	24.5	48.5105	95.3575
26	Jeanine Tellekson Walter Neuman	3	Cessna Skymaster	147	142.14535	48.3487	28.43544	26.7	46.9484	95.2975
27	Shirley Volkert Jennie Volkert	52	Cessna 150	89	89.92933	49.4780	19.21347	17.6	45.8012	95.2795

1972 F.A.I.R. Scores

53 Planes

Finish Position	Name	Race No.	Aircraft	Par Speed	Actual Speed	Speed %	Par Fuel	Actual Fuel	Fuel %	Total %
28	Esther Wright	22	Cessna 182	120	117.60701	49.0029	20.10829	18.5	46.0009	95.003 1 Hr. 36 Min. 56 Sec.
29	Elna C. Blass George F. Blass	45	Cessna 172	96	93.95708	48.9359	17.21878	18.7	45.6989	94.634 2 Hr. 1 Min. 20 Sec.
30	Loretta Jones Toni Ciarlelli	28	Cessna 182	113	111.65568	49.4051	16.30977	14.3	43.8385	93.243 1 Hr. 42 Min. 6 Sec.
31	Virginia McKinnis Jereline Foster	34	Piper 140	104	97.22848	46.7444	16.80766	18.0	46.4530	93.197 1 Hr. 57 Min. 15 Sec.
32	Tina Sturdevant Dr. Grank Sturdevant	20	Piper 260	122	121.75195	49.8983	28.03284	31.8	43.2809	93.179 1 Hr. 33 Min. 38 Sec.
33	Janice Kuechenmeister Clara C. Tharpe	43	Cessna Skyhawk	98	99.00165	49.4890	17.44902	15.0	42.9823	92.4713 1 Hr. 55 Min. 9 Sec.
34	Maretta Simpson Carl Simpson	16	Cessna Skylane 182M	124	121.81674	49.1196	21.14519	18.2	43.0357	92.155 1 Hr. 33 Min. 35 Sec.
35	Gerry Krause Ralph Krause	7	Piper 30	135	134.99112	49.9967	21.11115	18.2	43.1044	93.101 1 Hr. 24 Min. 27 Sec.
36	Sammy McKay Betty J. Finout	4	Cessna 210B	147	147.47774	49.8476	20.16331	17.0	42.1557	91.993 1 Hr. 17 Min. 18 Sec.
37	Nancy Brandon Carl W. Slisher	13	Piper Apache 23	128	128.35496	49.8614	26.71884	31.2	41.6143	91.475 1 Hr. 28 Min. 49 Sec.
38	Jean Ingle Russell L. Ingle	21	Cessna 182B	120	112.66737	46.9447	19.31663	22.0	43.0543	89.999 1 Hr. 41 Min. 11 Sec.
39	Bernice Barriss Richard Maxfield	6	Piper 23	137	116.34671	42.4623	24.54742	25.8	47.4487	89.9110 1 Hr. 37 Min. 59 Sec.
40	Maisie R. Stears Marian Newman	23	Cessna Skylane	120	115.48257	48.1177	21.37496	25.0	41.5204	89.638 1 Hr. 38 Min. 43 Sec.
41	Marlene Brewer Michele Brewer	12	Beech T-34	130	113.20777	43.5414	17.11463	15.5	45.2828	88.8241 1 Hr. 40 Min. 42 Sec.
42	Norma J. Freier Mary Stroh	50	Piper 22	95	95.27821	49.8536	18.40000	22.5	38.8587	88.7123 1 Hr. 59 Min. 39 Sec.
43	Cari Downes Bill Downes	44	Cessna Skyhawk	96	93.81465	48.8617	16.62503	21.1	36.5415	85.4032 2 Hr. 1 Min. 31 Sec.
44	Dorothy Neikamp Raymond Murphy	55	Bellanca Champ	86	63.46280	48.0778	10.07577	12.8	36.4813	84.5591 2 Hr. 49 Min. 38 Sec.
45	Joyce L. Morgan Joe R. Norman	8	Cessna 210	133	116.09009	43.6428	19.85712	24.4	38.5611	82.2039 1 Hr. 38 Min. 12 Sec.
46	Susann M. Gatlin Patricia L. Gatlin	17	Cherokee 300	123	97.03532	39.4452	23.94316	29.4	38.6046	78.0498 1 Hr. 57 Min. 29 Sec.
47	Diana Austin Ben Austin	30	Piper 180E	110	89.71701	40.7804	17.27270	21.8	36.8947	77.6751 2 Hr. 7 Min. 4 Sec.
48	Charlene Falkenberg Joseph Goodyear	11	Mooney	131	110.10982	42.0266	14.64884	18.9	35.4898	77.5164 1 Hr. 43 Min. 32 Sec.
49	June A. Norman Tannie Schlundt	46	Cessna 172	96	80.39504	41.8724	17.61461	22.4	36.4165	76.2889 2 Hr. 21 Min. 48 Sec.
50	Elsie Wahrer Julia Konger	2	Beech	148	115.1266	39.1266	19.77021	26.1	36.5207	75.647 1 Hr. 38 Min. 26 Sec.
51	Mid Cassidy Esther Berner	1	Beech V-35	148	115.46292	39.0077	18.35805	24.6	32.9995	72.0072 1 Hr. 38 Min. 44 Sec.
52	Mary Krautkramer Joe Krautkramer	29	Messerschmidt Monson	110	91.10307	41.4104	15.71816	20.9	33.5164	71.9268 2 Hr. 5 Min. 8 Sec.
53	D. D. Klupple Judy Stone	35	Disqualified For Missed Pylon							
54	Kathleen Wood Jean Wood	10	Scratched							
55	Phyllis Gray Daniel P. Pessefall	42	Scratched							

More Awards on page 11

Indiana



From left to right: Sondra and Dale Ridgeway (Topeka Kansas), 4th place — 99.275; Margaret and Charles Ashton (Birmingham, Mich.), 5th place — 99.166; Dorothy and Bud Smith (Indianapolis, Ind.), 3rd place — 99.484; Joyce and Mickey Odom (Grosse Ile, Mich.), 1st place — 99.934; and Pamela and Dan Stowell (Arlington Hgts., Ill.), 2nd place — 99.870. Other awards went to: Joyce Toman, Florida — Rookie Award; D. D. Kluppel — Fickle Finger Award; and Beverly Silverkrup — 13th place award (13th Annual Race). Best of Class Awards went to Joyce Odom (Cessna), Dorothy Smith (Piper), Margaret Ringenberg (Mooney), Pauline Mallary (Beech), and Dorothy Neikamp (Bellanca).



An Indiana girl took 3rd place. Our own Dorothy Smith (center), husband Bud Smith and Diana Holman, honorary Mayor presented their trophies. Dorothy's score was 99.484.

F.A.I.R.

Race



Esther Wright from Thomasville, Georgia won the distance gift. It was a radio presented by a race chairman, Pat Nolan.

23rd Annual Chicago Area Chapter Air Meet

"Efficiency Race" — Charlene Falkenberg, Chairman
Aurora Municipal Airport, Aurora, Illinois
August 19, 1972

WINNERS AND AWARDS

1st Place Pilot Awards	Gail Lewin, Chicago, Illinois 1st Place Perpetual Trophy 1st Place Trophy 1 year subscription SKY PRINTS donated by Sky Prints Corporation \$25.00
1st Place Co-Pilot Awards	Diane Cozzi, Chicago, Illinois 1st Place Co-Pilot Trophy Playing Cards in Travel Case donated by AOPA
2nd Place Pilot Awards	Carolyn Collins, Crystal Lake, Illinois 2nd Place Trophy Airplane decorated glasses donated by Pilotage, Inc. \$15.00
2nd Place Co-Pilot Awards	Julia Konger, McHenry, Illinois 2nd Place Co-Pilot Trophy Playing Cards donated by Shell Oil
3rd Place Pilot Awards	Sylvia Sheldon, Spring Grove, Illinois 3rd Place Trophy "Weather Flying" donated by Air Facts Magazine \$10.00
3rd Place Co-Pilot Award	Bayard Sheldon (Husband), Spring Grove, Illinois 1 years subscription to Airfacts Magazine

The Rookie Award was also won by Gail Lewin. This is a Perpetual trophy given in honor of Mary Shumway, a former Chicago Area Chapter 99. In addition she received an engraved plaque of her Pilot's License on stainless steel, mounted on a walnut base, donated by Chuck Canaday of Scot/Air in St. Charles, Illinois.

Norma Freier was the winner on the Spot Landing by a pilot. Her winnings were a 1st place trophy and \$10.00 in cash. The winning co-pilot in the Spot Landing was Joseph Krautkramer, husband of Mary, who won a co-pilot's cushion and \$5.00.



Chicago Area Chapter "Fun Chapter Air Meet" — Gail Lewin, Pilot (I) and Diane Cozzi, Co-Pilot, first place winners.



Carolyn Collins, Pilot (I) and Julia Kanger, Co-Pilot — second place winners in the "Fun Chapter Air Meet."

1972 Indiana F.A.I.R Scores

Continued from page 9

BEST OF CLASS

Finish Position	Name	Race No.	Aircraft	Par Speed	Actual Speed	Speed %	Par Fuel	Actual Fuel	Fuel %	Total %
1	Joyce Odom	39	Cessna Skyhawk 172	100	100.13175	49.9342	17.10000	17.1	50.0000	99.9342 1 Hr. 53 Min. 51 Sec.
3	Dorothy Smith	48	Piper Cherokee 140	96	95.54412	49.7625	20.18753	20.3	49.7215	99.4840 1 Hr. 59 Min. 19 Sec.
7	Margaret Ringenberg	27	Mooney M20C Ranger	115	113.22666	49.2289	17.84344	17.9	49.8416	99.0705 1 Hr. 40 Min. 41 Sec.
14	Pauline Mallary Pete Mallary	33	Beech Musketeer C23	106	105.60464	49.8136	18.99997	18.3	48.1579	97.9715 1 Hr. 47 Min. 57 Sec.
44	Dorothy Neikamp	55	Bellanca Champ	66	63.46280	48.0778	10.07577	12.8	36.4813	84.5591 2 Hr. 59 Min. 38 Sec.

ROOKIE

20	Joyce McKee Toman	53	Cessna 150	88	83.854481	47.6445	12.52272	12.8	48.8929	96.5374 2 Hr. 15 Min. 57 Sec.
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TRAVELED GREATEST DISTANCE TO RACE

28	Esther Wright	22	Cessna 182	120	117.60701	49.0029	20.10829	18.5	46.0009	95.0038 1 Hr. 36 Min. 56 Sec.
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FICKLE FINGER AWARD

D. D. Klupple	35	Disqualified for Missed Pylons
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99 "HIP" - What Is It?

By Marion Jayne

What is 99 "HIP"? It stands for Handicap Independent Program. Independent, meaning a program not governed by any race or race board.

The idea is to have all makes and models of planes test flown throughout the country over a 5 to 6 mile surveyed course.

We now have measured courses in Illinois, Michigan, Florida, and in Southern and Northern California. We are looking into courses in the East, Texas, and Colorado. We would like to have a test area in every state.

Detailed forms have been printed for listing information such as; empty weight, radio equipment, antennas, temperature, winds, etc. The timer fills in the required data, gives the pilot a copy, and sends one to headquarters.

The information gathered from these test

runs will be tabulated and available for all interested parties. An average speed of each make and model flown will be given and a formula will be set for handicapping aircraft.

If you would like your aircraft test flown, contact a timer and make an appointment for one or more places. The plane is flown by you or a designated person (specified by you) who would be covered by your insurance. You would fly at maximum RPM/full throttle, holding exact heading and altitude. Each run must be within 1 1/2 seconds for each timing. Four runs at each altitude are required. There is a possibility of more runs if the time varies.

Many people are donating their time and

knowledge for this program and it is up to each and every pilot to make it a success. Get your airplanes and tell your friends about it. They don't have to be female or a 99. The more planes flown the truer the picture we will get.

COME ON GALS - GET HIP

For further information contact: Marion Jayne, 2300 N. Hammond Drive, Schaumburg, Ill. 60172 (312) 358-5100.

Timers will be:

Claire Walters — Southern California

Thon Griffith — Southern California

Virginia Wegener — Northern California

Betty Hood — Florida

Maisie Stears — Michigan

Marion Jayne — Illinois

The EWAS — Working?

EWAS. It may sound like someone conjugating an Ethiopian verb, but as Ninety-Nines who have utilized this new FAA service can enthusiastically testify, it is not. EWAS — Enroute Weather Advisory Service — is at this writing limited to the West Coast states, but by 1976 will cover all adjacent states with 44 FAA weather specialist-manned EWAS stations. So what does EWAS offer which a personalized callup on 122.6 did not do for us previously? Enroute Weather Advisory Service stations have been created to give pilots what aerospace people are wont to call "real-time" weather, the right-now meteorological conditions along your flight routes. EWAS are not forecasts. They're not hour-old reports, perhaps from widely-separated stations. They're not a three-hour old PIREP from a student pilot who considered it had to be "extreme turbulence" which was jolting his two-place trainer, or from the ATR flying and corporate twin to whom thunderstorm circumnavigation is old hat and scarcely worthy of mention.

Available on a discrete frequency of 122.0, the purpose of EWAS is to give pilots current enroute weather, from specialists trained to evaluate that weather and to sort out PIREPS which have been provided by knowledgeable pilots flying the route. Said an Oakland (California) FSS spokesman, "It's an air-to-air service. It's a pilot-to-EWAS-specialist routing for communications. It's a regular party line!" was his enthusiastic report after Oakland EWAS had provided enroute weather information to more than 200 in-flight aircraft over one three-day weekend shortly after the inauguration of EWAS on the West Coast.

EWAS just may be, according to one optimistic FAA accident prevention expert, the answer to eradicate that one grim sentence at the conclusion of fatal accident reports: "Inadvertent flight into instrument weather conditions."

Betty Hicks

NIFA News

By Fran Sargent, Chairman

I was prepared to hand this job over but am glad Susie asked me to serve another year. Even though it has been more work than I expected, it is indeed a wonderful experience to see first hand the results from the efforts of a group like the 99's. I am delighted to have the chance again.

ATTENTION: Section Governors, Chapter Chairmen, and NIFA Boosters.

Last year I got started later in the year on this job, so I tried individual letters to the Governors and some good boosters of the National Inter-collegiate Flying Association. Since I'm getting a little head start this year, I hope each of you will be just as responsive to NIFA's needs if I solicit your support through our Ninety-Nine News. As you hold section meetings, I know you will include NIFA on your agenda, but more than that I hope you will urge your section and each chapter to make a real effort to help this enthusiastic, energetic, organization of aviation interested college students. Some of you will have the opportunity to assist at Regional Meet. When I say opportunity, I mean it! You may find they are not as organized as adult events, but you will overlook this and be captured with the fun as well as earnest competition. It is a contagious feeling. The students at Metropolitan College in Colo., at Northeastern Louisiana State, Purdue University, Auburn University, Middle Tennessee University, Broward Community College, Miami Dade Jr. College have a mutual admiration society going with the 99's in their areas. I'm sure California, Oklahoma, Montana, Kansas, New York and numerous others could be included. The trouble is the grapevine doesn't always work all the way to Florida. So I am not aware of the tremendous personal help that has been given the many universities by the 99's.

Many of you have written me for suggestions. I am happy to make them as well as send information on NIFA to you. Each group needs are different so just plunge in. I will try to keep you posted on the events I know about and that should give you some ideas. Also, I will contact the chapters closest so the Regional and National Air Meet host college so the local chapter can offer their help.

For those of you that aren't near a participating college, please try to make a special effort to contribute as generously as you can to this activity. The students have tried to express their thanks by letters to me or to the chapter near them as well as though a page in their National Program. They were elated at the great interest you displayed this year, and I just know that you will continue to help them. You may not realize that the events must be financed by the students, in most cases, so without some financial assistant to soften the cost it could be difficult for them to function or only those endowed with rich parents could participate.

For those new to 99's if you offer a new special recognition each year for the chapter that contributes the most to aviation, the NIFA is certainly a great item to consider in your decision. Last year I suggested that if every member gave a quarter to NIFA the results would be great! Actually we just about reached that goal but it was because some chapters and sections greatly exceeded that goal. With inflation considered we might make 35c or 50c apiece the goal this year. Hopefully many of you will want to give this 99 project greater attention.

Those new to NIFA will really enjoy reading Page Shamburger reprints on articles from Air Progress titled "Up, Up, and Away with NIFA" and "Varsity Drag." If you haven't read these, drop me a note, and I will send you a copy. One final note: If you can send your contribution to me by February 1, the students can publicly acknowledge their appreciation at the National Air Meet in May.

Northwest Section

ALASKA - IDAHO - MONTANA
NORTH DAKOTA - OREGON
SOUTH DAKOTA
WASHINGTON - WYOMING

ALASKA CHAPTER

Karen Brooks Tiede, Reporter

Your new reporter from Alaska is also a new 99 — and a very lucky one: my first copy of 99 News had instructions for preparing the copy!

Our September meeting was a luncheon honoring Ruth Jefford for her Amelia Earhart Scholarship. We're very proud of you, Ruth! Ingrid Pedersen, from Norway, spoke at the luncheon. An Alaska 99, Ingrid recently trained here for her instrument rating, flew to Seattle for her exam (and passed) and returned to "The Air Cross-Roads of the World" to attend our meeting before continuing home to Norway.

Alaska 99's will be awarding two \$500.00 scholarships to women from the tri-borough area (Matanuska-Susitna, Anchorage, and Kenai Boroughs). Basically, we seek gals at least 16 years old who will have soloed by award date. Recipients must use the scholarships within twelve months toward achievement of private pilot rating. Applications will be available in February. Revenue source for our annual scholarship is the "Pinch Hitter" Course which is only offered by our chapter in Alaska, each February.

In November or December Cathy Stadem and Joyce Bergstrand will teach the new eight-hour Red Cross Multi-Media First Aid Course to 99's and others. This will be followed by a later session led by a local physician/pilot for more detailed application to our situation and flying.

In November our meeting will be held at the Anchorage Radar Approach Control Center, where we will be guests and students. The main item of business will be familiarization with the RAPCON facility, and especially an explanation of the new suggested procedure for all VFR pilots in the Anchorage area to encourage them to avail themselves of this approach and departure control facility. It is our hope that those who cannot attend with the chapter will contact FAA individually for further explanation.

New Members: Joyce Bergstrand, Marianna Foster, Laverne Storms, Karen Tiede, and Sharon Woolridge. Since your reporter is one of the new members, she wasn't able to gather interesting info on all of them for this report . . . more next time!

The chapter sponsored part of LaVelle Betz's travel expenses to Bismarck for the Northwest Sectional Meeting in September in order that we be represented. We're glad to have found someone who could go!

Margaret Wagnon earned her float rating this summer. Marion Zaegel has been doing much flying this summer to show our state to her mother, who was visiting from the state of Wisconsin. Elsie Culver (Auke Bay) and her 49 1/2'er Bob bought a 40 ft. boat ("Elsie") in Seattle, Washington and brought it to Juneau, Alaska themselves, via the inland passage (9 days VFR). Elsie is doing so well at commercial fishing that her flying time is limited for now, but they

joined CAP and Elsie plans to get her float rating soon.

Now, the "termination dust" is on the Chugach Mountains . . . where did I store the engine heater last Spring????

EASTERN IDAHO CHAPTER

Elaine Partridge, Reporter

Glen and Diane Jes hosted a very successful pot lunch party in Blackfoot Idaho for our September meeting. Traveling to Blackfoot were Carole and Ben DePue, Darlene Schiers and Laura Dillon from Pocatello, Margaret and Jinx Stanford from St. Anthony and Pat and Mickey Ducich from Idaho Falls.

September is always a marvelous month for flying in Idaho, and taking advantage of almost consistently clear skies, many Eastern Idaho Ninety-Nines have been spending some time in the air. Traveling to the Northwest Sectional Convention in Nebraska were Lois and Dick Bauer, Mary and Grant Kilbourne, and Carole and Ben DePue. On the way back to Pocatello from Scottsbluff, Carole and her 49 1/2'er Ben, stopped at Round Up, Montana to look at some land they have purchased. Carole mentioned meeting two very charming women pilots at the airport in Round Up who were not Ninety-Nines but who seemed very interested in finding out more about our organization. One of these ladies, Mrs. Albright, has a husband who works as an A&P mechanic at Round Up.

Darlene and Robert Schiers have taken their 182 to San Jose, California and back home to Pocatello via Ontario, Oregon.

A trip to Winnipeg and San Francisco was taken by Mary and Grant Kilbourne.

Ann McDougall just returned from Washington, D.C. where she attended a conference to discuss and compare states' voting laws. Ann reported that Idaho has much to be proud of in both voting laws and percentage of people who actually vote in most elections.

A very rousing congratulations to Margaret Stanford who now has her IFR rating.

Carole and Ben DePue are now proud owners of a sleek, silver Cessna 170, 974A.

A very pleasant afternoon was spent by Diane Jex, Carole DePue, and Connie Wiseman when Vivian Yardley, Barbara Whitaker and Jane Patterson flew to Pocatello to have lunch at the terminal. The girls flew up from Utah to debrief with Carole and Elaine Partridge about the 1972 AWTAR. Elaine stayed home with a spotted two-year-old and the flu, but the Idaho Ninety-Nines who were there, all agreed that it would be fun to get together much more often.

EASTERN WASHINGTON CHAPTER

Fern Lake, Reporter

Our August meeting was an airmarking at Deer Park, Washington. The work crew included several industrious 49 1/2'ers, our specialty.

Leona Heberling, Chapter Chairman, attended the International Convention in

Toronto, Canada. She came home with many new ideas.

Leona, Lygie Hagen, Minnie Boyd and Millie Shinn flew to Bismarck, North Dakota for the Northwest Section Meeting. Many thanks to these members for representing our Chapter at these functions.

Kay Peterson flew herself and husband, Pete, to the airshow at Penticton, B.C. Kay was impressed with the maneuverability of the 737 demonstrated there. Leona Heberling and husband, Bob, not only flew their own plane to Toronto and Bismarck but took in many more flying activities. They "almost" won the flour bombing contest, sponsored by the FAA, at Coeur d'Alene, Idaho. I know, because I was there, riding in the right hand seat. Better luck next time, Leona. Millie Shinn flew in on a Breezy aircraft at Bismarck, N.D. She reported that she did not have the sensation of falling out of the plane.

Terrie Becker attended the 1st. International Aviation Symposium at the University of British Columbia, Vancouver, B.C., on SST's' wide bodies and STOL aircraft. A special note she brought home was, that on collision course with birds, the birds will dive so we must pull up in our aircraft to avoid them. Ora Rae Merk started a Commercial flying club in May and has been busy with pilot training, washing planes and changing oil. Mila Gormley attended the Brewster, Washington Airshow.

Lygie Hagen and Nervous Navigator are flying to Dallas the last of Sept. Minnie Boyd flew to Priest Lake, Idaho to visit the Weitz cabin. I am assuming the Weitz in question is our new member Mary Weitz. Kattie Bannister has moved into her new home and has been flying back and forth to Libby, Montana with her husband on a job at Cabinet Mountains. Lois DeFleur is sporting a new Commanche. She and 49 1/2'er Mel, flew to Chicago where has started field research with the Narcotics Division of the Chicago Police Dept. They also flew 777DF to New Orleans for National Sociological meetings.

Irene Anrode brought home a turbo-twin commanche in the spring and has been busy flying passengers. Helen Shanewise missed the last meeting as she was in Alaska.

Our September meeting was held in Moscow, Idaho. The meeting was spent discussing the 1975 International Convention, scheduled for Coeur d'Alene, Idaho.

MONTANA CHAPTER

Juli Peden, Reporter

Louise Butcher was recently named Montana's Flying Farm Woman of the year. Louise has been flying since 1956 at which time she also became a member of 99's. She was International Flying Farm Queen in 1957. She uses her flying skills to check cattle and fences and also flies machinery parts to the ranch. Louise and 49 1/2 Milt flew their Piper Cherokee 140 out to Philadelphia in August where they attended the IFF convention.



Louise Butcher, Montana's Flying Farm Woman of the Year.

Apparently Louise doesn't have enough to do on the ranch as she is also a candidate for state representative in the November election. Louise has been a Red Cross first aid instructor since 1957, and taught in the Fergus County elementary schools for nine years.

Montana Chapter members attending the Northwest sectional convention in Bismarck, North Dakota were Chairman Helen Dunlop, Elsie Childs, Laulette Hansen and Betty Nunn and 49 1/2 Archie.

Last summer after receiving her seaplane rating, Beth Timm and her father Phil of Polson flew a seaplane to Seattle via the water ways. Elsie Childs and 49 1/2 Glen flew to Pasco, Washington in August to visit their son and family, Mr. & Mrs. Kim Childs.

Juli Peden and 49 1/2 Don are the proud owners of a recently acquired S Model Bonanza. The plane has gotten a good workout already with several trips including two to California.

September's meeting was held in Lewistown at Willie Rimby's Sky Craft and afterwards lunch was served to us at Lewistown's Yogo Inn. The only girls braving the strong winds to fly to the meeting were Helen Dunlop, Elsie Childs

and Pat Johnson. Pat's fresh hairdo was flattened a few times riding the bumps. Taking to the road were Judy McCrum and son Chris, Juli Peden and Sue Lueneburg from Billings, Louise Butcher and 49 1/2 Milt of Winifred and Beth Timm of Sand Springs where she is teaching this year. Lewistown girls present for the meeting were Joan Orley, Carol Fraser, Flo Majerus and guest Jean Matson.

During the meeting, it was voted to sponsor Montana safety seminars given by GAMA (General Aviation Manufacturers Assn.) Judy McCrum showed slides taken on her Powder Puff trip this summer.

NORTH DAKOTA CHAPTER

Elizabeth Banker, Reporter

The North Dakota Chapter just finished successfully hosting the Northwest Sectional September 7th through 9th. Some fifty 99's were registered and many of them were accompanied by their 49 1/2's. The weather cooperated and we were able to carry out our plans for our out-of-doors entertainment activities. A pontoon boat ride on the Missouri River to Old Fort Lincoln, a historic site, was much enjoyed. The appearance of Breezy, an open air plane reminiscent of the Wright Brothers, during the boat ride caused some excitement. Several of the more intrepid pilots had rides in Breezy the following day. All in all we thought our guests had a very good time and made the Chapter feel that our efforts had been most worthwhile. Next year's sectional will be in Anchorage, Alaska. Lavelle Betz of Anchorage, next year's general chairman, was down to get some pointers to help the Alaska girls plan a good "do" for 1973.

Now that we can get back to the serious purposes for which we were organized, we've decided that we'll do some earnest studying and review. First item will be a computer refresher session for our October meeting. Following that we plan to start an instrument refresher course. We've two members with the ground instrument instructor's rating. While 50% of the chapter is already instrument rated we thought a little review would be in order for those pilots

as well as the pilots to whom this will be new material.

Starting our '72-'73 year, we have sixteen active members. Eight of the members have their commercial certificates with instrument rating. Five of the girls have their instructor's certificates and three have their multi-engine ratings.

PUGET SOUND CHAPTER

Betty Curran, Reporter

A membership drive has been launched and our group is reaching out to increase our membership. We have found a number of hot prospects and it looks like the beginning of growth for our Chapter. Margaret Ames and Mildred Pearson are back in the normal swing of things. Margaret sold her Cessna 210 and 172 and is now a good prospect for leasing aircraft. Lorna Kingle has been busy getting the necessary cross country for her commercial rating. She has passed her written. Marchine Dexter has been busy taking a Self Defense Course and she has been giving us the benefits of all her learnings. Marchine has also been back packing, and boy, is she in shape. What with back-packing and self-defense, don't try to jump her from behind. Yours truly is flying again and, golly-gee, does it feel good. Couldn't believe one could get so rusty but I'm now about back to doing what comes naturally. Our next scheduled meeting will be at Willard's Flying Service at Paine Field.

WESTERN WASHINGTON CHAPTER

Priscilla Cook, Reporter

Joann Hull has had an interesting summer. She has been in several airshows around the Northwest stunt-flying her little clipped-wing Piper Cub. The largest of these was the Abbotsford Air Show in British Columbia. She was in the famous company of Bob Hoover, Dave Rahm and Frank Geelan and many others. It truly is one of the finest air shows anywhere. Joann also received the Achievement Award at the Sectional Convention this year.

Items of Interest: Ellie Cunningham passed her Certified Flight Instructor written. Dorothy Boysen attended the International Convention in Toronto. This reporter's eighteen-year-old daughter Tandy just received her Private Pilots License last month, and hopefully, will be a 99 soon. Haydi Curci is now a full-fledged commercial scuba diver.

WILLAMETTE VALLEY CHAPTER

Florence Groesbeck, Reporter

With beautiful weather for our July meeting, we flew over the mountains to the vacation home in the Sun River area of our chairman, Sally Haevernick.

During the business meeting new officers were selected. They will be: Chairman - Sally Haevernick; Vice-Chairman - Elizabeth Starker; and Secretary-Treasurer - Jane Capizzi.

Beverly Saxon was appointed chairman for our chapter for the Palms to Pines race and the girls made plans for carrying out our responsibilities.

August 23rd nine of us met at the Salem airport. The group included Sally Haevernick, Charmian Byers-Jones, Joan Borup, Evelyn Hendrix, Betty Starker, Louise Wicks, Ann Puig, Evelyn Rackleff and Florence Groesbeck. An attempt to fly to

Beech Aircraft Forms Beechcraft East To Operate BFO at Republic Air Port

Beech Aircraft Corporation today announced the formation of Beechcraft East Inc. as a wholly owned subsidiary to operate on Republic Airport at Farmingdale, New York.

The announcement followed an earlier statement by the Metropolitan Transportation Authority of New York that Beech Aircraft through a wholly owned subsidiary would become the fixed base operator on the east side of Republic Airport on Long Island effective October 1.

Stewart M. Ayton, executive vice president of Beech Holdings, Inc., a subsidiary company supervising Beech's company-owned marketing operations, said the new firm would implement services as rapidly as possible.

In addition to offering a full line of Beechcraft products, Beechcraft East also will offer aircraft maintenance and repair

services, spare parts inventory, aircraft servicing, aviation fuel, tie down and hangar storage of aircraft and complete line service.

Ayton said the agreement with MTA is for five years, with options to renew for three additional five year periods. It includes three aircraft hangars, office space, aircraft shelters and ramp area.

As part of a capital improvement program Ayton said a new pilot and passenger lounge would be constructed on the front of Hangar 4.

Other Beech Holdings operations include Beechcraft West at Van Nuys, Fresno and Hayward, Calif.; Mission Beechcraft, Santa Ana, Calif.; Denver Beechcraft, Denver, Colo.; Houston Beechcraft, Houston, Tex.; United Beechcraft, Wichita, Kan.; and Indiana Beechcraft, Indianapolis, Ind.

the coast for a picnic was thwarted when fog moved in over the coast airport. So lunch and meeting were held at Salem.

Evelyn Rackleff conducted a quiz which covered elementary knowledge of aviation terminology and rules. The participants recommended that we have a similar review at each meeting. There was a discussion of the Palms to Pines race which was held in August. It was announced that our chairman, Beverly Saxon, had the help of Jan Amundson, Evelyn Hendrix and Sally Haevernick.

We decided that members would bring a sack lunch to meetings and contribute a dollar each time to our convention fund.

Several members told of recent trips. Joan Borup had made a three weeks vacation flight to the East Coast and Florence Groesbeck and family had flown to Minnesota. Louise Wicks was planning a flight to Illinois and to the Sectional meeting in Bismarck, North Dakota.

Jan Amundson was appointed hostess for the next meeting which will be September 27th.

Southwest Section

ARIZONA - CALIFORNIA
HAWAII - NEVADA - UTAH

ALOHA CHAPTER

Loretta Zirker, Reporter

Our last meeting was brightened by a good talk from our Regional Climatologist, Saul Price, who spoke about the facilities and personnel of the National Weather Service, and about Hawaii's climate and the origins of her weather. A number of our favorite men attended, including instructors and FAA people. With our delightful speaker, our Aloha shirts and muu muus, and with drinks and puupuus supplied by Pres. Pat Kelley, we made a cheerful noise.

Judy Andrews is visiting among us for a month and it's good to see her lanky blonde figure around. She now has 250 hours, but says her Commercial maneuvers are not yet up to snuff.

Pat Davis, now a Lieutenant Colonel in the CAP, tells us that the cadet we sponsored had a marvelous time at a recent encampment.

LaVerne Carosso, new to the Aloha Chapter, told us about surprising Sheila Scott many years ago, with a Ninety-Nine's greeting in Pago Pago, Samoa. LaVerne signed a Good Luck message on Sheila's plane.

Dee Pratt is working on her Instrument, having decided to skip the Commercial rigmarole altogether. Your reporter thinks there is a great deal of support for the proposed combined rating.

When visiting the Islands, bring your roster and call us up!

BAKERSFIELD CHAPTER

Florence Moody, Reporter

Transporting instructors, students, and families by automobile from airport to motel was a busy and fun activity for us when the AOPA Clinic was held in Bakersfield in September. Some of the women at the clinic liked us so well that they are planning to join 99's near their homes. We encouraged the "pinch hitters" to get their licenses and become "one of us."

Our new chapter chairman, Joan Paynter, attended the Southwest Fall Sectional at Asilomar.

Maxine Turner is now proud possessor of an instructor's rating.

At a recent Taft Rotary club meeting, Maude Oldershaw talked about gliders and Joan Paynter talked about the 1972 Powder Puff Derby. Taft 99's who were also guests of Rotary included LaVerne Billingsley, Marge Harps, and Maxine Turner.

Priscilla Spencer, just returned from the Olympics, is opening her home for our fall swimming party and barbecue. Judi Faul-



Watching the signing of "99's" after air-marking Taft are Cecil Kehoe, airport manager; Patty Piper; Loretta Grant, Bakersfield Chapter chairman; 49 1/2 Bill Paynter, artist; Ross Peacock III; Sandy Carlson; 49 1/2 Pascoe Grant; and Beverly Haberfelde.



Bakersfield 99's Maude Oldershaw, Laurie Witmer and Marge Harps are thanked for driving their automobiles by Robert W. Sweazey, assistant director of flight training for AOPA clinics.



Ready to leave Meadows Field, Bakersfield, for the motel are 99 driver Florence Moody, Bill Stansberry, AOPA Course Supervisor for Pinch Hitters, Birgie Hudson of Mammoth Lakes, California, and Pat Townsend, student of mountain flying.

stick and Marianna Laxague are telling each one what to bring.

BAY CITIES CHAPTER

Kathy Walton, Reporter

Our September meeting was held at the home of Gertrude Cherry. We were pleased to have Rosemary Lane of Long Beach Chapter visit us. She is now working at the Presidio of San Francisco and living in Sausalito. Helen Kampo also visited. She is a private pilot and works at Marin Hospital. We hope she will become a 99 at our October meeting.

News from here and about... Marge Fauth has moved to a new apartment, 1060 Bush St. Apt. 205, San Francisco with the same phone number. Joyce Wells was pleased to be asked to speak to the local high school's aviation science class on Air Racing. There were three girls in the summer school class. (They also helped her with the airplane for the Palms to Pines Race.) Gertrude Cherry attended the opening of the Graf Zeppelin restaurant in San Francisco. The decor is dedicated to the early history of aviation. One section is devoted to women aviation record makers. It is a treasure house of nostalgia for pilots.

Karen Kahn attended the Reno Air Races filming coverage for television stations in the area. She has been flying around the state in a Navajo recently, gaining experience in that plane. She is currently working on her seaplane rating but so far has been stifled by leaking fuel tanks, gushing oil, and gusty winds. Caroline Schutt flew to Salt Lake City over the Labor Day weekend. She got in some IFR time on the way home between Carson City and Oakland due to Thunderstorms, rain, and hail over the Sierra.

Kathy and Rich Walton flew friends, Bob and Siusiadh Rasmussen to Jonesy's at Napa for dinner. Both were impressed with the return flight over the Bay Area at night. Five of our members attended the Fall Sectional at Asilomar. Ruth Rueckert, Ena Ayers, Gertrude and Fred Cherry went for all of the festivities. Joyce Wells and Kathy Walton attended the events on Sat. only. The beautiful setting made for the perfect weekend. Highlight of the day had to be the first annual Claire Walters Classic (softball) Playing ball on the sand isn't easy. There have to be a lot of women aching on this the day after. Thanks to Monterey Bay for the good time.

FRESNO CHAPTER

Lois Beeler, Reporter

Lazy days of summer? Not for the Fresno 99's. We have been anything but lazy. July saw 2 teams; Voline Dodgeson — Betty MacPherson and Kathie McNamara — Carol Bugay fly the PPD. August, another race and another 2 teams: the race: Palms to Pines and the teams; Voline Dodgeson — Kathie Muller and Kathie MacNamara — Theola Nutt. Also during the summer many 99's and their families took flying vacations to such exotic places as Mexico, Wisconsin, Nebraska and North Dakota. Ahh!! The sights they must have seen. Fresno Chandler Field had a second annual open house in Sept. and they featured the World War II warbirds. Fresno 99's were there in force to help where help was needed.

Also in Sept., the 99's will gather in Santa Barbara with medical supplies for DRF, and

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in Asilomar for Fall Sectional.

October is shaping up to be a busy month with a flyaway planned to the Renaissance Fair at Novato and an airmarking planned for the end of the month.

FLASH! All you men out there in reader land. The Fresno 99's will again sponsor an All Men's Air Race May 4-5-6, 1973 so plan now to reserve that weekend and join the race for the purse.

See you all next month.

GOLDEN WEST CHAPTER

Vivian Harshbarger, Reporter

Our most loyal non-member made it. Eldress Shogren never misses a meeting or a chance to help on a project. She has been doing this for so long that most of us didn't realize she didn't have her license so was not a member. In Eldress' words "finally". Eldress is over the hill, as the under 30's say, and it takes a lot of determination to keep at something like getting a pilot's license. I know — I was way over the hill when I decided to learn to fly and I still feel it was the most difficult project I ever attempted. So welcome New — Old member Eldress.

Wilma Bennett back from Europe and she did get to see TAR 21 in Germany. Also got to some flying and gliding activities. (TAR 21 — Mutz Trense and Brigitte Hock).

The weekend before 99 News deadline is a busy one with everyone splitting. Jeanne and Al Abramson, Pat Appel, Barbara and Bob LaPoint to the Reno Air Races. Rae Gilmore, Fran & Norm Grant, and me to Southwest Sectional at Asilomar.

We all have the Air Race bug. Pat Appel, Barbara and Bob LaPoint are entering the Cruise & Proficiency Race at Hollister September 30. Pat and Barbara as a team are also entering the PAR with the 260 made famous for bringing Toni Kuhns and Pat into 6th place in the PPD. Rae Gilmore is entering and I (with Rose Sharp — the world's greatest navigator) have lucky 13 in the PAR.

We're looking forward to the October 7th Post Derby Picture Party. Guess we can't stop reliving the 1972 Derby Start and because of this we are now ready to reveal our giant project. Last month I said we would if all signals were go. Well it's too soon to tell if ALL signals are go but as a lot of them are — here it is. We encountered so many pilots at the Derby Start who wanted to race but felt they didn't have the experience or access to fast planes so had no chance. WOW — There it was — our next project. Initiate a "little girls" race. Limit pilot time to 1000 hours, airplanes to 65-200 HP. Our Mini-Derby (name not official) will be a one day race, probably on Saturday, June 30, 1973. We think we have a great idea. Sure would like to hear what you think.

This is a before and after report and today is after Southwest Sectional which was really great. If you haven't tried to play baseball in the sand you don't know what you've missed. The spectators kept asking us if it was a new sort of game as we played most of it in a prone position. You're running like the wind (?) one minute and the next you arrive Under the base in a prone position. It's a very strange sensation and I for one may never be the same.

Everyone we talked to was enthusiastic

about our Mini-Derby and pending approval by both Chapters — Fresno will be the terminus. So now it's full throttle — the Mini-Derby is on — unless, of course, we run into some insurmountable obstacle.

LAS VEGAS VALLEY CHAPTER

Betty K. Slater, Reporter

Had a tremendous turnout at our September meeting at the home of Marie McMillan. You want to know the secret — a sparkling speaker by the name of Joe Gervais, co-author of "Amelia Earhart Lives." Those attending besides guests, friends, and relatives were Pris Taylor, Maxine Brown, Joanne Nelson, Margaret Moore, Ruth Hellman, Honey Pyles, Carole Vilardo, Nancy Craddock, Liz Heller and Betty Slater.

Joe Gervais, a WW II Air Force pilot, now Chief Enforcement officer for Clark County School District of Las Vegas, Nevada, gave background of his research on personal contacts, friends, an instructor, etc. of A.E.

Fruit punch was served during the question and answer period.

Several attended the FAA Safety Seminar at the Convention Center. We had lectures, slides, movies and a demonstration. Their theme was Vertigo, flaps and safety. Also anyone that wanted to try out the "Vertigo Chair" could do it. I saw Nancy Craddock and her husband, Carole Vilardo, Marie McMillan and guest and Betty Slater too.

We are planning a different meeting this coming month of October. We'll meet at the North Las Vegas Flight Training Center, Bonnie Clayton as hostess will present a tour of the new ground school facilities, etc.

After tallying up the votes for the new year of 1972-73 our newly elected officers are: Carole Vilardo, Chairman; Vice Chairman, Marie McMillan; Secretary, Betty Slater; Treasurer, Liz Heller; Membership Chairman, Maxine Brown and APT Chairman, Marie McMillan.

I overheard at our last meeting Maxine Brown and Pris Taylor already plotting for a sponsor for next year's Powder Puff Race.

Get APT! Our APT chairman, Marie McMillan and Nancy Craddock are now night schooling to get their instrument rating. Good luck, girls!

Marie McMillan represented our chapter at the recent Review-Journal (local) Newspaper press coffee meeting.

Heard a regular crowd was going to the Southwest Sectional this month. I can hardly wait to hear the details. I saw Carole Vilardo, Marie McMillan, Liz Heller, Nancy Craddock and her husband with their tennis shoes tucked under their arms anticipating the baseball game that's scheduled.

Yours for more flying!

LONG BEACH CHAPTER

Jean Pyatt, Reporter

Congratulations to chapter chairman, Joyce Jones, 1971 Amelia Earhart Scholarship winner, who has just received her Instrument Rating. Joyce represented the chapter at the International meeting in Toronto and Iris Critchell, must reelected as a trustee for the Amelia Earhart Scholarship fund, received a silver tray for making the longest flight to Toronto. Tris and daughter, Sandy, picked up Alice Roberts in Phoenix enroute. Sandy received her Commercial Certificate in August. Nancy

Crews called at press time to report that she had successfully completed her check ride for the A.T.P. Nancy also elected President of the Wasps this summer. She has moved her tow plane to Elsinore and hopes to resume glider instruction soon. Wally Funk, Operations Inspector at the Santa Monica GADO, has accepted the job of coordinating the Accident Prevention Program among the FAA, GAMA, and the Ninety-Nines. Wally has just gotten her First Class Medical back after being grounded for several months with a broken leg resulting from her second parachute jump. Wally will fly in the Pacific Air Race Oct. 14 with Peggy Stagliano. Emma McGuire and Jeanne Grooms will be among the contestants, as well as Katee Moscow and Mary Wenholz, Jean Schiffman and Chris Hueth, and Claire Walters and Alice Maynard. Jean Schiffman reports enthusiastically on her Day Camp with ten Girl Scouts working on their Aviation Badges. All had a ride on the last day with the assistance of 49 1/2er, Pat, Mary Pinkney and Mary Wenholz. Claire Walters has received ROTC contracts with the Navy and the Air Force for UCLA, USC, California Institute of Technology in Pasadena, and Loyola. Betty Naser is now working part-time at Claire's Flight Academy. Claire's son, Mike Walters, is hospitalized for several months at Methodist Hospital in New Orleans following an automobile accident. Visits from New Orleans Ninety-Nines would be greatly appreciated. Joan Dilley is one of two women members who will be attending the California Flying Pharmacists meeting in Warner Hot Springs, Calif. Sept. 23 and 24. Lee Tittle will be busy that week-end with "Airport Days" at Torrance Airport. Gene Fitzpatrick will assist the Los Angeles Ninety-Nines in giving 3 cents a pound rides in Santa Monica on September 23 and 24 and in Hawthorne on September 30 and October 1. Barbara Harper, two-year member of the Mt. Diablo Chapter, has applied to transfer to the Long Beach Chapter. Barbara, 49 1/2er, Dale, and their 8 year old daughter have just moved to Torrance. Jane and Link Vaughn look forward to a two-week flying vacation to Acapulco, Mexico, in October in their Piper Comanche 250 with friends. Doris Minter, Rex, Laurie, and Tom had a memorable two-week flying vacation in their Cessna 172. They went all the way to British Columbia. A highlight of the trip was their stay with Dr. and Mrs. Orange, Doris' host and hostess for the 1970 and 1971 Palms to Pines Race in Independence, Oregon. Jean Schiffman, Pat, and the children with Chris and Bill Hueth flew three airplanes to the Red Bluff Air Round-up in August. Wings for DRF will be making a documentary film on September 26 when the chapter has next scheduled a group trip to fly drugs to Santa Barbara. Long Beach Optical is now supplying storage for DRF in their area. Margaret Ward has scheduled monthly luncheon fly-ins: Wednesday, Oct. 18, Apple Valley; Thursday, Nov. 16, Santa Barbara; and Friday, Dec. 15, Bakersfield. ETA for all is 11:30 A.M. The Flight Instructor Revalidation Clinic (Instrument) sponsored by the chapter will be held on Feb. 27 and 28 and March 1, 1973, at Rochelle's, located at the Long Beach Air-

port. The fee will be \$35. Inquiries should be directed to Rita Gibson, 5505 Fidler Ave., Lakewood, California 90712.

LOS ANGELES CHAPTER Holley Ballard, Reporter

Magicians in the Close-Up Gallery. . . Hat and Hare Pub in the Haunted Wine Celler. . . exciting food and drink. . . all were enjoyed at the Academy of Magical Arts (Magic Castle), a private club in Hollywood, by the LA Chapter. Grace McGettigan was the member-hostess. Rachel Bonzon just returned from a four week safari in East Africa — Kenya, Tanzania, Uganda — visiting the national parks and game reserves. She speaks mysteriously about a drink called Banana Gin, or Wa-ragi. Good luck concocting that one! Dorothy Pepin, Grace McGettigan, Anna Baca, Sally La Force, Beulah Kee and Rachel Bonzon had a wonderful time at the Monterey Southwest Sectional; the LA Chapter won the trophy for the most non-professional flight time. Jo Anne Steirent, Norma Futerma, and Virginia Showers had a crazy time in San Carlos, Mexico. Norma says Jo Anne got rocks in her bathing suit with two inebriated men. . . how's that, again? . . . and all showered in Jo's room. Jo Anne just wants to mention that the shower was full of rocks (and nuts, this reporter thinks). . .

Bernie Stevenson's 49 1/2, Jim, flew the Formula 1, a plane that Bernie and Jim built themselves, in the Reno Air Races Sept. 16. Bernie and Tilly Klements and other 99's flew up for moral support and a fun weekend in Reno. Welcome to Madeline Like, a transferring member from the Garden State Chapter. . .

ORANGE COUNTY CHAPTER Darlene Brundage, Reporter

Thon Griffith and Shirley Cote, Co-chairman of the 1974 AWTAR start at Riverside are making things happen by building our excitement and getting committees moving. We heard reports at —

Our Annual Meeting in September, which was a celebration of the anniversary of our Incorporation. The law offices of Lawton, Christensen, Fazio & McDonnel played host (they had handled our incorporation) and provided "goodies" for a proper commemoration. We also, amid all that, determined dates for two 1973 events: The Picture Hunt, Jan. 20 and the Vixen Frisk, March 24 with rain dates one week later.

Avery Grey, membership chairman, "pinned" our seven newest members: Nadine Barish, Enid Gray, Margie Jager, Christa Mazer, Betty Staley, Loretta Strine, and Helen Watson. We welcome our new friends.

Attending Fall Sectional at Monterey were: Shirley Cote, Esther Grupenhage, Barbara Ward, Terry Darch, Zona Appleby, Nadine Barrish, Mitzi Rinehart, Sandy Ruller, MaryAnn Jamison, Joan Hill, Ginny Flanary, Darlene Brundage, Thon Griffith, and Margo Smith. Somehow we shuffled these members, some husbands, the planes, rooms, etc. and did it right.

Ninety-Nines were represented at the Labor Day Airshow at Orange Co. Raceway by a display booth and provision of ground transportation for pilots in the show. Helping out were: Terry Darch and Jim, Barbara Stewart and son Chris, Ginny Flanary, Chris Copeland and Larry, Darlene



Labor Day Airshow, Orange County Raceway. Attending our Ninety-Nines display: Barbara Stewart, Terry Darch and Ginny Flanary.

Brundage, and Shirley Cote and George and son Keith. We even sold a few of our Cooking Maneuvers to passers-by.

Out very yonder and sending cards from exotic places are: Mara Culp and Richard via Lear to spots in Europe. Marty Harstad and Cal via their own boat to New Zealand, by themselves!

Congrats are due to Esther Grupenhagen, placing 8th in the Palms to Pines and Loretta Strine for her new Instrument rating.

PALOMAR CHAPTER Lillian Hartman, Reporter

Hooray! Palomar Chapter will host the 1973 Powder Puff Derby. The start will originate from the Palomar Airport.

August was a busy and productive month for us. We had a very successful fund raising drive which was climaxed Friday evening, August 4th, when a drawing was held at La Costa Country Club, San Marcos. Marvin Gillan of Temecula was the winner of a three day fly in vacation to Kino Bay, Sonora; Mary Peterson of Vista won a trip to Punta Colorado, Baja; and Jo Ann Jenkins won the trip to Lake Shasta.

One day trip winners were: Jack Wistling, Mildred Peterson and Denise Thibado. Short trip winners were: Bob Coom, Riverside; Dean Miller, Hemet; Jerry Thibado and Robert Vaughn. Congratulations to you all! Also our thanks to everyone who helped.

Mary Pearson and Harriet Booth, a new member, thoroughly enjoyed participating in the Palms to Pines Air Race.

Mary Moons and Bernice Deering are already making plans for the 1973 Powder Puff Derby. Seems Bernice prefers to do the flying while Mary likes the duties of co-pilot.

We all enjoyed a delicious pot-luck dinner at Mary Pearson's lovely new home in Valley Center — Friday evening, September 8. Betty Wharton; San Diego Chapter — also "Mother" of our Chapter, installed this year's officers — Pam Van Der Linden, Chairman; Evelyn Ashton, Vice Chairman; Ruth Dilg, Secretary; and Mary Moons, Treasurer. Wanda Miller won the "Women Pilot of the Year" award. Welcomed into the Mystic Realm of the 49 1/2ers' were: Fred Torres (99 Toni Torres), Harry Booth (99 Harriet Booth), Virgil Fordham (99 Ellen

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Fordham), Robert Adler (99 Sue Adler) and Robert Hartman (99 Lillian Hartman).

Our congratulations to Ellen Fordham and 49 1/2er Virgil who recently returned from a flying honeymoon trip to Alaska! From all reports they had a wonderful time.

A big welcome to our new member Peg Goings, from Escondido.

Our next big project will be the Men's Air Race, September 30, originating at the Palomar Airport. Hope to see you there.

PHOENIX CHAPTER

Beth Ussher, Reporter

Bustin' our buttons with pride are we! Our own Mary Vial was elected as Section Governor in Monterey. And she had a large contingent for support to see her sworn into office — her husband, George, of course, Alice and Charles Roberts, Millie and Kendall Dawe, Sue and Bill Harper, Evelyn and Don Porter, Millie and Hi Miller, Mary Lou Brown, Ruby Sheldon, Nan Scheer and Joyce Nash. Our Chapter was equally happy that Millie Dawe was chosen our Chapter Pilot of the Year. Congratulations girls — well deserved honors.

But beauty and brains are not our only assets — we also have a little brawn, or access thereto. That is what we used a lot of on the airmarking venture at Montezuma. The first weekend we worked backwards and got "TEZUMA" painted — the next weekend with more paint and less rain we got the "MON" added. We also "got the numbers". Those that really pitched in were Millie and Hi Miller and their children, Kent Kaigler, Clara Ellis and her son, Sue Harper and her four children, Alyce Mau, Annette Kaplan, Joyce Nash, Marge Hinkle, Bev Powell and her children, Nan Scheer, Marilyn Simis, Beth Ussher, Bonnie Ommen, Agnes Liljegren, Lois Ward, Penny Caruthers, and Marilyn Thomas.

Our last meeting at Lanaeh Martin's gave us a marvelous opportunity to view Ruby Sheldon's and Mary Lou Brown's latest colored slides of Panama. On this trip they were almost adopted by an English crop duster at a Chiquita Banana plantation. Trust those gals to find adventure or romance in the middle of the jungle.

We also found out Ruby has recently added a Helicopter Instructor rating as well as a DC3 type rating to her log of accomplishments.

At this meeting the new officers were introduced; Sue Harper is the new President. The outgoing President, Millie Dawe, received a "Step-N-Check" to reach even higher fame!

Our newest member — Virginia Lavin — was voted into membership as a renewal. She had been a 99 in Utah. We all wish her a warm welcome.

REDWOOD EMPIRE CHAPTER

Nina Rookaird, Reporter

The first meeting of the year with our 1972-73 officers presiding was held at the home of our new Chairman, Janet Allbeck. Members attending included Pat Stouffer, Olive Agron, Hazel Bertgana, Louise Ramsey, Lynn Ahrens, Nancy Buckelew, Esther Harri, Jeanne Gibson and Anita Worel. Anita Worel brought two guests, Margit Lindholm, pilot, and Elaine Hussey, a student pilot.

Summer summary of our activities found the following: Nina Rookaird made a DRF

run in August. Anita Worel assisted Fran Gustavson of Reno Area Chapter in computing scores for the Palms to Pines Air Race. Janet Allbeck and her 49 1/2 Les flew their Bellanca to the Bahamas and to Williamsburg. Hurricane Agnes prevented their going direct to Pennsylvania; so they went to Wisconsin via Tennessee. Nancy Buckelew took her first cross country flight to Madera. It was the first time she ever flew over so much land! (She has just transferred from Hawaii).

Pat Stouffer flew to Sacramento for airmarking information. Cutbacks in the budget — so impossible to furnish help.

Our two newest members, Jeanne Gibson and Esther Harri went sail-planing for the first time. They loved it and are going again.

Pat Stouffer and Olive Agron represented our Chapter at the International Convention in Toronto.

Louise Ramsey, Anita Worel, and Nina Rookaird enjoyed Monterey hospitality at our September sectional at Asilomar. It was really great!

RENO AREA CHAPTER

Hazel Hohn, Reporter

I'm writing this at the registration desk at Race Headquarters of the Reno National Championship Air Races. We Reno Area members have been here all week registering the race pilots, issuing pit passes, answering the phone, and other goodies. This is our 9th year with the races. It's hectic, but fun seeing the race "from the inside". We have a book in which visiting 99's register, and I'll give you a list of those who did so in the next Newsletter.

Esther Gardner's son Scott got his engine rating from Lois Brown's 49 1/2er Mike, in August, after being a bush pilot in Australia in 1971. And Lois Williams' son David added another rating after soloing at 16 — glider instructor. Now he has everything but ATR. He's flying Truckee Airport's Geronimo on charter.

Patricia Harris is our new member, having transferred from Chicago Area Chapter. She got her license 2 years ago, has 300 hours and has passed her Commercial written. Her husband Alan Ridge Harris is a United Airline Pilot. Patricia flies a Cessna 172, 140, 180, and 140 on floats, and a Beech Debonair.

Jane Logan is going to Spain for the month of October. Her son Kelly, 19, soloed a 150 in August.

Correction: It was Booth Bailey of Winnemucca, Nevada, who gave Elaine & Stan Brown's plane a top job.

I'm going to quote directly from what Doris Eacret writes about her trip to Africa. "Just returned from a fabulous trip to East Africa where I went on a camera Safari through Kenya and Tanzania, and flew a Rheems Rocket to Northern Kenya at Garissa, near the Somali border, to join Mr. and Mrs. Bing Crosby and their daughter on a hunting Safari in the bush north of Garissa. The sand grouse, guinea fowl, and Franklin partridge hunting was beyond belief and most successful — and such delicious eating. On the return from Nairobi I flew Pan Am to Antibbe, Uganda, to pick up some of the expelled persons going to London, then on to Rome and London and finally Paris for two wonderful days before

returning to Los Angeles. On the trip I had a tape recorder on which I taped the trip from departure to return, including many weird night jungle sounds, Masai Warrior Dances, interviews, and fun conversations. Of course I took the usual tons of pictures about one third of which will probably turn out well.

The Rheims Rocket is a glorified Cessna 172 with a Rolls Royce engine. It is a terrific airplane for the bush, good on short takeoffs and landings, and very popular in East Africa."

Entirely unimportant but cute conversational gem overheard at air races between man representing Concessions and man in charge of Sani Huts:

Potty Man: What are you planning to sell them to drink?

Concession guy: Coke and beer.

PM: BEER? You're going to sell them BEER? Ye Gods. They'll be going to my johns every five minutes!

Life at the races does have its problems.

SAN FERNANDO VALLEY CHAPTER

Loretta Hines, Reporter

A rousing start of our 21st year took place on September 11, for our chapter by the installation of new officers at the Schlitz Brewery in the Brown Bottle Room. Along with a lot of hanger talk, Schlitz gave us some of that light brown stuff. . . free. . . no flying, of course. Jeanne Day displayed her clever sense of humor as she introduced our new officers. Reelects are Polly Fleming as Chairman, Pat Hallett as Vice Chairman and Beverly Woodard as Treas-

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surer. Gerry Vickers is our Corresponding Secretary and Margie Robbins is the Recording Secretary. Jeanne then gave each gal a single red rose. Speaker, Jim Hicklin, KMPC "Air Watch", kept us all in laughter with his charming patter. We were delighted to have Claire Walters, our S.W. Section Governor, as our guest.

Our Western Pilots have been getting Eastern weather experience lately. . . rare! Lots of fly-ins. . . a big turn out for a day at the beach at Santa Barbara. Lindberg Field, San Diego, ended at Palamar due to weather except for one brave plane with Shirley Thom and Liz Dinan who made it in to Lindberg later in the day. Another fly-in at Oceano.

We are proud of our Bernie Stevenson and her co-pilot who took first place in the Palms to Pines Air Race. As you remember, Bernie, also, came in third in the Powder Puff Derby. Other members who flew in the Palms to Pines are Libby Svenson and Shirley Thom, Pat Hallett and Eddie White, Lori Blech and Margie Robbins, Audry Schutte and Harriet Bair, and Bonnie Seymour with co-pilot. Isn't that great?!

On July 29, Polly Fleming and Vesta Malby in her "Tangle Foot" Commanche 250, flew to Santa Marie for a CCAA Meeting. . . Understand they flew through some rain and doged thunderstorms homeward bound with VFR in sight at all times.

Oshkosh saw Sally Kinsay and 49 1/2er fly in. Flora Hutchinson flew as far as St. Paul with Rodg Rogers and 49 1/2er, who went on to Oshkosh. Rodg and hubby came home via stop in Virginia for two weeks.

Loretta Hines was pinned at the Installation Banquet and managed to fly to the Tehachapi Air Show and Porterville Air Show tagging behind her 49 1/2er's Pitts Special.

Til next time, check your weather, fly high and safe.

SAN JOAQUIN VALLEY CHAPTER Ina Wade, Reporter

A delayed but quite hearty "well done" goes to our chapter AWTAR entrants. Helen McGee flying solo this race placed second, pilot Dorothy McAllister/right-hand pilot Irene Nealon placing fifty-first. Truly, all competitors in this event are winners in terms of good times plus flying experience.

Special accolades to Dallas Chapter in

appreciation of the warm welcome extended our Evelyn Hendley on her recent rip with 49 1/2er Walt, to Baylor University Medical Center. The Hendleys were in Dallas for two weeks while Walt was fitted out with a brand new dacron aorta. During this time, in Ev's words, "the girls were all wonderful to me. I attended an evening meeting held in the home of Louise Marquess. Louise and 49 1/2er Roderick also arranged a lovely shopping trip which enabled me to see some of the city." Ev also reminds us not to grumble when physical time rolls around. It seems Walt's problem was discovered during this routine exam.

CATCHING UP. . . . Our July fly-in took us to Lake Almanor (Chester CA. Airport) for a pot-luck picnic lunch. Those partaking included Rose Hijos, Rebecca Clayton, Elma Roesch, Helen McGee with niece Jessie Draper, Shirley Miller, Jean Murray, Lyn Davis, Jean Upton, Norma Draper with nephew Tim McGee, and yours truly (Helen and Norma swapped). We enjoyed a pleasant afternoon and were sorry the gals from Sacramento Chapter were unable to join us. Dorothy Kobel feted us with lunch and swim party at the August meet. Lots of talk about summer plans, etc. Laura May Crawford and 49 1/2er Gene had just returned from an excursion North, first to Porte Angles, Wash. — then down to Sun River, Ore. Plans dicdiscussed at the business meeting included an air-marking at Stockton and the Palms to Pines Race.

We are pleased to report the installation of the following new officers: Chairwoman Shirley Miller, Vice-Chairwoman Barbara Glance, Secretary Elma Roushe, Treasurer Ina Wade. Irene Nealon had originally been re-elected to a second term as treasurer, but due to a recent out of the country job assignment with 49 1/2er Ivan, she reluctantly resigns her office. They will be residing in Sao Paulo, Brazil, for approximately three years. We wish them the best on this assignment and will pass along their address when we receive it. I'm sure Rene will keep us posted on flying activities in South America also. How about it, could this be an opportunity for a new section??

Ask the gals who flew the Palms to Pines Air Race where Chowchilla, CA. is located if you are having trouble finding it on the

chart. They all know and 37 of the 51 planes entered made the approach a second time, after official fly-by, to enjoy the lunch arranged by our chapter. We heard many nice comments such as, "we stopped this year because we heard how good it was last year!" It was and it was even better this year thanks to those making the stop. All crews left refreshed with energy recharged to complete the leg to Red Bluff, CA. Laverne Gudgel reports that next year plans are to arrange for gas trucks, thereby eliminating the push to the pumps and allowing a considerable time savings. Your thanks for the good food and drinks go to Rebecca Clayton — coordinator — and those assisting her with food preparation and serving. . . . Charlene Kirk, Elma (Lee) Roesch, Helen McGee and Ina Wade. Those drawing tower and related duties were Evelyn Hendley, Shirley Miller, Jean Murray and Laverne Gudgel.

Chairwoman Shirley called a special meeting August 29th at the Modesto Airport, purpose of said meeting to transport drugs and medical supplies for DRF to Santa Barbara, CA. Those members providing muscles, airplanes, pilot-nav. talent, and hopefully a few calories, were Jean Murray, Elma Roesch, Dorothy McAllister (who was accompanied by her mother Mrs. Ouida Farmer and former chapter member George Ann Garms — on the coast to attend her daughter's wedding at Stanford University), Shirley Miller with guest Gary Skippers, Barbara Bowman and Ina Wade. Laverne Gudgel took top prize in the weight hauling catagory with 800 lbs. of drugs, two people and full tanks (flying her Bonanza). She revised her ETA somewhat. . . Upon arrival all enjoyed luncheon with Ms. Eaton from DRF and Santa Barbara Chapter's Virginia Moser who welcomed us at the airport, and who had also arranged for the weather to be beautiful for our flight. We took a vote at Laverne's suggestion and it was decided we would remain in S.B. rather than return home.

SANTA BARBARA CHAPTER Virginia Moser, Reporter

An eventful summer for most of the Santa Barbara Ninety-Nines was climaxed by a terrific Sectional in Monterey. Nine of our chapter members and five of their 49 1/2's attended. Joan Steinberger reports the only difficulty encountered on the trip was getting in and out of the airplane the morning after the baseball game played on the beach.

There were many parties held at this sectional, due probably to the fact that no liquor was sold on the premises. This seemed to make it even more of a "get-together." Santa Barbara Ninety-Nines enjoyed hostessing an open-door party in Pat and Henry Rowe's room. Others from this chapter attending were Erma and John Christian, Mary and Hal Lewis with their children, Nina and Roger, Jean and Paul Wiley, Nancy and Ed Shaw, Janet Shelby, Joan Steinberger, Rachel Cowin, and Diana Dee.

Settling down from a summer vacation trip with her children to Wichita, followed immediately by entry in the Derby, Joan Steinberger is now planning to enter the Pacific Air Race. Her co-pilot will be Evalee

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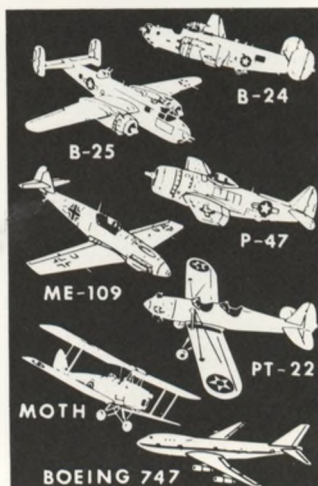
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Treen of Santa Barbara.

Two eastern flying trips were enjoyed this last summer by Shirley Sendrak and Mary Lewis and their families.

Big plans are being made in Santa Barbara for a really big fly-in on September 26th at this writing. The DRF is planning an extra large medical airlift on that day, to be televised on NBC. Planes carrying supplies brought by this chapter will be flown by Erma Christian, Mary Lewis, Nancy Shaw, Rachel Cowin, and Diana Dee. Ground crew will include Jan Shelby, Ann Swanson, and Virginia Moser.

We enjoyed meeting and having lunch with eight gals from the San Joaquin Valley Chapter last month, when they brought medical supplies from their area. It's really wonderful to see 99's from all over when they come to Santa Barbara for DRF. We hope you'll always let us know when you're expecting to come. We'll meet you if we possibly can. And please file a flight plan, saying "DRF flight," so we can check on your arrival time with FSS. Also, when you arrive, ask S.B. ground control to direct you to Santa Barbara Aviation, as that is where we'll meet you.

At our last meeting, held at Pat Rowe's house, we were sorry to have Pat retire from a very efficient job as our chairman this past year. Next month we welcome Marion Fickett as new chairman. We are looking forward to Marion's return from summer in Germany. Hear she has done some flying over there. Stepping into Marion's capable shoes as treasurer is Diana Dee. As soon as Diana figures out all of Marion's little budget envelopes, it looks like we'll have another fine treasurer.

At our last meeting, Ann Swanson reported on the work of the S.B. Airport Commission, to which she has been appointed. It's good to have someone "where the action is" to tell us what is going on at our own airport.

SANTA CLARA VALLEY CHAPTER

Betty Hicks, Reporter

Patricia W. Roberts, 1971 Santa Clara Valley Chapter Aviatrix of the year, surgical nurse, Aztec captain, Direct Relief Foundation and Flying Samaritan faithful, will put a part of her apparently boundless energies into the chairmanship of SCV Chapter for 1972-73. Again filling the right seat on the executive board will be the irrepressible Mayetta Behringer. Willy Gardner will put down her airmarking paint roller long enough to pick up her secretarial quill, when those duties demand it. Sally Rohlfing, who gets all bubbly over our bank balance, will continue to do the treasurer's tasks for the next 12 months.

Both new faces and familiar faces will be seen in the 1972-73 executive board portrait. Willy Gardner will continue donning two chapeaus, one very paint-splattered, as she serves another year as Airmarking Chairman. Phyllis Pierce continues as Amelia Earhart Scholarship Chairman. Des Stuart-Alexander and this reporter inherited the chore of running the 1973 awards banquet, by reason of earning the Aviatrix of the Year and Service Award, respectively in 1972. Instructions for flying contests and our sputtering APT program will have a pedagogical ring, as schoolteacher Mary Ann Penson takes over that chairmanship.

Verna West will be overseeing a new chapter project in 1973, the Flight Instructor Revalidation Clinic, a fund-raising enterprise, slated for next summer. Verna continues her rallying of new Ninety-Nines in her role as membership chairman. Patty Sherwood will be heard, begging for members to run for office, as she again chairs the nominating position on the board. New tub-thumper for our achievements and plans will be Jeanine Ceccio, working under the official title of Publicity Chairman. Lynn Belgum presides at the paste pot as Scrapbook Chairman. Pat Gladney, who seemingly invented fund-raising, is indispensable as Ways-and-Means Chairman. Desiree Stuart-Alexander will fill another term as Legislative Chairman, while Direct Relief Foundation merits the same energetic loadmasters, Jeanne McElhatton and Phyllis Pierce. Marion Barnick fills the new board position, that of Museum Chairman. Board newcomers are Susan Bates as Program Chairman, Susan Sosnow as Hospitality Chairman, while Jimmye Lou Shelton is in the novel position of having a job but needing a boss. She's assistant chairman of the Christmas party, but thus far the call for someone to give her orders has gone unanswered. Fly-in activities remain the domain of Evelyn Lundstrom.

In the area of officialdom, Santa Clara Valleyites scored heavily in final election returns for Southwest Section officers. Marion Barnick was elected treasurer, Verna West became secretary, Phyllis Pierce heads the nominating committee, while SCV Chairman Pat Roberts will attempt to lead the APT program into higher participation percentages.

Chapterites totalled enough flying hours in the 1971-72 sectional contest to finish runner-up in the totals and third in the amateur pilots' division. . . SCV Chapter pilots have now flown ten tons of medical supplies to Santa Barbara for the Direct Relief Foundation! . . . Verna and Harry West logged 60 hours of Skylane time on a recent flight to Alaska, an account of which was the featured program at the chapter's September meeting. . . The entire town of Coalinga turned out to welcome our fly-in devotees on September 14th. Coalinga? "That's the old 'Coaling Station A' on the railroad," Evelyn Lundstrom informs us. No coaling station-A is Coalinga today. It's been elevated to a position on V107, about 10 miles south of the VOR changeover point, a far more distinguished address.

UTAH CHAPTER

Barbara Whitaker, Reporter

At our monthly meeting at the home of Barbara Barlow on the 24th of August, the main item of importance was the request of some of the girls from the Ogden area to form their own chapter. A vote was taken and their request was approved by a majority of the members. We wish these girls the best of luck.

We must have a bunch of shy girls in our group, because no one wants to tell me what they've been doing. Joan Barton passed her Commercial written and has logged two hours in a Citabria. Seems like this gal has gotten bitten by the aerobatic bug.

Eloise Wilcox spent a beautiful week in Victoria, British Columbia.

Jackie Grandia earned her Private Pilot's license and is applying for membership in our grand group of 99's.

Jane Patterson and Barbara Whitaker had fun on three different occasions flying to Elko, Nevada; Pocatello, Idaho and Jackpot, Nevada. Vivian Yardley and her son, Rob, joined Jane and Barbara in Pocatello.

Those in attendance at our August meeting were Dee Ricord, Alberta Nicholson, Jackie Grandia, Jane Patterson, Nancy Reuling, Lila Fielden, Joan Williams, Barbara Barlow, Eloise Wilcox, Eleanor Irvine, Jo Ann Winterling, Donna Odekirk, Wilma Nichols, Joan Barton, Vivian Yardley and Barbara Whitaker.

Our September meeting will be in the form of a picnic to be held in Millcreek Canyon near Salt Lake City.

Finnish Section



Railii Aronen, reelected for a second term as Governor of the Finnish Section of Ninety-Nines, was also elected the Most Meritorious Woman Pilot of The Year.

Kirsti Pesola, Reporter

This was the first time we had our annual meeting outside Helsinki. 24 of our members were assembled at restaurant Iso-Valkeinen in Kuopio, which is a beautiful small town on Lake Kallavesi, 190 miles north-north-east of Helsinki. Nine of us arrived on twin-motor airplane Islander and four came on a Piper Arrow.

Railii Aronen was elected governor for second term, and the following members were elected to the new board: Helena Heide, Irma Hyttinen, Sisko Kaarlas, Anita Meinander, Outi Nallinmaa, Mirkka Partinen and Kirsti Pesola.

Our governor Railii Aronen was elected the most meritorious women pilot of the year and received the steelyard for one year hence. Her merits are: commercial pilot license, this year's best women pilot on the Finnish Championnade of motor flying, and her work for the Finnish Section of Ninety Nines. Best wishes to you, Railii.

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East Canada Section

FIRST CANADIAN CHAPTER

S. Allen, Reporter

"Wings For Dystrophy" Day at Buttonville Airport, Sunday, September 17th, 1972. Take one and a half dozen small aircraft - a handful of dedicated flyers - several hundred people and children - mix well with a generous helping of sunshine and you have the recipe for a very successful airlift! Almost two thousand dollars was raised at 2 cents a pound for the Muscular Dystrophy Association of Canada. An exciting and most rewarding day for everyone involved . . . Winging up one of the biggest, busiest Air Shows ever - a hundred aircraft in 2 hours and 45 minutes - incorporating the years 1908-1909 with a Santos Dumont Demoiselle through to the latest in jets now. The Canadian International Air Show, Toronto - am always surprised to discover there is a world going on around me after September 4th - still can't believe those Harriers were really real! The R.A.F. did it again! They stole the Show!! Plus establishing a solo jet Atlantic record of 8 hrs. 24 minutes nonstop (re-fueling mid-air) An extraordinary flying machine that defies the theory of flight - a sophisticated computerized navigation system with a projected screen read-out at eye-level and a very basic wind-T simply mounted on the nose for critical alignment in the hover - just two of the fascinating discoveries made in the cockpit . . . Pilots F/Lt Neil Wharton and F/Lt Dave Fisher had lunch with us at Buttonville and were last seen busily sewing "Toronto Airways" wings on their flying suits ready for blast off next morning and the U.K. . . . FCC Globe-trotters once again include Shirley and Neil MacDougall - off to Tunisia for two weeks this Fall - Edith and Wally Denny haven't had their feet on terra firma at all this year - presently gadding in gay Paree, then on to New Zealand. Pat

Gray and family followed the trails of the Prospectors in the Gold Rush of 1898 to Dawson City, panned for gold in the Klondike and DC-3'd to Inuvik and back. Daphne Schiff assures us the cure for a winter ski break is mountain climbing summertime in the Swiss Alps! The Schiff's also acquired a Commanche 350 this summer. Joan Chilcott off to Russia this week for CFTO-Channel 9 - I think by now Joan must be a permanent member of the National Hockey League! Esme and John Williams back from their Atlantic crossing in CF-EJW - visiting 16 countries - which makes a grand total of 53 countries in five years in their Cessna Skyknight. John, we've got to hand it to you, that's a pretty impressive itinerary! I need another column to describe your latest trip even . . . Meanwhile, back at the Olde Mill, downtown Toronto - the International Convention Committee '72 gathered for their last 'meeting' of the year. In the form of a dinner and dance - enjoyed by all. A surprised 49 1/2er Michael C. Sifton was presented with a framed Certificate of Appreciation from the East Canada Section of the Ninety-Nines, an appropriate tribute to one of our strongest supporters and a fitting finale to a happy evening.

MONTREAL CHAPTER

Sandy Frank, Reporter

The early birds - the Montreal 99's - have already held a meeting September 6th. Last minute details of our summer's work on the Fall Annual East Canada Section Meeting (Sept. 22-24) were attended to. Planned, also, was the to-be-circulated agenda for the rest of the year. Some highlights are:

October - "Medical Safety in Aviation" by Dr. Clement, head of Quebec's Medical Aviation for the M.O.T., (Ministry of Transport).

January - "VFR and IFR High Density Traffic Areas," by Mr. Foster Richardson of the Regional ATC School.

November - A tour of Air Canada Main-

tenance Department by Mr. Amos Weintraub of Air Canada.

Talking about high density traffic areas, our newest member, Patti-Sue Gould, trained in New York City, has pitched in an all-out effort for our fall convention, already.

Summer brought good news to chairman Sandy Frank. Vision vastly improved from two years flying, a new application to M.O.T. (Special Medical Advisory Panel) in Ottawa, brought an unrestricted "go-ahead," and go ahead Sandy & Ed (49 1/2er) did - on their Commercial Pilot Licenses, that is!!!

The Flying Franks flew to Oshkosh, Wisconsin to the E.A.A. Convention, in a Cherokee 140, for a total round trip of two thousand miles.

Out in Plaster Rock, Mollie Sadles has gotten her multi-engine rating. And Patti-Sue Gould has gotten her Canadian Private Pilot License.

With all these new rating, endorsements, and licenses floating round, The Montreal 99's are more than 50% APT.

Good start girls! Let's hope this year brings good programmes, good work, and good friendships!!

Australian Section

Christine (Henderson) Wills, Reporter

After three weeks touring England, Scotland and Wales, followed by a Russian tour and then eight weeks traveling by car on the Continent - Pamela Lock was due to leave on the 12th September for America and looks forward to meeting many members of the 99's.

Our congratulations go to Freda Thompson who was awarded the O.B.E., in June.

Ruth Hodges and her daughter "Pie" Gursansky have arrived home after a really terrific time in North America and brought with them messages of "Good Wishes" 'to their friends in Australia' from Kay Brick, Mary Boles, Lois Feigenbaum, Alberta Nicholson, Evelyn Lundstrom, Barbara Nichols, Pat Kelley, Pat Davis, Betty Miller, Dottie McAlister, Leslie Wilson, Marguerite Wood, Jurnita Halstead, and Barbara Evans.

On the 16th August I gained a new 49 1/2 member. When I married Desmond Wills, a New Zealander, with whom I had worked in New Guinea; at which time we were both mission flying from Aitape and Des was also the aircraft engineer. We now live at 19 Lothian Street, Annerley, Queensland, 4103, and along with fellow 99 members look forward to "Welcoming" any 99's visiting Brisbane.

We were delighted to see Gwen Caldwell during her recent stay here in Brisbane with Peg Kelman.

Olga Tarling who attended the Annual Conference of International Federation A.T.C. Assn. in Dublin in April - 250 delegates from 32 countries - met some interesting people in that field of aviation.

While in London Olga visited Heathrow Tower, Area Control at West Drayton and Ferrante at Bracknell where she saw the development and construction of computerised equipment to cope with the forthcoming SST aircraft. Most impressed with



Members of the Finnish Section enjoy their first annual meeting outside Helsinki. It was a great fly-in with 24 Ninety-Nines in attendance.



New Zealand 99 Jennifer Frame, Invercargill, N.Z. June, 1972. Standing alongside the Piel Emeraude, which was built over the past nine years by a syndicate of Southland Aero Club members. The finished cost was \$N.Z. 4,500 and it has been flying for a year. This year it won the "Outstanding Aircraft" of the year award at the Ultra Light meeting.



Aux commandes d'un "Mystere 20," Danielle DECURE, Commandant de bord a "UNIJET" et French Section Vice Governor.

flight in B727 and B747 aircraft on her flights to and from England. Inertial Navigation System quite fantastic. When they were 100n.m. S.E. Rome, the captain set latitude and longitude of North Pole; which of course means that the North Pole is 90° N on 0° longitude — this computerized system immediately flashed back heading 359T distance 2493 miles.

French Section

(Ed. note: The following correction concerning a caption which appeared under the photo from France in the September issue of the 99 News is sent us by Marie-J. de Beauregard, Governor. This should fix up the slip.)

Je me permets de vous signaler l'erreur typographique faite page 43, rubrique France du n° 38 (aout sept.) en 4eme ligne de la legende sous-photo. et concernant Madelyne Delcroix, Championne du Monde de Voltige Aerienne (Aerobatics) en 1968 et non de "voltage pesienne," ce qui meme en francias ne veut strictement rien dire . . .

South African Section

Yvonne van den Dool, Reporter

Welcome back to the South African Section Ingrid Adolfs who has been living in Zambia for the last few years. Ingrid has now added an Instructor's rating and an Instrument rating to her commercial. She and 49 1/2 Karl own a Cessna 172.

Theresa Marais of Posmasburg is another new member. Barbara Thompson is now living in Salisbury, Rhodesia, and flying from Mount Hampden. Shelagh Anderson, our member from Salisbury recently returned from Switzerland where she did some glacier flying. Shelagh used to be a

racing driver and raced in the Grand Prix.

Lyn Wessels of Brakpan met Robert Mitchell at Rand Airport recently. Peggy and Bob Mayo of Wisconsin U.S.A. are living in Springs, Transvaal for a few months.

Jeanette van Ginkel writes from France where she and 49 1/2er Mike are attending the Seventh World Aerobatic Championships. Jeanette has met American, Swiss, French and English 99s at the Championships, and has taken lots of movies and still pictures so that we may also share the pleasure of seeing some fantastic aerobatics.

Three more members APT - Jeanette Fraser-Jones of Johannesburg, Jenny Louw of Grahamstown and Auriel Miller of Natal.

Lo-an Roux of Ladysmith, Natal, won the Northern Natal districts Championships (men and women), and also the Tony Filmer Trophy for Safety and Airmanship (men and women). There were 20 competitors. We are all very proud of Lo-an.

New England Section

CONNECTICUT - MAINE
MASSACHUSETTS - NEW HAMPSHIRE
RHODE ISLAND - VERMONT

CONNECTICUT CHAPTER

Laurie Spence, Reporter

Highlight of the Connecticut Chapter summer was a fly-in at Provincetown on the tip of Cape Cod in Massachusetts. The airport is adjacent to a popular Atlantic Ocean beach, where 23 members and guests gathered in an area which had been marked by a cluster of two dozen gala balloons.

The perfect weather on August 20 attracted airport manager Nick Augustonovich from Claremont, N.H., the guest of Bobbie Herbert, chapter chairman. Nick was accompanied by his daughter, Terry Ondre, also a pilot, son-in-law and their children. Nancy Woodbury, private pilot was another guest of the Herberts.

Nina Hetman brought Mary Mahieu, student pilot, and John Troha, a Pan-AM 747 flight engineer. Ed Reeves, IA at Waterford, Conn., accompanied Laurie Spence. Other members with families were: Peg Davidson, Claire Ball, and Evelyn Kropp. Former Connecticut Chapter member Leslie Boyd, ATP, was encountered enjoying a vacation from Eria, Pa.

This was the only meeting in two years at which all those attending arrived by air. All aircraft departed before dark except the Kropps and Davidsons who took advantage of the moonlit night and stayed late for dinner and sightseeing.

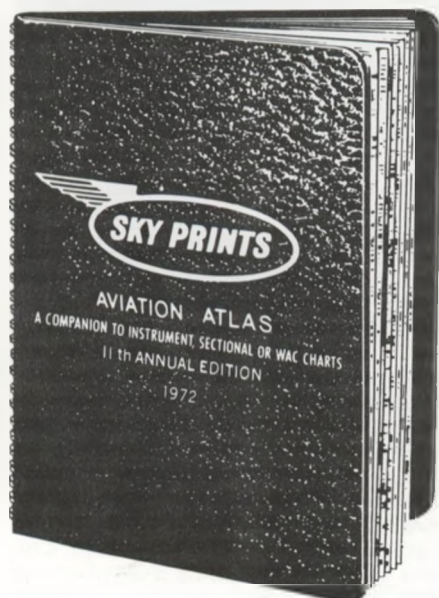
Marcia Spakoski was unable to attend the beach party, having been delayed by weather on her return from Chicago. She and her daughter flew back to Groton, Conn., in a 1972 Cherokee 140 which has been loaned to her 16-year-old son whom she is instructing for solo.

Chris Winzer, with her Stearman, was teaching at a summer flying camp in Bangor, Me. Mary Scribner sent word that



Charmaine Klaue from Bloemfontein and Theresa Marais from Posmasburg of the South African Section.

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she had become APT before the 1971-1972 deadline.

The last summer rendezvous was at SkyPark Airport to attend the famous World War II airshow at Old Rhinebeck, N.Y. Accompanied by her husband and three sons was Betty Storrs from Bloomfield, Conn. Nancy Tier, charter member, brought her niece Francis Hoffmann, with daughter. Nancy reported that her base, Canaan Airport, is growing rapidly with three new aircraft and two new hangars. This reporter found no other members attending; apparently they were at home watching the Olympics on TV, so she returned to Waterford to do likewise.

EASTERN NEW ENGLAND CHAPTER

Judy Gillis, Reporter

On Saturday, September 9, we had a good group of approximately 12 members, three 49 1/2ers and even two of the younger set turned out on a rather dubious day weatherwise to airmark Worcester, Massachusetts Airport. Between rain showers, we managed to get the T outlined, and quite a bit of each letter filled in by 3 p.m. This was all after having arisen at about 7 a.m. to get there by 9 a.m. for a good early start. Most of us drove, but at least Virginia Bonesteel, her 49 1/2er, Charles, and their two children managed to get in IFR in their Cessna 182. Mother Nature finally made it impossible to continue, and all retired to Marie Lepore's lovely home for coffee and scrumptious brownies topped with ice cream and chocolate sauce. Oh, those diets! Never say die, however, and many of the "crew" returned to finish the painting on a gorgeous CAVU Sunday morning. Now when we fly over Worcester, we can look down at our bright yellow "job well done."

We are a little sad this month to be losing one of our most interesting members, Shoshana Gyoeri, but happy for her that she is returning to her homeland, Israel. We shall certainly miss her, and hope to have her back with us again soon. Good luck, Shoshana!

Another of our most interesting members is temporarily away from us. Suzanne Brooks has gone to London to teach school for a year, and she writes us she has already been flying over there.

Kathy Tompkins has recently gotten her seaplane rating. She now plans to take a welding course this Fall and build a Skybolt.

On June 3 at a lovely evening ceremony, Cora Marie Clark became Mrs. John Pustaver, and they are now living in Sudbury, Mass.

We have worked hard this past year on APT and 31 members have had their check ride to date. We hope to make the total for the coming year 100%.

New York-New Jersey Section

NEW YORK - NEW JERSEY

GARDEN STATE CHAPTER

Dolores Jane Zilincar, Reporter

There is a saying, "the more things change, the more they remain the same," and so it is with us. On September 10 we held our installation luncheon at Ocean

Acres Country Club. It was CAVU in every way. Our much beloved Jerry Roberts has moved up to Governor of the New York - New Jersey Section and is replaced as chairman by Alma Hitchings. We are confident that we will find the same fine qualities of leadership in Alma that we enjoyed so much in Jerry. The next two years promise to be filled with productivity, excitement and God willing, lasting contributions to general aviation and aerospace education. Alma's officers will include Carol Koczon, corresponding secretary, Diane Shaw, recording and Eileen Freeman, treasurer.

Three special plaques were presented the 49 1/2s who contributed so much to the success of our Powder Puff Derby Terminus - Harry Walsh, John Freeman and Hal Roberts. Commander Bill Cholkco, who gave so unstintingly of his time, energy and knowledge of air race activities was also presented with a token of our deep appreciation. We were so fortunate to have their help and the help of so many other fine men who encouraged us and helped us when we really needed them. And thank you, Hal Roberts, for the nice check you added to our treasury. You know how to make girls happy.

Jerry Roberts was installed as governor at the Fall Sectional hosted by the Hudson Valley Chapter. Alma Hitchings reports the meeting was a smash! What could have more drama than an installation at Hidden Valley in a subterranean cave. We'll really have to put our imagination to the test when we hostess the next sectional. Thank you girls of the Hudson Valley Chapter!

Had a note from Carol Koczon who returned to England renewing her acquaintance with old friends in the 99's and visiting the English Tiger Club. She did some open cockpit flying in the Tiger Club's Moth and Stampe SV4B's. Carol also does aerobatics and made an attempt at formation flying. She admits it was an experience that showed her need for more confidence and considerable practice in the art of flying formation in a bi-plane. Before she returned home, her Ninety Nine friends in London feted her at a lovely dinner party. It is a joy to belong to an organization such as the Ninety Nines where one meets people who are as hospitable in one country as in another.

Our Janice Blackwell knows where to go too! The Army Aviation Museum in Ozark, Alabama, was her target and reportedly a very interesting stop. She and her 49 1/2, "Blackie," also toured the Alabama/NSAS Space Center in Huntsville, Alabama. They covered the past and the future.

You just can't stop Alice Hammond and her John. They flew "Susie Q" to Wyoming for the 8 Day Air Tour which Alice says was superb. Prior to the tour Alice and John took the AOPA Mountain Flying Course. Now wouldn't you know they'd do just that? They were off and in the running at the Michigan Small Plane Race at Apenu, Michigan Oct. 6-8 and from there they flew to the Garden of the God's Club at Colorado Springs for the Sportsman Pilots Association Cruise. Everyone loves a mover and Garden State does have them.

That reminds me - we have two lovely new members. Welcome to Grace Maguire

(a Scottish Lass), and to Joan Kull. Grace just got her ticket and Joan has just started. Joan's husband, Dick, has found that sky-watching can be fun too. You can't win them all!

I would advise each of you to get APT because Alma has many exciting activities planned for us. Be ready for two more years of great flying adventures and gay parties - of course. And that's the truth!

HUDSON VALLEY CHAPTER

Gertrude Felsen, Reporter

This past weekend our Chapter hosted the New York-New Jersey Fall Sectional Meeting. Our new Secretary, Naomi Roberts tells me that we had a record attendance. It was a fabulous 3-day affair starting with a cocktail party Friday night - then dinner at Salvucci's Restaurant with our guest of honor, Gordon Barnes, the famous C.B.S. Meteorologist and his wife. They were fascinating. Mr. Barnes has led an extremely interesting life. We all learned a lot from him. He and his lovely wife were with us for all three days. His attendance was arranged by our local radio station W.K.N.Y. Late Saturday afternoon we all gathered around picnic tables and he gave us an informal lecture on weather in our Hudson River Valley area. He also discussed with us his ideas for a new speedily updated weather reporting system. (We'll have more information about this in future news letters).

Saturday's activities started with breakfast at Mickey Duncan's Hidden Valley - then onto buses which took us to the New York Underground, which was arranged for by Jim Price, husband of Julie, one of our members. The New York Underground is practically a whole city built completely underground with beautifully furnished, modern, completely equipped buildings.

It was really incredible! We felt extremely fortunate that Mr. Price was able to allow us to visit the facilities since they are maintained under tight security regulations with few outsiders allowed in.

We had our business meeting in the lounge of the New York Underground - a huge, beautiful room with our present Governor, Helen Egan Levy presiding. It appealed to our sense of humor to have our "flying" officers installed "underground."

Then it was back to the idyllic setting of Hidden Valley for a clambake. One of the features of the afternoon was a visit by Sergeants John Ryan, John Cuneo, and J. Harrington. They are helicopter pilots with the New York State Police and they gave us a demonstration of the various maneuvers that are possible, as well as their ability to transport litter patients, with a helicopter. Then they landed on the beach in front of us and Sgt. Ryan gave us an informal lecture. All three Sergeants explained the uses of the helicopter to the State Police in checking traffic flow, search and rescue, and in hunting escaped criminals.

That evening we had films in Mickey's clubhouse courtesy of the New York Aerohistorians. The next morning found us at brunch at the Holiday Inn and then on to Cole Palen's famous aerial show of antique planes. Some of us modeled antique costumes at the show. By complete coincidence we were joined at Cole Palen's by



Garden State Chapter Installation of Officers September 10, 1972. (left to right), Sandy Duma, outgoing Treasurer; Mary Rose Myers, Outgoing Vice Chairman; Jerry Roberts, Outgoing Chairman; Alma Hitchings, New Chairman; Doris Dolce, New Vice Chairman; Diane Shaw, New Recording Secretary; and Eileen Freeman, New Treasurer. Missing - Carol Koczon, outgoing Recording and new Corresponding Secretary.

some of our sister members from the Eastern Pennsylvania Chapter who had a fly-in there. That was more good conversation and many new friendships made.

We were honored and delighted to have four ex-governors of our Chapter for the weekend - Julie Vom Saal, Selma Cronin, Kay Hildebrandt and Alice Hammond, who not only is a past governor but also a former International President of the 99's.

Mrs. Speed (Willie) Hanzlik of the Flushing Airport and a 99'r brought four guests including Mr. and Mrs. Arthur E. Graham. Art is the Assistant Supervisor of the LaGuardia Airport Control Tower, and he gave a tremendously educational talk on the T.C.A. and procedures in the heavily trafficked New York City area. He also introduced many of us to "Operation Rain-check" and answered numerous questions.

Our new Governor is Jerry Roberts. We extend her a warm welcome. We know she'll do a fabulous job.

Gale Brownlee is still very actively engaged in her campaign to stop the construction of three 650' stacks at the approach to Runway 33 at the Kingston-Ulster Airport, but more of that in a later report.

WESTERN NEW YORK CHAPTER

Diane Mary Mudd, Reporter

Our business meeting in September held at the Buffalo International Airport, refreshed our memories of both good and bad news of the summer. The good news first. Three new pilots in our area are: Julie Dougherty, Virginia (Ginnie) MacKrell and Shirley Havice. Julie has already participated in competition, by being in the Poker Rally in Wellsville, N.Y. Ginnie decided that she "didn't want to be the oldest student pilot alive - Yesterday I took my test flight (Sept. 10th) and today I am a pilot! Amen."

Ethel Fedders, our membership chairman, reports that we have two new members.

A new member this past year, Audrey LaMarca, has been following an exciting flying schedule. She obtained her glider rating after her private pilot's license and "next time - no static line -" she plans "to progress from parachuting to sky-diving."

One of our instructors, Terry Pirrung, obtained the position of Assistant Chief Flight Instructor at Buffalo Air Park. And as Peg Piper, a fellow 99er says, "She's a great instructor." Congratulations, for a position well earned, Terri!

Trips, trips and more trips! They add to the excitement of flying.

"Kathy Potoczak and 49 1/2er flew to Marshall, Michigan to eat at the Win Schyler Restaurant, but the town was so crowded that we didn't stay." They went on to Kalamazoo, Michigan; "had dinner, stayed over night and came home," to Clarence, N.Y. "The best weekend weather we have had all season."

Arlene Bray also competed in the Poker Run Rally. She flew up to Cleveland for some shopping, but the big vacation trip by air was done commercially. Arlene and 49 1/2er, Milford, flew by jet to the Barbados Islands.

Arlene LoPresti went commercial also. She went to Italy this summer and "almost had a ride with an aerobatic pilot in the Palermo Air Show." She said it was "very interesting talking to pilots over there, but couldn't locate any 99s, much to my disappointment."

Another commercial vacation flyer is Donna Joss, who made a trip to England. Trans-Atlantic flights weren't our chapter's cup of tea this summer. Donna has also done some local flying to keep current.

One of the big flying vacation trips was accomplished by Marcia Gitelman and her husband, David. Marcia, who has logged 500 hours in the last 5 years, went on a tour of the U.S. eventually winding up in Palo Alto, California from home. (Rochester,

N.Y.) "They went out the northern route through Montana and back the southern route through Arizona and New Mexico." Two weeks at home and then they "took their boys to a marvelous 'little bit of Europe', Quebec City" in Canada.

Shirley Havice and Diane Mudd covered 8,000 miles flying from Buffalo, N.Y. to Fairbanks, Alaska, and back. (What a wonderful opportunity for me.) And thanks to the helpful people we met, especially through Canada.

A closer trip to home was made by Freddie Roach who "still is resting up from a wonderful time in Toronto at the International Convention." Freddie brought her sister, Florence Beach, to our September meeting as a guest.

Agnes Denler is getting ready for a new ground school class - other than that, just a little flying - staying current but that's just about all." Agnes isn't willing to discuss some of the excitement she has had this past summer while flying.

The September Meeting also had bad news. We sadly realized that one of our active members, Jane VanBuren, would be with us no more due to an automobile accident. A past member, Dorita Norton, also will fly no more.

Peg Piper "hasn't done any flying - she's been traveling back and forth from Niagara Falls" to Amherst by car, "visiting my daughter who is still hospitalized due to an automobile accident," which leaves her 16 year old daughter in the hospital for 5 months to celebrate her 17th birthday.

Betty Walker has had "no new trips since the last one to the hospital. All's well now. I hope!"

Sorry about missing the Aug.-Sept. issue of the "99 News." I sent in the article on the initial leg of our trip to Alaska, but must have missed the deadline. Some of the topics covered were: a tour of a DC-10 in Rochester, attendance at the FAA Safety Clinic in Batavia, messages from our section members in Elmira, a meeting of some of our members with past president, Betty McNabb in Buffalo, and Peg Wahl in Hamburg at a Zonta workshop, and flying trips to Transpo '72, Muskoka, and the Canadian North Country.

Hope to receive some additional words from our busy chapter members in Elmira, preparing for the '73 Powder Puff Derby.

Middle East Section

DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA
WEST VIRGINIA

EASTERN PENNSYLVANIA CHAPTER

Louise Sacchi, Reporter

Our officers for this year are three reelects and two newly elected: Kate Macario - Chairman (we elect and reelect her whenever we legally can!); Jane Squires - Vice Chairman; Elyse Chapman - Treasurer; Joan Zaharfy - Recording Secretary; and Joanne Maloy - Corresponding Secretary.

Helene Butler helped the cause of educating the public with a speech to the Country Neighbors of Harleysville Club and also showed them the movie "Don't Tell My Wife." They were quite enthusiastic.

Dottie Miller was seen serving refreshments at the big Pottstown AOPA flyin breakfast, which is an annual event drawing up to 400 planes. Quite a few 99's and families attended, including Connie & Abbie Wolf, and Tom Macario with his newly restored Pitcairn Mailwing, his pride and joy. It has only one admitted disadvantage - it won't carry a family of 9!

Lenore Eaton of the Maryland Chapter flew up to our August meeting at Nancy Diemand's - a swimming and cookout afternoon - to invite us to the Middle East Section flying to Santee, S.C. in October. This meeting was also visited by Ruth Seltzer, who is the leading communist of the Philadelphia Inquirer, and who has a soft spot for "Lady Pilots." She wrote a very nice column for the paper about us, and featured Ann Lemon as the operator of Doylestown Airport.

Elinor Smith went up to Folsom, Maine, to get a seaplane rating, but due to some snafus did not quite make it. However, she did have 6 hrs. in a 172 on floats, which she enjoyed.

Maysie Henruten and her 49 1/2er embarked on a CAL34 sloop at Camden, Maine, for a week of "downeast" cruising. Joan Bertles and her 49 1/2er jetted to LAX and ORD for a couple of weeks.

October 7th is airmarking day at Doylestown Airport.

Marianne Blair and Eileen Weigand are Fly-in Specialists par excellence. Not only do they find delightful places to go, but they seem able to make good flying weather to order. They arranged a flyin to Block Island, with a fantastic "TwinLobster" luncheon, and a guided tour of the island with drivers who know its fascinating history. For those who do not live in the Northeast, Block Island was discovered (by the white man) by the peripatetic Verrazano, for whom a bridge is named in New York City, in 1556. In 1660, King James the Second, gave the delightful little island to 16 of his favorites and a Dane, to teach them to farm. Their charter gave them power to govern themselves, to decide their own specie, to have no taxation without representation, and to have freedom of religion. Sounds like the Declaration of Independence. It was known then as New Shorehammotherwise Block Is. having apparently been named for one Adrian Block, who came there in 1632, and claimed it for the King. The old shipping records speak of shipments of goods and mail to "America," so they were a separate entity. In 1907 the people voted to join Rhode Island, although Massachusetts had tried to take them over. Over the years, farming gave way to fishing as a livelihood, and during Prohibition it was a liquor smuggling center. Since WWII it relies mainly on tourism. The permanent population is 650, but because of its delightful climate, and the "away from it all" feeling, during the summer it is overflowing. There is a very nice airport with paved runway and Unicom, and a small airline to nearby mainland points. This is certainly one community which does not



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complain of the airport as a nuisance!

There were 19 of us including 49 1/2ers who took advantage of the fine weather (which occurred in spite of gloomy forecasts), and stuffed ourselves with fresh caught lobsters, and saw the sights, including the graves of the Indians, who were of course, annihilated by the original settlers.

In August, your reporter delivered 4 airplanes to Spain and 2 to Germany; at the moment am waiting an airplane for Spain, one for Manila, and possibly one for Nairobi, Kenya.

Southeast Section

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

ALABAMA CHAPTER

Jaye Hudgins, Reporter

September 8-10 was the Southeast Section fall meeting; thus, no Alabama chapter meeting, but ten of us were present at Disney World in Florida: Chairman Claudia Conn, delegates Juanita Halstead and Jaye Hudgins, and additional members Miriam Pullins, Kathleen Vaughn, Nancy Beeland, Sylvia Derrick, Minnie Wade, Dorothy Parrish, and Hilda Ray. Also, we had 49 1/2ers and offspring: Foy Halstead, Jeff Beeland with a daughter and two grandchildren, Chuck Pullins, Russ Vaughn, Ed Derrick with son and daughter, and Hilda's daughter. I think the big people enjoyed the Magic Kingdom more than the little people.

Alabama is proud to report that dear Ruth Thomas, Section membership chairman, and Lady McReynolds, Section APT chairman, confirmed a total of thirty-three members in our chapter, of whom twenty are APT. We're trying for 100 per cent. And we are proud of Nancy Beeland who was elected Section treasurer and Bennie Peters who was appointed Section APT chairman for next year.

The Florida Spaceport girls did a beautiful job in the face of some adversity that is bound to happen when dealing with a huge corporation, which DisneyWorld truly is. Deserving a special thanks for the evening steamboat cruise are Ann and Jimmy Walker, Margaret Stannah, Ann Conway, Cy Beers, Livina Tabor, and Barbara Wilder, who provided the wherewithal.

A reminder that the November meeting will be at Mobile Aerospace with Donna Green, hostess. Now, if that ground fog usually over North Alabama will lift early enough so we can fly South. Since I thought I had sung my swan song last month, I guess this is the second verse. But I do want to say thanks again to some lovely, accommodating people: Esme and John Williams who let me ride to Angel Derby terminus, Foy Holstead who ferried me back to MGM, Janet Green who found room to bring me home from Toronto, and Kathleen and Russ Vaughn who brought me to TCL from Disney World Section meeting.

FLORIDA SUNCOAST CHAPTER

Dotty Birdsong, Reporter

The Florida Suncoast Chapter regular Meeting was held September 13th, Wed-

nesday, at the home of Sally Tanner. Several planes flew in at the Peter O'Knight Airport, Tampa. Seventeen members, five guests, Nancy Wysock, New Port Richey, Gladys Henderson, Sarasota, Betty Vance, Women's editor of the Tampa Tribune, and Jennie Cook, a Memphis Chapter member and our hopeful transfer attended. Co-Hosting the meeting were Millie Lafferty, Mason Lykes and Dotty Birdsong. We miss our three departed officers but our new Chairman, Marcella Klotter, conducted a great meeting with three girls being pinned, Sue Reyburn Pearman, Sarasota, Ivone Zych, St. Petersburg, and Sally Tanner, Tampa.

Sergeant Al Ford of the Tampa Police "EYE IN THE SKY," fighting crime and directing traffic from both plane and helicopter, spoke to the group. It was a most interesting, informative, and humorous visit.

Our next meeting will be the 49 1/2'er Installation Banquet at Ft. Myers, Florida, Saturday October 21st.

The Southeast Section Fall Meeting was held at the Contemporary Hotel, Walt Disney World, September 8-9-10, 1972 in Orlando, Florida. Governor Cy Beers conducted the meeting Saturday morning, September 9. All Chapter and Committee Chairmen reports were made. Our own incoming International Vice President, Virginia Britt was introduced. A very good program was enjoyed by the Ninety-Nines and their families. Everyone visited Disney World in the afternoon and had a delicious steak dinner on the dock that night. A spectacular water show and fireworks was the attraction after dinner.

The 1974 International convention will be hosted by the Southeast Section and will be held in Puerto Rico.

We wish a speedy recovery to Esther Wright's husband who has just been released from the hospital with a broken leg—seven broken bones. Esther attended one day of the meetings before returning home.

A vote of thanks was given the Spaceport Chapter for hosting a great Section meeting and to Governor Cy Beers for serving us so well the past year and will continue to serve the coming year. Other officers will be Vice Governor, Bee Reid continuing her second year, Virginia Proctor, Secretary, and Nancy Beeland, Treasurer.

"DEEP SOUTH" CHAPTER

Shirley Otis, Reporter

Formerly the "Georgia" Chapter, we have changed our name to "Deep South" as the latter best describes our group of pilots, who are not all from Georgia. We are represented by Alabama, Georgia, and Florida, so the name change was initiated.

During the month of September, our officers were installed as follows: Judy Hall, Chairman; Joyce Toman, Treasurer; and Shirley Otis (that's me—of course!) Secretary and News Reporter.

We have been busy airmarking Cordele, Ga. and flying around from meeting to

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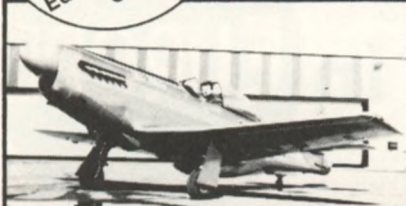
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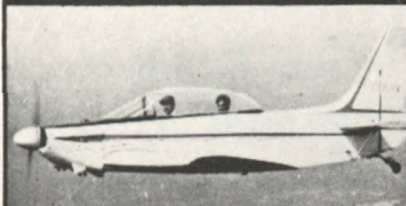
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Judy Hall, Joyce Toman, Betty McNabb, Esther Wright and Virginia McKee are all in the air races again! We all wish you gals the best of luck!

MEMPHIS CHAPTER

Nancy Miller, Reporter

August Fly In to Pocahontas, Arkansas was a tremendous success. Mayor Adrian White was at the airport to welcome the 99's to the city. We had eight planes and 20 people in attendance. Members attending were Chris Brown, Jenny Cook, Gladys Estes, Netta Holden, Pat Kellett, Fern Mann, Joanne Murdock, Nancy Miller, Mary Oliver, June Pentecost, Virginia Proctor, Betty Rockwood, Cindy Schultz, Marjorie Schultz, Doris Taylor and Martha Toby.

The Memphis delegation to the Sectional at Disney World reports a fantastic setting for the meeting. All agreed it was a memorable trip. Jenny Cook, Gladys Estes, Netta and Doug Holden, Fern and Chuck Mann, Mary Oliver, June Pentecost, Virginia and Everett Proctor, Doris Taylor and Dot Wilson represented the Memphis Chapter.

Netta and Doug Holden flew an Aztec to Bowling Green, Kentucky and visited Mammoth Cave. They also flew to Rockford, Illinois and St. Louis, Missouri.

September fly in will be to Mary Stanley Field at Augusta, Arkansas. See you there.

MISSISSIPPI CHAPTER

Charlotte Rhett, Reporter

Free APT rides were given by Frank McCormick, Jr., son of chapter chairman Peggy McCormick, and by Jack McDonald, FAA Safety Specialist, at the September 16, 1972 meeting of the Mississippi 99s. Arrangements for the meeting were made by Ernestine Mahan, who was presented a Volunteer Accident Prevention Counselor certificate by Mr. McDonald.

Panola County Airport was the gathering point for six chapter members, one visiting 99er, and 10 guests, including Dorothy Buxton, student pilot. The meeting, followed by lunch, was held at the home of Ernestine and Kelly Mahan in nearby Batesville, Miss.

Plans for a 1-day ATC Seminar to be sponsored by the Mississippi 99s were discussed. The program will be of interest to all general aviation pilots and will be open to the public. Time and place has been set for the Jacksonian Motor Lodge, Jackson, Mississippi, on November 11, 1972, from 9 a.m. to 4 p.m. Each individual member will publicize the seminar in her local area to encourage attendance.

Wanda Garson, delegate to the Southeast Section meeting, gave a report of business transacted and named the new officers and committee chairmen. The chapter agreed to accept responsibility for registration at the 1974 International Convention, for which the section will be hostess.

Janet Green and Peggy McCormick in reporting on the events of the Toronto Convention were especially enthusiastic over the prospects of a headquarters and museum building. Peggy has been appointed chairman of the Museum Committee by Cy Beers, Governor of the Southeast Section. Janet has some material to contribute and Peggy will see

that it gets to the museum trustees as her first official act.

Visiting 99 Glorice Wills extended an invitation from her New Orleans chapter to meet with them for a Fourth of July celebration in 1973. For those members who have not had the experience of landing on a grass strip, Wills Airport (Pvt) near Poplarville, Mississippi, will offer this opportunity.

NORTH GEORGIA CHAPTER

Doris Engerrand, Reporter

The North Georgia Chapter's principal interest is now the 1974 International Convention. Jean Voyles and Pauline Mallary, Chairmen, are already hard at work to make this convention one that everyone attending will remember with pleasure. Jean suggested that we begin now to put aside a couple of dollars a week; then we will have the money in hand when convention time is here. Good idea, Jean!

Assuming office at our annual installation dinner were: Pauline Mallary, Chairman; Vernita George, Vice-Chairman; Mavis Cheek, Secretary; and Peggy Husby, Treasurer. Special recognition and honor was given to Carolyn Steel, our Pilot of the Year. The highlight of the evening was a talk by Evelyn Trammell. Evelyn reminisced about her days in the WASPs. She also included excerpts of her trip to Sweetwater, Texas, with Martha Bullock to attend the 30th Anniversary reunion of the WASPs.

We are very sorry to report the last flight of Martha Bullock after a long illness. It was fortunate that she was able to travel to Sweetwater with Evelyn.

Denise Blankinship, Vernita George, Kay Guice, and Pauline Mallary recently took the FAA physiological training at Moody Air Force Base near Valdosta, Georgia. They came back enthusiastic supporters of the training and are encouraging the other girls to go.

We would like to welcome our newest member, Caroline Upton.

Five of our 99's, Doris Engerrand, Vernita George, Pauline Mallary, Evelyn Trammell, and Jean Voyles, attended the Southeast Sectional Meeting at Disney World.

Jean Voyles, our "international" pilot, has recently returned from a vacation trip to Mexico City. She and her husband, J. Roy Voyles, flew their Cessna 210. Jean had a chance to brush up on her Spanish while they were in Mexico.

Pauline Mallary has been busily engaged lately breaking in her new Musketeer. By race time, we are sure that Pauline and her Musketeer will be ready.

TENNESSEE CHAPTER

Marilyn Ayers, Reporter

Biggest aviation event of the summer was the University of Tennessee Aerospace Conference focused on "The Future of General Aviation." Held at Tullahoma, featured speakers included John Schaffer, Betty McNabb, Jim Bede, and Max Korant. Tullahoma 99's Edna Broyles, Charlotte Parrish, and Pat Garner hosted a cookout in honor of Betty at the Parrish's guest house on the airport. Following the three-day conference was a weekend fly-in of antique and home-built planes with about 350 people eating a free dinner Saturday night.

Representing us at the Southeast Sec-

tional meet at Disney World were Irene Flewellen, Bea Reid, Fran Davis, Lady McReynolds, and Ruth Thomas.

Tennessee chapter . . . has 25 APT members and 13 actively engaged in upgrading their ratings . . . is planning a safety seminar . . . is ferrying medical supplies across the state . . . welcomes new member Jean Turner and one-year transferee from Lincoln, Nebraska, Evelyn Sedivy . . . hopes "under the weather" Bea Reid is up to par soon again.

Our world travelers this summer included Sarah Duke, who attended CAP convention in Puerto Rico, and Rachel Pruitt, whose family went to Iceland for a father-son hunting and fishing safari. While there they attended some of the world championship chess matches and stayed at the same hotel as Bobby Fischer. Rachel later flew on alone to London.

North Central Section

ILLINOIS - INDIANA - IOWA
KENTUCKY - MICHIGAN - MINNESOTA
MISSOURI - OHIO - WISCONSIN

ALL-OHIO CHAPTER

Isla Haas, Reporter

Marilyn Miller received her Commercial glider rating; also was checked out in the tow plane and has been towing gliders.

Jan Seibel received her Commercial rating.

Margaret Wellington has been busy all summer with her Aviation Explorers Post, of which two have started actual flying.

Rosalie Burchett got third place trophy for conventional gear spot landing contest at Clermont Airport and almost ground looped in her excitement!

Joan and Dr. Bonar Bonanzing to Callaway Gardens, Ga. for FPA meeting. Then via Pan Am to Romania, Hungary, Yugoslavia and Czechoslovakia.

Marie Wolf and 49 1/2 and 2 of 12 children flew their Skylane 182 to Utica, NY for wedding of one son, David; then East to Augusta, Maine to visit 3 sons at camp in Weld, Maine; then South to around NY TCA to Atlantic City, NJ for sunning on the Beach. The homeward trip was only VFR flying they had.

Pat Smart & 49 1/2 and Helen Smart and 3 small fry flew a Bonanza 36 to Gen. Mitchell Field, Milwaukee, Wis. to attend the 4th annual meeting of the American Bonanza Society.

Doris Scott attended the EAA week at Oshkosh, Wis. promoting a new plastic aircraft called the VERTAK.

Ruth Blauman and 49 1/2 and daughter flew to Houston, Texas via St. Louis in their Cherokee 140 B, visiting friends and relatives.

Edith and Jim Killen have returned from a two weeks visit with their daughter in San Diego. Tried out their new oxygen system and had unusually nice VFR weather. On their return trip, they were able to visit with Greater St. Louis Chapter's Bonnie Hrabko and 49 1/2 Dick due to thunderstorms at that point of their trip.

Thank you to Marilyn Miller who hosted the August meeting in Columbus at the Don Scott (Ohio State Univ.) Airport. We had a very nice day and a good time.

We were glad to learn that Anne Esselburne from Columbus was AE Scholarship winner. Congratulations, Anne!

Next meeting at Ashland County Airport.

CAPE GIRARDEAN AREA CHAPTER

Charmiane Freeman, Reporter

Congratulations to Lois Feigenbaum on being appointed to the 32-member Women's Advisory Committee on Aviation to the FAA. She will serve a 3-year term. Also Lois was elected as Ninety-Nine International Treasurer. Are we ever proud of her.

Both Lois Feigenbaum and Evelyn Braese have been appointed as Safety Counselors by the FAA for their respective hometown airports, Carbondale and Dyerburg.

Susie Long and 49 1/2er, Lee are the proud parents of a daughter, Jacqueline Michelle, but due to delay in getting in the news, she is now a little older than she should have been when this is being turned in.

Nadine Heuer attended the North Central Section Convention as our official delegate. Evelyn Braese and Nell Rice served as timers at Sioux City, Iowa, and Millie Limbaugh was on duty at the terminus in New Jersey this summer during the AWTA.

On August 20, the annual family picnic was held at Cape Girardeau, Missouri with ten members in attendance and bringing families.

CENTRAL ILLINOIS CHAPTER

Clarissa Holcomb, Reporter

Ruth and Bob Teel of Rushville were island hopping in 9209 Whiskey in the Bahamas. "A real thrill and settled in for four heavenly days and nights at Treasure Bay on Abaco Island. A real divine spot for fishing, swimming, snorkeling, surfing, eating and just plain elegant relaxing! We'd recommend it to anyone wanting a great place to fly."

As Betty McNabb said, "It takes a lot of people on the ground to keep some in the air." Of late that's been Bobbye Kesterson's job. 49 1/2er Deane and son Scott have been having a ball with the Titch. Deane is waiting for an appointment to go fly for a letter of competence in it. Scott is practicing so that may be he can go at the same time and fly in both the Luscombe and the Taylor Titch. Both flew in the show at Olney with more shows in the offing.

Jayne Schiek made a quick trip to Detroit to visit parents. "flew to Detroit . . . actually as far as K'zoo where I took a train . . . Friend at Macomb was going that far in his 206 — so I hitched a ride! He then picked me up at Detroit City airport on Friday . . . for the trip back. He filed instruments . . . which was a new experience for me since I had never flown with anyone who actually flies an instrument flight plan . . . we were cleared by inches across the state of Michigan . . . around several storms . . . the sky scenery was breathtaking . . . billowing mounds of them . . . I know now what is meant by a cloud highway . . . we went between them!!! Didn't get a clearance to Macomb until South Bend . . . a really delightful trip the whole way . . ."

It was good to see that Andrew family at Champaign. Frank has retired early from U. of Ill. Agriculture Engineering Extension

and Rose and Frank are flying locally in the Ercoupe. Son Terry is still under their care — dialysis treatments three times a week. He plans to take up gliding.

Phyllis Hanlon has "dusted off the hood and back to acquisition of the coveted instrument rating" with much encouragement from Theo Sommers (who incidentally is recovering nicely from her horse bite). Phyllis will be spending a month in Ireland and England. That means flying in the big ones.

Kay Martens (our newest 66'er) is taking her flight instruction from our Jean McLaughlin.

Kathleen Wood has been covering the country by air. Hershey, Penna. right after their flood and out to Denver the next month. She finally caught up with a chapter meeting at Champaign.

Jeanne Morse is flying to Ontario, California to visit with her brother. Return flight will be on a 747 . . . "whoopie!"

Libby Ann Dunseth will be APT by the time this is in print. She is tracking down a flight instructor who has turned to school teaching and one whom she hopes will "keep a hand in" by flying with her.

Met our Illinois Flying Farmer Queen, Norma Newberry at Flora after the Chapter meeting at Champaign. She was finishing up the 2-day Illinois Southern Park Tour. The group took in Lincoln Trail, Cave-in-Rock, Giant City State Parks and Stephen A. Forbes conservation area. They camped out at Giant City and had a smorgasbord at Flora.

Joyce Cooper was off for the Texas Air Tour. We'll be "all ears."

CHICAGO AREA CHAPTER

Sandy Klock, Reporter



New officers Chicago Area Chapter — (left to right) Sharon O'Keefe, Corresponding Secretary; Caroline Smith, Chairman; Mary Stroh, Vice Chairman; Charlene Falkenberg, Treasurer; and Jeanine Tellekson, Recording Secretary.



Chicago Area 99s Carolyn Collins and Julia Konger hard at work making the beautiful candle table decorations for the Illi-Nines Air Derby.

August 19th marked the date of our 23rd annual fun chapter air meet, and what a day it was. Gail Lewin and Diane Cozzi not only flew off with first place, but also with the rookie trophy! Wow, if this is how the rookies fly, the rest of us might as well fold up our wings! Second place team was Carolyn Collins and Julia Konger, and Sylvia Sheldon and 49 1/2er Bayard were third. Norma Freier was the winner of the spot landing contest, and Joe Krautkramer (Mary's 49 1/2er) won the co-pilot spot landing. Awards were presented to all after a chicken box luncheon in Harold and Eva White's hangar and backyard at Naper Aero.

We've got a whole new slate of officers, and we welcome the leadership of the following gals: Chairman, Caroline Smith; Vice Chairman, Mary Stroh; Treasurer, Charlene Falkenberg; Recording Secretary, Jeanine Tellekson; and Corresponding Secretary, Sherry O-Keefe. A vote of thanks goes from all of us to the outgoing officers for a job really well done. In a touching ceremony at our August meeting, Nita Fineman passed the chairman's gavel on to our new "squadron leader" Caroline Smith. Caroline then awarded Nita with a 99s past chairman's pin, and thanked her for the great guidance she has given the chapter these past two years.

Yours truly, Sandy Klock, passed her flight test for CFIA on August 29th. Whew!

A warm welcome to our newest member, Shirley Keime!

Ellen O'Hara reports the top three winners of the Miss Antique Airplane pageant (in which our chapter participated) have begun to use their prizes of flying time and instruction and are thoroughly enjoying their new plane in aviation.

I'm sad to report the last flight of Lari McCorkle. Lari had been busy for some time giving the very finest Link Trainer instruction at DeKalb Airport, was a lovely person, and will be missed.

Ray and Louise Kokesh took some time off for a weekend trip to Frankenmouth, Mich. for the Bavarian Festival and enjoyed, enjoyed.

By the time you read this, our fall sectional "WING DING" will be just a smile of happy memories to many of you. We'd just like to let you know we were ever so pleased to hostess you North Central Section gals, one and all.

GREATER KANSAS CITY CHAPTER

Marilyn Dickson, Substitute Reporter

September 7th found 26 members and two guests converging on the home of Hazel Perkins for a steak fry - covered dish - monthly meeting. Such delectable food and mistreated diets. Then into the meeting with hilarious reports on Powder Puff Derby experiences from more of our members who participated; Joann Reindl (Ruth Stafford's co-pilot), Mary Ann Hamilton and her co-pilot Bobbi Miller. Everyone should fly the PPD at least once.

Recent activities of some of the girls include Joann Reindl flying a charter to Wisconsin with her brand new multi-engine rating. She was really just going to learn to land the twin for the PPD, then went on to get the rating and is now making it pay. Dona Ridgway got half-APT (that's what she said). Our weather has been stinky so

she didn't have ceiling to complete her check ride. Barbara McCravy got in a trip to Kitty Hawk, N.C. (where it all began) and from there down the coast. Found it to be a most beautiful flight.

Future plans for the Chapter include a joint air marking project with the Topeka (Kansas) Chapter at Parsons, Kansas airport. Workers will meet September 30th, 9:30 a.m. with paint rollers or brushes in their hot little hands ready to work.

A flying Scavenger Hunt is planned for the Chapter members for September 24th with a rain date of October 1st. These activities together with plans to attend Fall Sectional Meeting, volunteer flying with DRF and the Air Pollution Control Specialist of Missouri State Air Conservation Commission will keep at least some of our girls busy.

From Nona Martin, our regular reporter: "My wish for each of you That life will always be CAVU."

GREATER ST. LOUIS CHAPTER

Norma Braunch, Reporter

Saturday, September 16th was the "Installation of Officers Luncheon." New officers are: Chairman - Rose Mary Roth, Vice-Chairman - Fannie Mae Jennings, Secretary - Betty Board, Treasurer - Doris Kuhn. Our guest speaker and also a member of our Chapter was Ruth Taksel. She is Assistant Editor for the FAA Aviation News, Washington, D.C.

Amy Laws was hostess to our Fly-To-Lunch-Bunch, the place being Amy's houseboat on the Lake of the Ozarks. A wonderful fun day was had by all.

Congratulations to Mary Lowe's daughter Elizabeth who has earned a new Private Pilot License. Elizabeth completed her license just before getting married. She followed in the Lowe family flying tradition. Elizabeth is Mary's third daughter to get a pilot license.

Lots of racing was done this summer and a sizeable lot of trophies won by such girls as: Mary Lowe, Mary Lloid Lowe, Tex Wickenhauser, Jean Lennertson, Ruth Lake, Jan Pocock, Donna Rae Henke, Betty Board, Doris Kuhn, Jerry Beetz and Val Johnson.

October 24th is the tentative date for rides at St. Charles Airport for our group of Wing Scouts.

INDIANA CHAPTER

Carl Downes, Reporter

The August 99 meeting was held in Terre Haute on August 20. The program was put on by Marsha and Jim Reynolds and it was really enjoyable. Marsha really held us spellbound over their trip to Mexico. Wow!! those mountains are really something.

Joan Krubash of Peru has asked that all of the 99's who can possibly make it, come to an open house Sept. 17th and dedicating of their new runway. This is the day everyone will be leaving Fort Wayne after the FAIR, so on your way home stop, sign their register and say "Hi".

October meeting will be at Eagle Creek Airport in Indianapolis. We will have a mini-FAIR to honor our timers and scorers.

The November meeting will also be in Indianapolis at Weir Cook and our program will be put on by Dr. Novello.

Our Poker Party date is October 28th. October 29th will be the rain date.

We have the largest field of contestants for this year's FAIR - 54 entries! We're also adding another feature to our race this year called 'race course poker.' Everyone in the race has a chance to guess what they think is the course and put up money for their guess. Whoever comes closest to the course will win.

A happy trip over Memorial day for Dorothy and Walt Nickamp to Tulsa, Okla. to marry off Walt's youngest sister. They were weathered in at Farmington, Mo. on their return where they met Anne Black (our chapter) and 49 1/2 Emmett. In June they headed east for the Reading Air Show for the Reading Air Show Party. A truly wonderful experience to meet with the members of the Red Arrows and the U.S. Aerobatic Team. The aerobatic Demonstrations were fantastic and it was easy to see how our aerobatic team became the champions. One advantage was being able to meet the people behind the by-lines in flying - Richard Collins, Peter Garrison and "Bax" (Gordon Baxter).

New APTS: Virginia McKee in Commercial Rating and Cari Downes is APT in the Private rating.

IOWA CHAPTER

Jean Ellingson, Reporter

What promised to be a very large turnout for an Iowa 99 meeting dwindled to thirty 99's, husbands, and guests, as the weather was uncooperative and IFR throughout the state on September 10. Three 99 airplanes braved the imbedded thunderstorms and made it to Mason City for brunch. LuEtt and James White flew all the way from Branson, Mo., having been on a Flying Farmers tour previously. Gerri and Don Walker with Claudette Parker and son Gregg, Bonanza'd in from Waterloo; Lois Bendixen and 49 1/2er Chuck, came IFR between layers from Marshalltown. The other eager Iowa 99's drove to the meeting at the Mason City Municipal Airport.

Pat Goddard became a new member at this meeting. Pat is a commercial pilot a year out of college. Bernie Hugelen and "B" Smith are ex-99's who came from Forest City, thinking of reinstating. Gwen McClure from Des Moines, Ruth Ulfers from



Iowa Chapter 99 Claudette Parker, left, is treated royally by hostess Jean Ellingson on her arrival at rainy Mason City for the September meeting.

Iowa City, and Pat Bergstrom from Belmond are all licensed pilots and attended as prospective members.

Gloria Harmon and Jean Ellingson, 99's from Northwood, and Ellie Cornett, a 66 from Mason City, hosted the meeting. Lem Ellingson and Don Walker provided the program by showing color slides of the International Convention in Toronto. Claudette Parker displayed her beautiful photos, with clever notations, of the same convention.

KENTUCKY BLUEGRASS CHAPTER

Skip Gumbert, Reporter

Blue skies over Frankfort, Kentucky brought a good attendance for our September fly-in. A picnic, on nearby Berry Hill, followed by our business meeting, made for a most enjoyable afternoon. Our thanks to Ginger Edwins, hostess. Guest member, Betty Dobbs, Florida Space Port Chapter, attended with 49 1/2ers. Bill. Congratulations to Betty on her new instrument rating, however we're happy she didn't have to use it on this day. Also attending were two prospective members, Jane Breiner and Erdine McCollum.

With Betty Moseley as chairman and Ginger Edwins as co-chairman, Kentucky's first "Aviation Week" was held during the week of August 27th. Over a year ago, after learning many other states recognized a special date for promotion of aviation, Betty started talking, planning, and contacting persons to get the wheels rolling. Without a previous format to guide and compare, this event was a great undertaking and took months of hard work and planning. The week consisted of fly-ins, lectures on aviation, flight safety seminars, and demonstrations with regard to aviation in relation to industry, safety, and recreation. Many departments of local and state government, as well as the military, participated in key cities. The end result was received with much favorable publicity and declared a success by both the public and local and state officials. Our thanks to Betty and Ginger!

Prospective member, Julie Short, Lexington, recently obtained her helicopter rating, thus becoming the only woman in Kentucky to hold this rating. Her late mother, Mrs. Judy Short, was the 29th woman helicopter pilot to be certified. Julie passed her private pilot's test in July.

Skip and George Gumbert attended the annual Flying Physicians Meeting in Callaway Gardens, Georgia. Many of the physicians' wives are 99's, and at times it resembled a sectional meeting with so many familiar faces helping at the registration desks, conducting tours, and drooling over the static display of new aircraft.

Happy Flying!

MICHIGAN CHAPTER

Patricia Domas, Reporter

The Michigan Chapter is pleased to announce the appointment of Suzanne Crook to WACOA, the Women's Advisory Committee on Aviation. At the request of John Shaffer, FAA Administrator, Suzanne will join Lillian Snyder, serving her second year, and thirty other women on the committee. WACOA was formed to study different phases of aviation and to report their findings to the Administrator. Michigan 99s

who have formerly been committee members are Jane Hart, Alice Hammond, Jean Pearson, and Eloise Smith.

Four dedicated gals have been elected officers for the coming year. Winnie DuPerow will be serving her second term as Chairman. Suzanne Crook, our hard working, "former-secretary" will take over as Vice-Chairman. Sandra Lankenau will step in as secretary, and we'll stay in the black financially this year, since Claire Ojala will be handling the books for her second term. Our thanks to Maisie Stears for serving as Vice-Chairman this past year. Maisie is stepping down — just temporarily — to spend more time with her family. Hurry back, Maisie!!!

Lillian Snyder and Marge Ashton have recently been appointed FAA Accident Prevention Counselors. Marilyn Sidwell and Mary Carpenter are already serving the pilots of our state as counselors.

Ever wonder why we fly airplanes? Dr. Joseph Novello, M.D., from the University of Michigan Medical Center, has under taken a research project to answer this question and others: "What kind of people are good pilots? Can the accident-prone pilot be identified?" Dr. Novello, a former U.S. Naval Flight Surgeon, administered his pilot personality profile to a group of 99s at our June meeting. Helping to increase the number of respondents, both male and female, Marge Hatfield is promoting a "volunteer fly-in" at Grosse Ile in late September. All pilots who attend and complete the profile will enjoy a full coffee pot, hangar flying, and prize drawings.

Colonel Ed Polka of the Civil Air Patrol, has invited Jacque Debes, Bonnie Krentler, and Marilyn Sidwell to discuss aviation-related careers, and especially the 99s, with CAP cadets. Jacque and Bonnie, a guitar-strumming duo, have put together an entertaining program of satirical aviation ditties and thought-provoking lyrics which they have put to music. Their songs will be included in their program for the CAP.

Dorothy Ligon flew her Meyers BiPlane to the Antique Airplane Association National Meet held in Blakesburg, Iowa. Her trip was blessed by beautiful weather both out and coming home.

Early in September, Carol Welch and Dianne Ritt attended the Michigan Association of Airport Executives Annual Convention in Marquette. Later that week, on Sept. 9, Carol, Dianne, Winnie DePerow, and Dorothy Ligon wine and dined at a banquet in honor of the Blue Angels. The banquet followed the Annual Michigan Aircraft Pilots Association airshow held this year at Willow Run Airport, Ypsilanti.

MINNESOTA CHAPTER

Betty Kuechle, Reporter

Our Chapter has been caught up in the enthusiastic and growing response to the Direct Relief Foundation. One flight was made in January by our Chapter Chairman, Dorothy Bolander to Omaha, Nebraska. By June, Sally Woodburn had accepted the job as chairman of our Chapter DRF committee and had organized a second flight to Fort Dodge, Iowa. Sally enlisted the aide of four planes which delivered over 800 lbs. of medical supplies. Those flying were Rita Orr and daughter Cindy in Rita's Beech Bonanza; Marian Fredlund and Nyla

Stegemeyer in Marian's Cessna 172; Dorothy Bolander and Sally Woodburn in Dorothy's Beech Travelair; and Eileen Barbarisi and prospective Betsy Fowler in a Cherokee 180. Weather in Iowa was such that the Iowa National Guard had to store the supplies until the Iowa girls could make a pick up. Another flight is planned soon as supplies continue to accumulate.

Congratulations to Eileen Barbarisi. In two months time she completed the requirements for and passed her Commercial and Instrument ratings.

New members include Gail Vail, Ione Hansing and LaVerne Schaeffer. Our Chapter continues to grow thanks to the excellent work of our Membership chairman, Joyce Francis.

We are very excited about our latest, "Project Fledgling." This is being developed by our Aero-Space Education Chairman, Jan Hoppe. We hope to have it a two session seminar for our children 9 years and older. It will be used to teach children who fly with the parents how to use a computer, read charts, use the radio, emergency procedures etc. More on this later . . . Happy Flying.

WISCONSIN CHAPTER

Toney, Reporter

The Toronto convention was great and now we have the challenge to provide an entertaining, worthwhile get-together next year - a lot to live up to!

Donagan's lovely home on a lake near Wautoma was the setting for our August meeting. The usual lazy hazy day of summer prevailed and the X-Denver gals, Charlotte Cleve and Lyn Pfleger, were treated to limited visibilities on the flight over with Anne Roethke. No one would have minded getting weathered in, but Marilyn was lucky and didn't have to provide for any RONs.

In September 13 planes landed at Arthur Norgaard's in a 90° cross wind bringing in 24 members and guests plus some 49 1/2ers who didn't intent by signing in. What a unique luxurious place to visit! Everyone was free to look, shop, ask questions and try on \$2,000 fur coats. Mrs. Norgaard gave a talk on fashions which, like flying, are back to basics.

Caroline Smith, Chairman of Chicago Area Chapter, flew in to invite all Wis. members to attend the North Central Sectional WING DING. Helen Sailer and Nina Price, Chicago Area, also joined us as well as Mary Waltz, Western Washington Chapter.

Dee Kluppel was in Hawaii for a convention and hoping to contact some Aloha Chapter 99s. She and Judy Stone will be flying the Decathlon in the Fair Ladies Race.

Marilyn and Herb Ritzman have flown so many hours in the Luscombe they had to put in another engine. Shortly before the exchange Marilyn took her APT check,

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South Central Section

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

ALBUQUERQUE CHAPTER

Joy Van Vleet, Reporter

At our last monthly meeting we were fortunate to have Sam Lloyd as guest speaker. Mr. Lloyd is Instructor of the Air Traffic Control Course offered in conjunction with a Liberal Arts Course by the University of Albuquerque for the first time. The special course the only one of its kind in the country is a two and one half year curriculum with private pilot license required and entails tower control work under supervision. No federal funding or sponsorship has been sought. On completion the student will have the background in varied fields to qualify as career controller.

Our Albuquerque girls are real "do-ers"! New ratings have been earned by Peg Noltensmeyer with her Multi-Engine rating and Claudia Beckner our latest CFI. How's that for APT? Seems like many of our members are working on a rating. Joyce Buehler and her 49 1/2er flew their tri-pacer to Oshkosh by gosh, to the EEEA convention. Joyce is an active 99 as well as secretary for the ABQ Chapter EEEA. By the time you read this Becky Lutz and Johnny Hickey will be back from Dallas Sectional with all kinds of stories I'm sure. Blanche Griscom one of our teachers in the ABQ high schools has returned from her yearly Europe tour. Blanche has a special class in high school in Aero Space covering the history of aviation, special careers offered in Aviation and emphasizing the contributions made by general aviation. Anyone interested in this program for our young students in the school systems might contact Blanche for full particulars. Her class is more thorough than the general ground school courses offered.

Any of you sister 99's coming through ABQ bring your directory and give us a call. We look forward to meeting you and exchanging news and ideas.

COASTAL BEND CHAPTER

Barbara Corley, Reporter

Sunday, August 20th, found a lively crowd at the home of Vel and Harold Kiker for a family style barbecue. The delicious barbecue and trimmings were furnished by Schindler's Catering Service of Hallettsville. Six cities other than Schulenburg were represented with 99's and families from Yoakum, Victoria, and a large group from San Antonio. Thanks to Vel and Harold for a delightful day.

Vel Kiker is our new South Central Section Airmarking Chairman. She and Harold also won third place trophies at the San Antonio Air Rally.

A warm welcome to our new members, Archie Mercer, from Yoakum, and Ruth G. Cox, from Corpus Christi. Archie and her husband have recently purchased a new Cessna 150. Ruth has transferred her membership from the Tip of Texas Chapter.

Peggy Zapalac and family have been transferred to Corpus Christi. She's now working at Bledso Aviation at Corpus Christi International.

Margaret and Robert Clegg lost their

Cessna 206 in a freak accident in Louisiana recently. However, they're planning on a new airplane soon.

Delores and Bill Zuck are active participants in the Coast Guard Auxiliary Flotilla. They help patrol the area from Cedar Bayou to the Colorado River.

Our officers were all re-elected at our meeting in Victoria on June 17th. Time to get APT for '72-'73!

DALLAS CHAPTER

Judy Cobb, Reporter

The September meeting was held in the 99 Hospitality Room of the Hilton Inn the night before sectional convention.

Lucille and Lee Connel have returned from a trip to Europe. Sandra and Harold Simmons are in Tokyo and Hong Kong. For their Honeymoon, the Meltons, Jerri & Maurice, flew their own bird to Colorado, the Grand Tetons, Salt Lake City and the Grand Canyon. The Hundley's went soaring from the Black Forest Gliderport while vacationing in Colorado. 49 1/2er Mack and I just acquired a 172.

Gloria LaRoche, Dot and Chuck Warren, and Phyliss and Glenn Duke attended an Instrument Instructor's Refresher Course. Dot reports that it was by far one of the best she has ever attended. Phyliss and Glenn Duke took their Starduster Too to the airshow in Georgetown over Labor Day Weekend.

To those members who attended sectional in Dallas — We're Glad You Came! And to those of you who missed — We Missed You.

DALLAS REDBIRD CHAPTER

Iwanna Fly, Reporter

The Dallas Redbirds have been busy as usual. The word is Dolores Sainsott is flitting all over the country opening new stores for Russell Stover Candies. Hazel Jones has a new boss at the Flight Service Station but he hasn't slowed her down a bit, meeting night for the Chapter found her in Sulphur Springs giving a speech.

The whole Chapter's green with envy about the flight that Helen Wilke and Kathy Long are planning. The end of October they expect to be ferrying two Citabrias down to Guadelajara, Mexico. The bidding is fast and furious for those two back seats.

Kathy and Helen just returned from a trip to Houston to meet with former Chapter member, Ann English, and work on the condensation of the International Convention minutes.

Lil Tafel is off to parts north to visit relatives and then maybe get an airplane and fly out to Colorado for a little sight-seeing.

Leslie Willson is working part time at Shiloh Airport and beginning aerobatic lessons in a Citabria. It's hard to tell what Marge Barr is up to, between motorcycling and karate lessons.

Most of the Chapter is planning to participate in the upcoming Dallas Doll Derby and South Central Sectional. Looks like we'll have at least three airplanes from the Chapter in the Doll Derby: Helen and Kathy in a Cessna 150 (yes, I said 150. They really will get lost, they haven't gone slower than 200 MPH in years), Leslie and Hazel in another 150 (if Hazel recovers from her recent camping trip) and Pat Jetton and

Nancy Moss in whatever they can steal from the school.

All in all, looks like the Dallas Redbird Chapter is planning an active fall and winter. Hope to see you around somewhere.

EL PASO CHAPTER

Deloris Dyvad, Reporter

The El Paso Chapter's September meeting was held at the Hilton Inn in El Paso with a representative of the Hotel giving a presentation of the facilities and accommodations and conveniences for holding the Fall Sectional of '73 at their Hotel. A choice of the place for the Sectional will be made by the Co-Chairman Marilyn Cragin and Doris Shreve as well as all plans for the Fall Sectional.

Chapter Chairman Hester Oakes is making her selection for the various chairmanships and the announcement will be made at the next Chapter Meeting in El Paso, which will be a tour of the FAA Tower, following the meeting in that facility. The Las Cruces, New Mexico Chaparral Chapter members will be invited to attend.

This year the South Central Sectional Convention is being held Sept. 22-24 in Dallas sponsored by the Dallas Chapter of the 99's. El Paso Chapter members planning to attend are Marilyn Cragin, Doris Shreve, Irene Eshelman, Betty Rogers and Beth McNellis. Mrs. Deerman and Mrs. Shreve plan to enter the Dallas Doll Derby in connection with the convention.

New members K. K. Garlitz and Beth McNellis were introduced to the Chapter members.

Plans were made for flying the 970 lbs. of DRF Supplies to Tucson.

FORT WORTH CHAPTER

Carolyn Merrithew, Reporter

Our September dinner meeting was held at Vance Godbey's where an excellent smorgasbord was served. Our guest speaker was Mr. Gary Lavender, the Fort Worth GADO, Accident Prevention Specialist. His topic and film was "Airport Hazards." Our chapter is participating in a Flight Safety Clinic on September 21st. It is sponsored by George Rains of Bell Helicopter in cooperation with the F.A.A. Speakers include Dr. Judson, F.A.A. Flight Surgeon, Dr. Dora Strother, Chief of Human Factors at Bell, and our 99 member, and Mr. Dade Hillyer, a Fort Worth Center Instructor.

Our members have been busy this month. Over Labor Day weekend, Ernie and Gladys Latham hosted a reunion of the 49th Fighter Squadron of the 15th Fighter Wing who flew P-38's together in Italy during W.W. II. It was held in conjunction with the Confederate Air Force Air Show held at Greater Southwest Airport that weekend. Thirty eight pilots and their families attended. Verna Stubbs still does a lot of flying around her ranch, and also flew on a Lost Angel Rally this month. Betty Parsons flew in her first flour bombing contest and came in second. Auleen Hall returned recently from a trip to Atlanta — on American Airlines of course. Her husband Al was recently promoted to Manager of the 747/707 pilot flight instruction for American Airlines. Lorraine Waddell has enrolled in an Instrument Ground School class at Pylon Airport. Juanita Waddell is fast building up time, including her trip to

Toronto in her Cessna 172 with Edna Whyte. Carolyn Merrithew flew on her vacation to Ruidosa, Teton Village and Yellowstone National Park in her club Commanche. Diane Coon and her 49 1/2er Roger just returned from a quick trip to New York in the Commanche.

GOLDEN TRIANGLE CHAPTER

Carol Callan, Reporter

The members of Golden Triangle did an outstanding job Labor Day weekend with the sale of tickets for the Confederate Air Force's annual air show. Helping with the sales were Pat Evans, Carol Callan, Helen Wells, Pat Chester, Jo McCarrell, Jean Lemmon, Marge Bentley, Linda Hooker, Carolyn Brooks, Ellen VanDeventer, Barbara Routh, Brenda Strickler along with numerous friends and relatives. A special thanks to those girls who were on duty during the downpour.

Dottie Carmichael, who has not recovered fully from the broken back she received while flying her Luscombe, was able to contribute valuable time making aprons for the 99's who sold tickets at the CAF show. We all hope to see Dottie at our next meeting.

Our flying activity as a group has been called off this month due to a heavy schedule of the aforementioned CAF show and the forthcoming South Central Section convention where we are to help the Dallas Chapter supply transportation for visiting 99's and their families.

While it was not possible for the group as a whole to fly, our girls were still not idle — Jean Lemmon and Helen Wells flew to Illinois, Jo McCarrell and her family flew to Missouri twice and then to Louisiana in their newly acquired Cessna 172, Carolyn Brooks has made several flights within the local area, Pat Chester and her 49 1/2er flew to Matagorda Island and also to the EAA fly-in at Georgetown, Texas, Brenda Strickler and her 49 1/2er flew to Big Springs and Roz Kay and her 49 1/2er flew to Oshkosh, Wisconsin for the EAA fly-in and aerobatic show where Casey came in third in the unlimited aerobatics.

And now to welcome our newest members — Carolyn Brooks, Pat Evans, Jean Lemmon, Barbara Steen and Chris Teeple — we're glad to have you!

HOUSTON CHAPTER

Ann English, Reporter

Houston's Ninety-Nines, 49 1/2ers, and guests were graciously welcomed at our Installation Dinner by Chairman Adelle Baker. The hostesses and planning committee for this gala affair were Betty Fritts, Sally Cox and Marge Hutchinson.

Following a delicious steak dinner, the officers (announced in the August-September NEWS) were installed by mistress of ceremonies Delle Hightower.

Then came the awards! The annual Outstanding Member Award was presented to Adelle Baker for the second consecutive year. The recipient of this award is decided by secret vote of the membership and along with it goes a check for one hundred dollars. Again, congratulations Adelle.

Recipients of Membership Awards, members with 100% attendance for the year, were Sally Cox, Delle Hightower, Delia Parrish and Alice Seaborn.

This was indeed an evening of awards.



Among many attending Houston's Installation Dinner were (L to R) Betty Fritts, Sally Cox & Mary Able.



Officers at the head table at Houston's Installation dinner. L to R: Pat James, Celia Parrish, Trudy Copper & Adelle Baker. (Not shown - Mackie Fusilier)

Mr. Ernie Dobbs, F.A.A., G.A.D.O. Chief, presented the chapter with a Certificate of Merit for "valuable contribution to aviation safety" from the Southwest Region of F.F.A.

Mr. Al Bussey, the guest speaker, is a student of and was introduced by Mary Able. His title, "Mayday," belied the content of his speech. In a picturesque, almost poetic manner he told of his experiences as a student and pilot. It was beautiful — like a day in May.

Now for other news. Driving home from a summer in the northwest U.S., Louise Bickford got together with Gene Nora Jessen and several other Boise Ninety-Nines. Byrl, her 49 1/2er, met her in Ft. Worth for the International Cessna 170 Association Convention where they placed first in the Air Rally.

And more news. Linda Kirk has passed her instrument written. — Mary Jane Norris is instructing for M. Able Aviation. — Kathy Long and Helen Wilke, Dallas Redbird, were down for a couple days visit with Ann English. Being on a committee isn't all work! — Along with their 49 1/2ers, Adelle Baker, Joyce Johnson, Celia Parrish and Ruth Hilderbrand are looking forward to the Texas Air Tour. — This reporter is anticipating a fun time at the A.O.P.A. Plantation Party in Florida. — Great summer vacations and week-end trips are reported by many.

By printing time, plus or minus fourteen of us will have been to the Fall Sectional in Dallas. At this time, we're looking forward to seeing many of you in Big D.

KANSAS CHAPTER

Dorothy Barker, Reporter

Kansas 99's enjoyed a catered dinner and swimming party at the lovely country home of Pat McEwen for the August

meeting; about 25 members and ten guests attended. New Chapter officers were installed. Prior to our meeting, we did an air-marking at Benton. We have also marked Cook Field by Rose Hill, Kansas.

Our adventurous 99's did a lot of traveling this summer: Janice Wilson and family on a trip to Tennessee and Washington, D.C.; Fern Cloutier to an Aerospace Convention in Murfreesboro, Tennessee; Garnet Hastings and Pat McEwen to an air show at Woodward, Oklahoma; Vee Shawver to Florida for the AOPA Plantation Party, also Arkansas and Colorado; Elizabeth Riggs to Missouri camping with her daughter and four grandchildren; Dorothy Barker and family to Colorado and Utah camping; Bea Poling and husband commuting between here and Beaver Lake at Rogers, Arkansas where they have a cabin.

Norma Turner is changing her membership to the Kansas City Chapter. She and her husband are completing a home on Table Rock Airstrip. We hate to lose her as a member.

Pat and Owen McEwen just returned from a trip to Edmonton, Alberta, Canada. While there, they attended the Canadian National Arabian Horse Show.

Beverly Peters passed her instructors written and it won't be long before she will take her flight check. Congrats, Bev!

"Aviation For Nixon" — Three 99 members have been appointed to the National Committee. Our Pat McEwen is one. The other two are Kay Brick and Betty Gillies. Pat says, "If you want to stay in the sky, give President Nixon a try."

The Olive Ann Beech Wing Scout Troop No. 149 sponsored by the International 99's will be given a 32 hour ground school with three hours of log time for each girl. The leaders presenting the course are Mary Depew and Marge Hawk.

In our September newsletter, we sent out profiles and ballots for nine prospective members. We are really a growing chapter.

Helen Lee attended the Republican Convention as an Alternate Delegate.

We are looking forward to the Fall Section Meeting in Dallas, September 22, 23 and 24. The Dallas Doll Derby race sounds like a ball. They have a lot of fun things planned for the 49 1/2er's too.

Hazel Guy will soon be leaving for the Bahamas.

My interesting 99 gal for this month is Lois Krebs. She may be seen horseback riding with her daughter Barbara almost any fair evening down the Big Ditch area of Wichita, or she will probably be seen with her husband, Matt, attending a motorcycle race to watch and cheer for her son Mike who is well known in racing circles. She and her husband fly a Cessna 172. They also have a daughter Julie who is a registered nurse. A busier, nicer family you'll never find. Matt and Lois are now on a flying trip to California.

Pat Kastens and her husband Jim flew to Casper, Wyoming where Jim took an instrument refresher course and Pat took a mountain flying course presented by AOPA. They went in their lovely new Cessna 182.

OKLAHOMA CHAPTER

Martha Thomason, Reporter

Have we got a year for you! Chapter of-

ficers and committee chairmen met prior to our September meeting — and from all reports, it sounds like we are going to have a fantastic year. Two airmarkings are already on the agenda, and Airmarking Chairman Nancy Smith has really been busy lining up more. Dottie Young, our Air Safety Chairman, announces an Air Traffic Control Seminar for November 3 in Oklahoma City. Arlene Walkup, Flying Activities Chairman, has accepted a challenge from the Oklahoma State U Flying Aggies for a Spot Landing and Bomb Dropping contest. This is slated for November 12 in Stillwater.

Several of our members helped at the El Reno Air Show August 26. This Fly-In was a benefit for one of the young airport workers who was severely injured in a diving accident. Our 99's manned the Pennies-a-Pound Flight booth, and also provided the bombs for the bomb-dropping event.

August Chapter activities also included airmarking Mustang Field, and our annual "rest" meeting (a great swimming party at Norma Wynn's).

Our September meeting was a joint Fly-In with the Oklahoma Flying Farmers honoring Madeline Woods, the reigning International Flying Farmer Queen. We all met at the Cushing airport — sixteen 99's were present — to tell Madeline how proud we are of her. Madeline has quite a list of accomplishments behind her, including receiving her Commercial rating in 1969. She is currently working on her Instructor's rating, and hopes to have it by January. She also introduced Aerospace Education to Cushing High School (where she is Head of the Home Economics Department). Her Aeronautics class now has an enrollment of 16. Congratulations, Madeline, we 99's are proud of you.

Our newest member is Maureen McMaster, of Oklahoma City. Maureen is a recent graduate of Oklahoma State U, where she was not only a member of the OSU Flying Aggies, but served as the



Pictured above are five Oklahoma 99's who helped with the Pennies-a-Pound plane rides at the El Reno Fly-In. Seated: Arlene Walkup, Rita Eaves, Nema Masonhall. Standing: Connie Jones and Minette Drake.

FIRST woman President! She also received the trophy for Outstanding Woman Pilot at the last NIFA national meet.

Several members are working on ratings: Minette Drake is now working on her ATR rating, and Connie Jones (AE Scholarship winner) is working on her Instrument rating. Connie attended a Flight Instructor Clinic the weekend of September 23, also. She is a busy gal.

We were glad to have Velma (Copeland) Barnett at our August meeting. Velma lives in Oklahoma City now, and we are looking forward to seeing her at our Chapter meetings.

It is time to get APT for '73!

OMAHA AREA CHAPTER

Barbara Krejci, Reporter

After a relaxing summer, the Omaha Area Chapter opened the new year with a birthday picnic. Our Pres., Lucille Uleman, was our hostess and, of course, Birthday cake was on the menu. A FULL and FUN time was had by all.

Plans are underway for a 99 booth to be placed in the Westroads Shopping Center during aviation week in October. Sheri Smetana and a new member, Sue Ann Townsend, are hard at work on posters and the trimmings.

Jan Heinz of the Nebraska Chapter has offered me an airlift to big 'D' and I'm really looking forward to seeing many of you at the South Central Sectional in Dallas.

PIKES PEAK CHAPTER

Marion Hein, Reporter

No September meeting scheduled as everybody is out enjoying the glorious fall colors in the Rockies. We will have everybody rounded up for a big October meeting to be held at the Rampart Aviation Company, Colorado Springs.

Arlene Feldman reports she has passed the written, which is half the battle, and will soon have her commercial rating.

Prospective member Jackie Benton received her instructor's rating and is now trying for her instrument instructor's rating. Her 49 1/2er is a pilot for Frontier Airlines. We hope Jackie will be a full fledged member by next meeting; just lacks a little paper work on the part of the Peak Chapter.

Kirteen Metcalf, Arlene Feldman, and Jackie Benton enrolled in an air craft mechanic's course at the El Paso Community College in Colorado Springs — sounds interesting.

Marion Hein and her 49 1/2er Neil flew to Black River Falls, Wisconsin, to attend the 65th anniversary of Neil's parents and to enjoy the fall colors in the north country.

The 15th annual Rocky Mountain Soaring Contest (a very successful meet) at the Black Forest Glider Port over Labor Day.

SHREVEPORT CHAPTER

Dot Lindsey, Reporter

September finds the Shreveport 99's, (or most of them), back at the controls of their varied businesses, interests and hobbies, (including flying), who, after a wonderful summer with vacations to near and far sun and fun spots, are looking forward to the

forthcoming meeting to be held at the home of Hazel Brian.

Some of us, or perhaps just the reporter, try not to remember too much about daily routines and detailed business problems during the summer months and, more or less, store in reserve all that is legally allowed and if you are in this category and find yourself wondering who's who for the coming year, our new officers are: Evelyn Show - Chairman; Mary L'Herisson - Vice Chairman; Mary Jo Voss - Secretary; Mary Friday - Treasurer; Jere Saur - Membership; Joan Carroll - Amelia Earhart Scholarship; Helen Hewitt - APT and Flying Activities; Helen Wray - Aerospace Education; Sandi Jones - Scrapbook; Elaine Show - Medical Airlift; Ann King - Air Marking; Hazel Brian - Museum and Dot Lindsey Reporter

Several of the 99's attended the noon meeting of the Ark-La-Tex Airmen's Association. Everyone enjoyed the program and the much too short but interesting and worthwhile discussions on several phases of aviation which held the attention of all present.

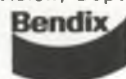
The writer having been out of contact for the past couple of months was happy to hear that Dottie and Bud Ports were down in Baton Rouge recently - for dinner with Governor Edwards - and the Governor is now a member of the Experimental Aircraft Association. This was an exciting event and enjoyed by all attending. But that's not all about Dottie and Bud - the Sailplane Club has two new members - the Ports. All of us will be anxious to hear and learn more about this venture.

This is a strange field for your reporter and I will strive to equal the great efforts of Evelyn Snow, (our Chairman now), who did such a splendid job of reporting the past

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year, and will constantly scan the horizon for interesting information.

Done and submitted and already I am convinced that I would rather be flying than reporting - perseverance and good flying all!

TRI-STATE CHAPTER Nancy Teel, Reporter

Don't know if the postman, editor, or printer has eaten my last two reports, but TRI-STATE seems to have missed two issues. You all didn't learn the fascinating details of our May FAA safety seminar, with door prize of a J-2 ride donated by MidCentral Equipment of JLN, won by a lucky local birdman. Also, we have gained three new members - Kathie Thompson, an SMS student, Linda Benson, a Webb City High School teacher, and Ruth Brewer of Vinita, Ok., who just completed an aerobatic course. This reporter earned a C.F.I. in June, and flew 99NT to YZ in July.

Chairman Lipscomb and 49 1/2er Karl took 4683L to their mountain hideaway at COS. How come radios never fail in CAVU conditions? Murphy's laws says it HAS to happen on an IFR trip. Right Mazie?

49 1/2er marking pa
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Linda Ben
George, D
who flew i

do look neet! Now if we could just burn down that dead tree on the approach end of 3, it would be really first class!

Member Phyllis DeTar is in a hot political race in Kansas. We wish her the best of luck on election day in November. Hang in there Phyl! That's all for this month!

WICHITA FALLS CHAPTER Lou Ellen, Reporter

The Chapter met 19 August at O'Neil's lake house for a wonderful day of good fellowship, good food, and a business meeting. Families and guests of 99's were invited for this special day.

A meeting concerning the Kolp Award was held by the Executive Committee 21 August.

Marilyn O'Neil had a Chapter Meeting at her home on the 29th of August. Final plans for the presentation of the Kolp Award at the fall Section Meeting were made.

Other arrangements and plans for activities of the coming year will give the chapter a busy time. Safety Meetings for all pilots, aerospace education, air marking, fly-ins, APT, and new members are in prospect.

Three members, Thelma Gray, Lou Ellen Foster, and Marilyn O'Neil, went through the physiological training and altitude chamber on the 31st of August at Sheppard AFB. Marilyn then had the opportunity for a supersonic T-38 ride.

Cessna Launches Major Flight Training Promotion

A major new flight training promotion designed to help the industry increase new student pilots to a level of 200,000 per year by 1976 has been launched by Cessna Aircraft Company.

The program will revolve around the highly successful Cessna Pilot Centers, which feature a programmed Integrated Flight Training course which has reduced by 27 per cent the time required by the average student to earn his private pilot's license.

Included in the new "learn-to-fly" push will be an expansion of the number of Cessna Pilot Centers, at which the new training course is taught. There currently are 267 franchised CPCs in the U.S. and Canada.

Other elements of the program will include greatly increased public awareness of the availability of flight training and the benefits of learning to fly. Among media used will be extensive advertising on network television and in mass circulation publications.

"Our first job," said Cessna Senior Vice President Bob Lair, "will be to direct major attention to the fact that industry and Cessna growth needs simply cannot be met unless we give necessary attention to the grass-roots part of our business — new student pilots. We must have more people learning to fly — and we must retain a higher percentage of them."

"At Cessna," Lair said, "we have established a goal of 10,000 airplane sales in calendar year 1976, which is more than double what we will sell in 1972. To reach this goal, we must significantly increase the flow of new people coming into aviation as student pilots."

"Between 1963 and 1968, general aviation's rapid growth was attributable in large part to a growing learn-to-fly effort," Lair Said. "We need to create a similar effort for the mid-1970s."

Cessna has been closely identified with overall flight training efforts through such programs as highly successful promotion of the "\$5 coupon" offer. During the past several years, Cessna dealers have redeemed more than 450,000 of the coupons.

Lair said Cessna would continue to emphasize the \$5 Introductory Flight Lesson at Cessna Pilot Centers and at Cessna dealerships around the world.

Promotions include the enlistment of professional football and TV sports personality Don Meredith as a Cessna spokesman for the coming year. Among his other activities, Meredith will learn to fly at a Cessna Pilot Center.

Lair pointed out that approximately 60 percent of all flight training is done in Cessna airplanes, with the two-place Model 150 alone accounting for 45 per cent.

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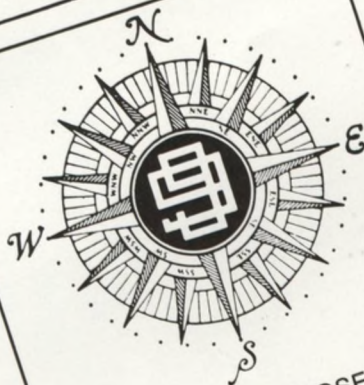
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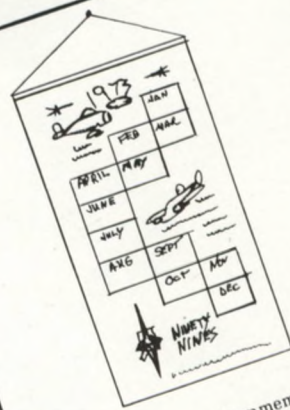
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