

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

# 99news

APRIL 1973



**Kay Brick Takes "Breezy's" Controls  
Helen McGee Receives 99 News Award**

**Second Flyaway Scheduled for  
A E Stamp of Friendship**



# the 99 news

APRIL 1973

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## THE NINETY-NINES, INC.

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Cover photo by Lee L. Robbins, Corning, New York.



Susie Sewell

Washington, D. C., was the scene of much activity early in February, some of vital interest to the aviation community. On Feb. 8, the Ninth Congress of Women Leaders opened with top representatives from 25 national and international women's organizations in attendance. Jeanne Squire, President of the National Federation of Business & Professional Womens Clubs welcomed the group and began a busy two-day program. Social Security as it affects women and "Issues facing the 93rd Congress" were delivered in rapid succession. To hear (from an expert) the methods most effectively used to influence legislation was of timely interest and importance.

Lunch with the U. S. Congresswomen at the Rayburn building was a rare privilege and we can be proud of the job they are doing. The State Department briefing, Mrs. William Rogers (wife of the Secretary of State) attending, emphasized the important roles played by women in this work.

The evening held a surprise speaker, Lisa Sergio, Europe's first radio commentator and official English interpreter for Mussolini. She became a daring opponent and reached the United States in 1937 through the aid of Marconi, the inventor of the radio. It is inspiring to hear of courage in action, such as Lisa's.

The Friday morning panel discussion was moderated by the talented Julia Montgomery Walsh, member of Board of Governors, American Stock Exchange. This was a lively session on investments, credit cards, mortgages and credit and the problems encountered by women. "Consumer Issues" were brought into focus by Virginia H. Knauer, Special Assistant to the President for Consumer Affairs.

The Equal Rights Amendment — why and how to ratify ERA — closed the session. Discussion of all these subjects gave much to ponder in the days ahead. The Ninety-Nines are privileged to be included in this meeting each year.

GAMA (General Aviation Manufacturers Association) was holding a meeting at the same time and the top leaders of the company members were there. Alan Stevens told me that he was pleased with the reports of Safe Pilot Programs being sponsored by 99's and hoped that they would continue.

Over lunch on Saturday, Sheila Scott (in Washington from London) brought me up to date on the Air Fair scheduled for June in London. 99's will be well represented. Sheila's Aztec will soon be ready after flood damage repair and in the meantime, she's been working on a new book.

Louise Sacchi was honored on Sunday, Feb. 11, at Wings Field in Philadelphia, on the occasion of her 200th overseas crossing. A conflict of meetings and airline schedules prevented me from attending but I made sure that Louise knew the 99's were proud of her achievements. She has since written to tell me that the day was a success, she appreciated the wire of congratulations, the flowers and 70 people in attendance; she was overwhelmed by the attention.

Guards at the Shoreham, where the National Air Transportation Conferences annual meeting was to begin Sunday evening, reminded me of the crime problem in our nation's capitol. I walked the short distance to Fay Wells' apartment on Sunday afternoon and we worked for over three hours on putting together ideas for a successful 10th Anniversary A. E. Airmail stamp flyaway set for July 24th at Atchison, Kansas. Fay is a fantastic lady, White House correspondent, and so well informed and busy! She continues to contribute much of her time and talent to the 99's and we are grateful. See separate story in this issue.

The ladies were scarce at the meetings during the next two days but the experts and information were in abundance! Everyone came away somewhat stunned by the critical issues at stake in our industry and hopeful that we can and will act now on the COST ALLOCATION problem which could paralyze general aviation as we know it today. Read up on this and if you expect to continue flying, let your congressional representatives know how you feel about it.

The Executive Board will meet March 9 - 10, at Oklahoma City, with members of the 99 Museum Trust, the Headquarters Committee and the NEWS Editor. Report of this important meeting will be in the next issue! Plan now to attend the meeting in your Section — I hope to see you there!

*Susie Sewell*



## *Cover Story*

# "BREEZY"

By Ellen Taylor

"Breezy", the aircraft pictured on this month's cover of our 99 NEWS with Kay Brick, chairman of the POWER PUFF DERBY board of directors at the controls, had its beginning at the Corning Glass Works hangar located at the Chemung County Airport, Elmira, New York, scene of the 1973 DERBY Terminus. Lee Robbins, Manager of Aircraft Operations for Corning Glass, said that the idea was presented to him by his brother "Wilbrod" Robbins who had seen a similar aircraft in 1968. ("Wilbrod", who always has his little brother's best interest at heart, thought it appropriate he should build one.)

Being highly motivated, construction began. Through the capable minds and hands of Lee, George Freeman, Rocky Canniot, Carlton Burnside who are all Corning Glass employees, John Wallis, local contractor and husband of 99 Mary, and Dr. Tom Perutsman, Mansfield State College, Pa., "Breezy" began to take shape.

In the meantime, however, Lee had purchased a 90 hp. prewar Franklin engine for \$25 from another Corning Glass pilot and faithful friend, "Rip" Banfield, who guaranteed that the engine was still in the wooden crate. What Rip failed to tell Lee was that most of the crate had been burned away in a barn fire! However, "Breezy" finally started taking shape and nine months later emerged from a "Wilbrod" thought into a

rather spirited aircraft. For her debut, she was sophisticatedly equipped with a tachometer, oil pressure gauge, oil temperature gauge, airspeed indicator AND a twelve-pound 1938 G.M.C. truck wheel and a horn.

Who else — but Lee — to have the dubious honor of a high-speed taxi down the main runway — with an anxious control tower and ground audience watching. Well, this high-speed taxi was too much for our spirited "Breezy" who, upon feeling a light tug on the control wheel and wind against her wings, leaped into the air and felt perfectly at home — much to the amazement and fright of the novice test pilot.

Guest speaker for the Southern Tier Pilot's Association, Spring, 1972, was Kay Brick. Lee Robbins just happened to be there and said "What you need is a ride in "Breezy". Kay said "great!" before she realized that the aircraft is a modern-day Curtis pusher and that you "ride on it — not in it". So, with a borrowed snowmobile suit for warmth, off she went with the now-competent Lee at the controls and cruised around the local area at a grand speed of 85 m.p.h. This time the enthusiastic but relaxed audience consisted of 99 Barbara Riggs and husband John, Paul McClure, Corning Chief Pilot, George Freeman, "Rip" Banfield, Hap Cole and 99 Ellen Taylor. Upon "Breezy's" return to earth, Kay was heard to exclaim "FAN-TAS-TIC! It's beautiful! I Loved it!"



# SAN YSIDRO: 'In the Beginning . . .'

by June O'Neill

(Ed. note: June O'Neill is a member of the El Cajon Valley Chapter 99s. She shares a personal discovery in a most unusual way.)

It began with a little item on Page 13 of the San Diego paper: "San Ysidro civic organizations will sponsor a celebration at 1:00 p.m. Sunday commemorating the 89th anniversary of the first controlled-wing flight which occurred there when John J. Montgomery launched his glider on August 28, 1883."

*Better check it out, I thought. Surely there would be a crowd of pilots there wanting to pay homage on that lonely little hill where it all began.*

Driving south on Interstate 5, keeping with the 70 m.p.h. traffic, past National City, beyond Chula Vista, I turned off through sleepy San Ysidro, passed the last "Get Your Mexican Insurance Here" sign, and drove into the country, rich with the summer-earth smell of a dairy farm. There was a bumpy two-lane road leading to the summit of a little bare brown hill — a surprisingly inauspicious hill.

The ceremony was about to begin. A small U.S. Navy contingent was playing band music for a sparse gathering of perhaps two-score spectators, clad variously in levis, Sunday best, and military uniforms. A couple of Cub Scouts were flying kites, and some more small boys were perched in the trees that surround the base of the 'Montgomery Wing' — an airplane wing mounted upright, oddly incongruous, on the hill.

*Wonder if it was like this up here in 1883, I thought, bracing my notebook against the stiff wind which gusted against the microphone and garbled its sound.*

I looked across the broad slope of the neighboring Mexican hills, and then down to the other direction, to the swarming sea of subdivision rooftops massed like an army about to advance.

*Yes, it would have been a lot more lonely in 1883.*

The County Board of Supervisors, the Jaycees, the Model Cities people, and the local historical society told the story . . .

It was about John J. Montgomery, born in 1858, who had come to build a glider in his family's machine shop. Laughed at, ridiculed, he had patterned it after the shape of a seagull's wings, reasoning that a man would have to be able to glide like a bird before he could learn to fly. And then, seventeen years before the Wright brothers tried their own glider on another seacoast slope, Montgomery came, with his younger brother, James, to this hill, bringing with them the glider on a horse-drawn wagon. A forty-foot rope was attached to the flying machine, and when the wind was right, James began to run with the rope. As it was jerked from his hand, James watched in astonishment, for his brother was airborne, sailing free overhead.

John Montgomery, landing safely, had completed the first controlled flight in the history of man.

*How fantastic! I thought . . . that this is the birthplace, the cradle, the beginning of it all. But where are all the people and the*

*crowds and the proper pomp to pay tribute to such a thing? This is such a lonely brown dead hill . . .*

James Montgomery had come here again in 1946, the speaker was saying, when the Board of Supervisors bought the land for this little park, and the Jaycees began to bring it into being.

He told how the wing itself was donated by Convair in 1950, and how San Diego County came to honor John Montgomery over the years by naming two schools, a freeway and one airport for him.

As the ceremony continued, wreaths were placed at the marble monument at the base of the wing which reads, "He opened for all mankind the great highway of the sky".

The band began to play, softly, "Eternal Father, Strong to Save". I looked up to the wing, slanting off toward the skies of all time, and found it pointed straight to the sun. That wing . . . fully four times the length of the whole span of that first little glider — was there an elusive meaning there?

*Yet, where were all the people? How could they look at this hill and say 'ho-hum' when what happened here so completely changed the course of history?*

The speaker was talking now about the Hang-Glider Meet about to begin. It would be the second annual such event, held to recreate the grand old pioneer days, building and flying 'man-powered aircraft' — a craft from which a man hangs suspended like an awkward bird, manipulating his body to control its wings. There is to be a perpetual trophy, beginning this year, for the winner of each meet staged at this very hill.

*What in the world did it mean, anyway?*

I left San Ysidro restless, unsatisfied. The mood wasn't right. Somehow, I couldn't reconcile what had happened here once with this day and this place.

On to Balboa Park, to look in on the famous Aerospace Museum, I decided. Strange to think of Aviation, so relatively new to the history of man, having a museum . . .

In the Sunday-afternoon park, I was caught up in teeming humanity, wall-to-wall traffic. Sure couldn't have happened like this in 1883. No paved streets in the city then . . . even the beautiful carillon tower was still fifty years away from being built . . .

As I started walking to the museum, my musings were suddenly cut short, overwhelmed by the great roar of a jet plane coming into Lindbergh Field, so low over the park that it seemed almost fitting to wave to the passengers — a phenomenon of San Diego's topography bothersome to citizens and pilots alike. Most surely, this was something beyond Montgomery's wildest imagination as he sat watching San Diego seagulls such a long time ago . . .

I glanced at the Montgomery Commemoration program I'd brought from San Ysidro. The program set forth the reasons for the study of man-powered aircraft: "It seeks to fulfill one of man's oldest dreams — to fly in a pure form in emulation of the birds . . ."



*The Montgomery Wing, a monument to James Montgomery's first glider flight in 1883 from a hilltop in San Ysidro, California. (Photo - June O'Neill)*

In it, too, was a welcome from the Southern California Hang-Glider Association, with some advice for the building of these crafts: "Use strong wire. Heavy baling wire is fine." "Glue on Dacron and shrink tightly by passing a medium hot iron over it."

And some advice for take-off and flight: "Practice so the wing men have exactly the same degree of enthusiasm." "If the machine seems to stop in the air after climbing a bit, you are stalling — move your legs forward to angle down and pick up speed."

*What about Montgomery? There wasn't any guide-book or precedent or printed advice back then.*

I hurried to the museum, and first thing, right in front of me, there it was: a true-to-life replica of the flying machine that began it all! An incredibly frail-looking machine with twin wooden spars attached to wood-ribbed curved cloth-and-wire wings, its span was scarcely the length of two men stretched head to toe. It had a flat semi-circular tail that could be raised and lowered by means of a crude wood-and-wire handle.

*Montgomery was, without question, a man of courage.*

He was also a man years ahead of his time, as he experimented with models in wind tunnels, and designed the first-known workable ailerons. A gentle studious man, he produced a textbook on 'aero-planes' at the turn of the century and pursued the science of flight till his death at the controls of a glider in 1911.

I was surrounded, in the Aerospace Museum, by the whole panorama that this man began: the first aircraft engines, Kitty Hawk, the Spirit of St. Louis, Waldo Waterman's first San Diego flight, the early Air Mail planes, the great air races, the combat planes, the jets, the spacecraft . . .

Standing there immersed in it all, seeing the pictures of the men and women, and the memorabilia, the answer to my dilemma came suddenly, the way important insight often does: there needn't be a giant massive public celebration to honor that first awkward San Ysidro flight, for it was honored and celebrated each time these people had flown — and each time any of us now fly.

Montgomery lived it first, yet it comes back every day, every hour, every time a pilot, poised ready on a runway, pulls back on the stick to know again the deep joy of lifting his craft, whatever it may be, from earth back to sky.





# 99news award

By Betty Hicks

Helen McGee is an ordinary Ninety-Nine. She has more children than do most of our members, to be sure, but otherwise this biographical summary does not suggest that her accomplishments are beyond our mean:

**Helen Marjorie McGee**, El Cajon Chapter, Southwest Section. Private pilot, 200 hours. Age: 54. Children: nine. (Matching names with ages is not among Helen's achievements.) Secretary to the principal, Grossmonth High School, San Diego. Current flying objectives: instrument rating and Powder Puff Derby. Why does she fly? "Because flying is more important than being born, getting married, or dying.

The assignment of that much importance to aviating may strike a mildly mirthful and faintly sympathetic smile on the faces of many of us. We've all been guilty of getting histrionic about our love of flying at times, so we'll forgive Helen McGee that indulgence. Usually happens at about 200 hours, doesn't it?

We were chatting with her about it in the hotel lobby at the 1972 Pacific Air Race terminus, when a hotel employee came in, pushing a wheel chair in front of him, and looked around confusedly at the group of air racers and friends. "You see," laughed Helen McGee, "he can't even decide who it's for!"

Helen M. McGee was weary that October 14. She had just flown in her first air race. Eight days before, she had rewon her precious private pilot certificate, following an arduous training program. Though she and co-pilot June O'Neill had not officially completed the weather-wracked race, they found a non-designated way to San Jose and they were there, at the race banquet, when their team was introduced. Helen McGee did not walk to the speakers' table to receive her memento of the PAR. But it was why she did not that 200 persons in that banquet hall arose spontaneously to applaud in tribute to this woman of uncommon courage.

Helen Marjorie McGee is living her life fully, ecstatically, and with total sharing with all who care to share with her the whys of the beauty of being. Helen achieves this despite a handicap many would judge is totally devastating. Two years ago, Helen McGee lost both legs in an airplane accident.

It was a lovely spring day of 1971, recalls Helen's PAR co-pilot and biographer, El Cajon Chapter's June O'Neill. Warner Springs airstrip, "situated in a sea of golden wild flowers," as June remembers it, awaited the airmarking of the Ninety-Nines. Helen flew in with her instructor, owner of the Cardinal she was planning to fly in the Angel Derby. The 5,000-foot dirt strip neatly identified, Helen and the CFI, accompanied by Helen's planned Angel Derby co-pilot, Virginia Renn, and impromptu passenger Dottie Watts, left Warner Springs for northern California's Nut Tree, with cross-country race flying practice the objective.

Three minutes later, the Cessna was a flaming wreckage on the slopes of the San Jacinto foothills, and an unconscious Helen McGee and her flight instructor

owed their lives to their injured passengers, who, in total disregard for their own safety, pulled the other two from the burning aircraft. The why of the crash must necessarily remain yet publicly unanswered. The starkly objective "probable cause" is still to be published by those knowledgeable persons assigned to this repellant task.

Helen McGee was critically burned and mangled in the accident. Yet she was brought down from those hills more alive than any close to her could know. Her courage lived. She would need all of it. She faced amputation of both legs, months of skin grafting, months of pain. It was 12 weeks before she could leave the hospital.

When June O'Neill first visited her, Helen was still in isolation. "And what was the first thing she said to me?" recalls June. " 'Well, how are you?' How was I? Can you imagine that?

"It was for me a high privilege to know Helen McGee, to be witness to the greatest

demonstration I have ever seen of patient courage," wrote June in The Ninety-Nine News of June, 1971, "to hear of the truly indomitable essence of the human spirit which allows her to look ahead with hope in the face of what for many of us would be insurmountable obstacles."

"Overly dramatized!" was the thoughtless critique of June's article by some. But there was no one in the PAR banquet room, that night of October 14, 1972, who thought Helen's bravery was exaggerated.

Even now, however, Helen McGee herself might protest that perhaps she has been unduly credited with courage. "With nine children, I've never had time to feel sorry for myself. I had taught them all to be independent. I was not about to be dependent upon them when I came out of the hospital. I had to fight to get back where I was."

The truly tough times were the unavoidable months of dependence, from June, 1971 to January of 1972, when she was home but she could not walk. This was the time when she needed all of the determination — and the courage to fuel it — which she owned.

But then there was that March day when she walked out of Sharp Memorial Hospital's Rehabilitation Center — and into the sky again.

Her skin grafting had been completed in January, and her prosthesis became a reality. She could walk again, even though with crutches. "I could get up and walk around!" she exulted. Most of the members of the Wheelchair Pilots Association, of which she is the only woman member among 15 men, cannot. They are para-

*Continued on page 4*



FAA Inspector Bob Griscom, who has just passed El Cajon Chapter's Helen McGee on her private pilot medical flight test, discusses with her the use of the Blackwood Hand Controls in the Cherokee 140 which she flies. Helen lost both legs in an aircraft accident in March of 1971.



plegics. "Now I enjoy each day more. I am never angry. I am never frustrated. I look with joy at the flowers, the trees, the children growing up."

But above all, Helen wanted to fly again. It was destined to be, because at Palomar Airport, at Mary Pearson's school, there is an instructor named Bill Blackwood. Bill is ex-military, a former Navy instructor. He has invented the Blackwood Cherokee Mark 1 Hand Control, which can be installed in minutes in many Piper models "if you don't drop the washers," laughs Helen McGee. What motivated Bill Blackwood to invent the control? He knew, in that mutilating moment in which he ejected from his jet trainer, what his life was to become. Bill Blackwood is a paraplegic.

So Bill and Helen, having found each other, went to work. It was "Up-right" and "Down-left" and — "Up-right" and "Down-left" on the hand controls, and plenty of stall recoveries. "I felt from the moment of takeoff that I had mastery of that airplane!" says Helen. She does, testifies June O'Neill. "I cannot say enough for her piloting skills."

The memorable day on which she earned the unqualified right to fly again was October 5, 1972, when FAA inspector Bob Griscom handed her the private pilot certificate she had just won on a medical flight test with him. Ironically, it was Bob Griscom the FAA sent to Warner Springs to probe the charred and twisted mysteries of the Cardinal.

For Helen McGee, the days since March 28, 1971 are filled with memories, among the most fulfilling of them that New Year's Day of 1972, when she flew as a passenger with Virginia Renn and June O'Neill to Borrego for lunch. "I had to start the New Year right," smiles Helen.

Now she is flying at least once a week, sometimes solo, and again she is studying and planning. She is taking an instrument course at Grossmont College in preparation for her instrument rating, and is looking hopefully at posters which announce air races.

Helen's flying has assumed great significance to those around her, because through flying she has proved, "If you think a minute, there is no problem which can't be solved. I have been praised for courage, but . . ." She paused a moment, perhaps to recall her struggles. "Yes, I have made the effort, but I have had so much help that I cannot fail. My therapist told me that anything I am able to solve in my own way also will be able to help someone else. I never fail to share."

And she does not, but she does so by pointing out the positives of living, by drawing attention away from her own handicap. "Handicap?" she would ask. "What handicap?"

"After all, when you are up in the air, only God knows your physical limitations."

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## International Hot Line



By Shirley Allen  
International 99 P.R.

Let us look out across the ocean and discover the number of *licensed* women pilots in France — is around 3500 impressive? Yet not really surprising, when you recall that the very first woman pilot in the world was Mlle Helene Dutrieu of Paris, who flew in a Santos Dumont Demoiselle and obtained her licence in 1909!

The French Section of the 99's, if our translation is correct, is part of the National Association of Women Pilots, of which the Ninety-Nine Governor, Madame Marie-J de-Beauregard, is President. The 99's Section serves as a source of information for the International Organization, distributing publicity, and functioning as a hospitality center for visiting 99 pilots from other countries. Madame Beauregard assures us of a warm welcome whenever and if ever we happen to journey that way.

Their emblem, the Gallic Cockerell, proudly, and rightly so, tells us that they have among their twenty members — no less than six Airline pilots, flying for Commercial Airlines on their Continent. *Jacqueline Camus*, Captain and First Pilot for Air Inter, flies a Caravelle. *Anne-Marie Peltier*, a Captain, also with Air Inter, flies a Fokker. *Danielle Decure* (See page 23, November issue 99 News, Picture and Caption) Danielle is Captain and First Pilot for Unijet on a Mystere 20. *Reine Lacour*, a Captain with Rousseau Aviation, flies a Nord 262. *Maggy Lecocq*, Captain for Air Rouergue, on Beech 99's. *Colette Cattey* Captain with Air Alpes, also flies Beech 99's.

Several French members are in competitive aerobatics, two have won the National Championships and coveted Marcel Doret Trophy — *Annie Violet* with her Stampe — a French bi-plane well-known for its superlative performance in aerobatics (see Page 26, January issue, 99 News, Picture and Caption) *Colette Cattey*, who is also an Airline Captain, instructs in both aerobatics and gliding. *Madelyn Delcrois-Cottalorda* was World Champion in aerobatics in 1968, and to-day is training with an "Akrostar" the very latest in aerobatic machines.

*Marcelle Choisset-Gohard* holds 27 records as a Champion Glider Pilot, 14 of which are International. This remarkable aviatrix was awarded the World Diamond Pin — the Otto Lillienthal Medal and the Legion of Honour. She is a Gliding Instructor and Assistant Chief Pilot for the National Service of Aeronautical Formation.

Many members are instructing, in no small capacity. *Jacqueline Golay Herbinier*, who holds the Red Cross Medal of Honour in Aeronautics, is Instructor-in-Chief at the Test Pilots Center in Paris. *Maggy Lecocq* again, one of the Airline pilots, also instructs in aerobatics and

mountain flying. *Nicole Perceval-Demarie* — aerobatics, sky-diving and is a specialist in Air Photography. *Claudine Sobol* is an Aviation Journalist for "Air and Cosmos": AND FINALLY, THE Governor, *Madame Marie-J de-Beauregard*, a writer for "Aviation 2000" and winner of the "Jeanne Taron" Trophy, Raty Trophy and Croix de Guerre (War Medal) 1939-45.

Yes, our small French Section across the sea, is not only living up to their feminine peers in aviation — they are truly symbolic of all Ninety-Nines and we should be very proud of them! We hope to hear more from them and will report again on their activities.

(Thanks to Simone Breukel, FCC for translation of French Reports)

## APT

by Margo Smith

Got the mid-winter blues? There's a cure — get APT. Spring is coming and it's the windy season. How are your crosswind landings? How long since you did a missed approach? Was your last landing a "controlled crash" or a greaser?

Put away the excuses, make yourself a "lesson plan" and then go out and fly it — exactly as you planned it. Give yourself an honest critique. You know that proud feeling after a proficient flight.

All Sections now have a good supply of APT forms and 72-73 pins. Do we have a Chapter 100% APT yet?

The publicity the APT program is receiving in some areas of the country certainly doesn't hurt the 99 image!! New News: Several Sections are planning to have APT trophies soon. (It is always nice to have a little hardware to show off.) More News: Have you heard about the "safety Pin" the Western Region of the FAA is giving to pilots who have proficiency ride with an Accident Prevention Specialist or Counselor? It is a safety pin (what else!) with an embossed Spirit of St. Louis and the letters FAA in the center. Although it is only available for Arizona, California and Nevada pilots at present, other FAA Regions plan to follow suit.

The 99's are leading the way again, with this program of voluntary annual proficiency checkrides. The best part is that we can do this with enthusiasm because we are doing something we really love — FLY. I don't know about you, but I'm a snob — I like being a pilot! — an APT pilot.

## *The Ninety-Nines Second Flyaway*

*In the Spirit of '76*  
*"... Let It Begin with Me"*  
July 24, 1973  
Fay Gillis Wells, Chairman

The 99s First Flyaway began July 24, 1963, from Atchison, Kansas, a birthdate Salute to Amelia Earhart, on the issuance of her eight cent Commemorative Airmail Stamp, now known as the Stamp of Friendship. The Flyaway to raise money for the AE Scholarship Fund was the most involved, widespread, private flight operation ever attempted — to deliver the 99s special, First Day Covers to every State capitol in the United States, in two days. Despite the astronomical odds against its success, through July tornadoes and duststorms, every 99 reached her destination on schedule. Not only did our unbelievable dream come true, but we raised over \$10,000 for the AE Scholarship Fund, while spreading the 99s' Spirit of International Friendship through flying, around the world.

On the tenth anniversary of this Epic Adventure, the 99s will plant in Atchison, a Forest of Friendship, composed of trees from each State, plus an International grove of trees from our Members around the world. Then the same seven Charter Members who launched the First Flyaway, again will take off from Atchison to blanket America, not only with the 99s updated First Day covers, but to deliver our Trees of Friendship to every State Capitol — these Capitol planting ceremonies will be attended by pertinent government, aviation, business and community officials. This time the money is being raised, through the sale of our covers and advertising in the Commemorative programs, for our Air Museum, our historic contribution to America's Bicentennial Celebration, in 1976.

The seven Charter members who launched the 1963 Flyaway will participate in the Second one — Melba Gorby Beard, Scottsdale, Arizona; Viola Gentry, Clearwater, Florida; Betty Huyler Gillies, Rancho Santa Fe, California; Teddy Kenyon, Old Lyme, Conn.; Blanche Noyes, Washington, D.C. and Nancy Hopkins Tier, Lakeville, Conn.

In the past decade the 99s have increased from 1700 members in nineteen countries around the world to 4300 in thirty countries. To acquaint the more than 2500 new members with the background of the First Day Covers and the First Flyaway, the Sectional Governors are arranging showing of the 99 film, "The Stamp of Friendship, and How It Flew," narrated by Today's commentator, Frank Blair, and having the local 99s who participated ten years ago, explain it at Chapter meetings. Look up your 1963 Scrapbooks to see how you can make the 1973 Flyaway ten years better.

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# Let's Fly North to Alaska

By Cathy Stadem and Karen Tiede

Flying the Alaska Highway from the South 48 through Canada to Alaska can be a beautiful experience. Or, if you are not properly prepared, it can be grim. The following hints are given in hopes that those of you planning to attend the Northwest Sectional in Anchorage the last weekend in June '73 may consider bringing your own aircraft up North and really taking a "bush pilot" vacation.

Start planning *now*. If you belong to

AOPA, avail yourself of their chart service. Let them know your route and they'll send you the necessary charts. Also be sure you obtain the Alaska Supplement (Airman's Guide); it devotes two pages specifically to this trip, entry requirements, minimum survival gear which is required upon entering Alaska as well as Canada (they're different borders to get here, and it can be expensive at the wrong hours), other legal info and further sources of information. By all means, use *current charts*. Navigational aids are constantly being added, deleted, moved, or upgraded. Roads are being plowed through the wilderness at a fast rate. Following the "highway" (Alcan) is not as easy as it once was, when it was the only road in almost any direction. Now the Yukon Territory in particular is suffering from the inroads of civilization.

To inform yourself regarding Canadian Air Regulations, write to: Map Distribution Office, Surveys & Mapping Branch, 615 Booth St., Department of Energy, Mines & Resources, Ottawa, Canada KIA OE9. Ask for their booklet entitled "Air Tourist Information/Canada 1972". There are several differences in Canadian Air rules, particularly 'altitude for direction of flight', of which you must be aware. This booklet also gives information on ordering Canadian charts for visual flight (we recommend the Pilotage Series, 8 miles/inch) and essential information on Customs Regulations.

You may wish to send for "Milepost" (\$2.95), an excellent guide primarily designed for automobile travelers in the North. A book entitled "Flying the Alaska Highway" (\$4.95) by the Crowes is informative. Both may be obtained by writing to: "Milepost", Box 4-EEE, Anchorage, Alaska 99509.

In case you're wondering, the Canadians, whether they be Customs officials, aeradio operators (equivalent of FSS specialists), weather briefers, tower controllers, FBOs, or cab drivers, are almost invariably helpful, friendly and courteous to a degree not always found in the U.S. these days. They even have been known to offer to carry female pilots' luggage! This delightful environment intensifies the farther north you fly.

Flying in the wilderness requires much more thought and preparation than "city" pilots may be accustomed to. Basic pilotage skills and dead reckoning are all-important. The ability to visually understand weather cannot be over emphasized. As you fly farther north in Canada, meteorological personnel become scarce. Many small airports (come to think of it, they're all small) may have only a teletype attendant who can do little more for you than read the sequences. Weather in the north country doesn't act quite like weather south of the Canadian border. Storms, instead of moving through an area in a predictable time, have the nasty habit of hanging a-

round, for days—maybe weeks—with little movement. If you can, when you depart or transit Edmonton or Calgary, get a comprehensive weather analysis from a meteorologist. Find out what systems are on the maps and how their predicted movement may affect your northwestward progress.

The clothing you select to wear enroute should be warm enough for temperatures in the 40s and cool enough for temperatures in the 80s. If you wear sneakers to fly in, wear socks to cover the ankles against mosquitoes. Carry snacks for lunches and breakfasts: restaurant facilities in airports north of Dawson Creek are either non-existent or, if they exist, never seem to be open when one is hungry. Canned fruit juices, thermos of tea or coffee, melba toast, cheese, jerky, dried fruits and candy should always be carried. If you are fortunate enough to encounter favorable weather, you may want to take advantage of the long daylight hours. If you find yourself at the airport at 4 AM, you can be sure you won't be able to buy breakfast, let alone refuel (always fill-up on landing). You may find yourself pushing "just one more airport" farther as the sun shines brightly at 8 or 9 PM. *Remember the toll that fatigue can take on judgment and reflexes.* A tricky crosswind on landing after 12 hours at the controls can be suicidal.

Your emergency gear should be well planned. First and foremost is a Crash Locator Beacon. Carry a sleeping bag for each person on board (law) and never, but never, forget the insect repellent. Basic tools such as pliers and screwdrivers should be included. High calorie dried food such as backpackers carry can be compressed into neat, small containers and satisfy our state's requirement that *you carry enough emergency food for each person aboard for two weeks*. A First Aid kit can be purchased or made up (much less expensively) by someone trained in First Aid. Waterproof matches and a signalling mirror are a must. A small booklet on survival technique is also essential if you're not accustomed to camping out. The list of things which might be necessary in case of forced landing could go on for pages. A whistle, flares and flare launcher, GI can opener, headnet, hand compass, saw, axe, multiple blade pocketknife, etc. There is ample literature on this subject of wilderness survival, which we encourage you to read. If you're prepared, you'll relax and enjoy the trip much more, and there's a lot to enjoy!

To summarize, a flight to Alaska is not difficult if you prepare properly, and the first steps should include:

- 1) Obtain charts and booklet on Canadian Air/Customs Regulation *now*;
- 2) Brush up on dead reckoning skill and weather interpretation;
- 3) Plan your emergency survival kit now.

*Next issue: Helpful Hints Enroute - Airport by Airport.*

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# Spatial Disorientation

By Mary F. Foley

The *graveyard spin* and the *graveyard spiral* are illusions which result from the inability of the semicircular canals to perceive all angular motions all of the time.

A pilot in a spin initially perceives the angular motion, but after a short while, when the semicircular canals have equilibrated to the rotating motion, perceives no motion. If the spin is stopped by the proper control maneuvers, the pilot undergoes an angular deceleration. His central nervous system interprets the signals from the semicircular canals as a spin in the opposite direction. In other words, when flying blind without instruments, the pilot has a tendency to fly in a circle. He keeps tightening the circle until a spin results. If he manages to recover from this spin, he perceives the start of a spin in the opposite direction. Correcting for this impression produces another spin in the original direction — the graveyard spin.

The graveyard spiral results when a pilot remains in a constant rate coordinated banked turn. His semicircular canals equilibrate and he loses the sensation of turning. Loss of altitude results from the decreased lift in the bank. The pilot who pulls back on the control column and adds power to regain this lost altitude tightens the spiral un-

less he first corrects the banked attitude. If the pilot tries to stop the turning motion of the aircraft after the spiral has started, he will perceive the sensation of turning in the opposite direction. Unless he manages to correctly interpret the aircraft instruments or get a good outside visual reference, he is unlikely to make the proper attitude corrections before colliding with the ground.

An increase or decrease in speed, or a slip or a skid which can produce errors in attitude estimation is called the *oculogravic illusion*. Forward acceleration of an aircraft on takeoff causes a false sensation of a nose-high attitude of the plane. This can cause the pilot to lower the nose and dive into the ground. The oculogravic illusion does not occur if there is adequate outside visual reference. This type of illusion is most likely to develop during bad weather or on a very dark night after takeoff over unlighted terrain or water. The horizon is not visible under these conditions and if the pilot attempts to watch the ground rather than his aircraft's artificial horizon instrument, he is likely to fly into the ground. All the while he experiences the sensation of a steady climb.

The banking of an airplane is not usually sensed during a horizontal turn. However, there is an awareness of the body being pressed more firmly into the seat as a result of centrifugal force. This gives a sensation of a steep upward climb and the natural reaction is to push forward on the stick.

During recovery from a turn, the pressure of the body on the seat is decreased. This results in a sensation similar to that of nosing over into a dive. The pilot's tendency is to pull back on the stick which produces a steep climb, and often, a stall.

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# Coming

**By Catherine Mallick  
Convention P.R.**

Milwaukee — the City of Old World Charm and New World Vigor — will be the site for the 1973 International Convention of the Ninety-Nines August 9-10-11-12. Chairman Dr. Anne E. Roethke and her Committee Chairman plan a number of unusual and unique events that we hope will make this the most memorable convention ever held.

General Billy Mitchell Field is the host airport. Upon your arrival, and in striking contrast to the sounds of this modern day airport, will come rollicking old time music as our welcoming committee aboard an old fashioned horse-drawn beer wagon comes out to greet you. Modern buses will provide the transportation to the downtown Pfister Hotel and Tower which will be the headquarters for the convention. Our entire convention has been planned with informal atmosphere in mind. Pre-registration will be available again this year, and as in the past, at reduced costs. There'll be a Hospitality Room open on Wednesday, August 8th for the early arrivals — an International Fun Evening where you may dress in either ethnic costumes or casual attire; an Amelia Earhart Luncheon; a luncheon with the North Central Section; a cocktail party and urious banquet on Saturday evening; and a Sunday morning Fly-Away Breakfast. There will be door prizes and a special memento to take home.

There will be free time too. Whatever your interest and whenever you arrive, you'll discover exciting variety in Milwaukee. You'll find old world charm everywhere you go . . . in restaurants that specialize in Old World Cuisine, where meals are served with the friendliness and gemutlichkeit of another era . . . under the gas lamps in Milwaukee's East Town . . . in colorful traditions and ceremonies reflecting the varied ethnic backgrounds of the

people who live here. An authentic Street in Old Milwaukee is duplicated in the new Milwaukee Public Museum. The word "gemutlichkeit" typifies Milwaukee - its translation means: Welcome, hospitality, warmth!

With all its nostalgic charms, Milwaukee is a dynamic, exciting city, alive with new world vigor. Our entertainment committee has planned tours that will provide a variety of attractions to suit every interest. Paul H. Poberezny, President of the Experimental Aircraft Association, Inc., has promised a special tour of the EAA Air Education Museum; and with Lake Michigan at our front door, we know you will want a tour of Milwaukee's picturesque international harbor with its many varied Great Lakes shipping vessels as they come and go; and the marina for smaller private craft. A miniature railroad and small tour trains will tour the Milwaukee County Zoo which provides one of the world's finest collections of animals, grouped by continent of origin, vividly recreated. A visit to Milwaukee would not be complete without a brewery tour — and we've planned tours of several breweries and our hosts have offered free samples of their famous products.

Milwaukee has Major League Baseball at beautiful Milwaukee County Stadium, and the Brewers will be playing the Minnesota Twins on August 10th, 11th, and 12th in Milwaukee. Unique in all the world, the 3-domed Mitchell Park Horticultural Conservatory opens up new horizons in flower exhibition; tropical, desert, and permanent planting domes. Three climates created and controlled to show an international collection of flowers and plants in natural settings. Whitnall Park — famous for its blooming gardens featuring over 1000 floral species. The Performing Arts Center gives Milwaukee one of the nation's most modern and functional facilities for theater, music, and the dance. The Saarinen designed War Memorial Center houses a spectacular per-



*Aerial view of the City of Milwaukee.*



# Events

## Highlights of 1973

### Louisiana Air Tour

manent art collection, traveling and other exhibits and a visitors' information center. Milwaukee Symphony adds the beauty of the great masters to the city's cultural atmosphere with stimulating performances. Night life, from "swinging to cool" — you'll find your favorite. For shoppers — specialty shops and big department stores line downtown and new shopping centers. And so much more for you to see and do in Milwaukee! *Please accept the City of Milwaukee and the State of Wisconsin's most cordial invitation to attend the 1973 International Convention of the Ninety-Nines.* We like it here . . . you will too!

#### 5th Annual Illi-Nines Air Derby

DuPage County Airport, West Chicago, Illinois, May 25-27, 1973. Approximately 250 mile speed or proficiency category. Open to men and women. Trophies and cash prizes. For information and entry kit, available 1/1/73, send \$1 to:

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**July 13-16** — 27th Powder Puff Derby — Carlsbad, Ca. to Elmira, N.Y. (Note: For those who want the PPD postcards, donated by Mr. Ernie Gentle of Aero Publishers again, the cost will be for mailing only. At book rate 10 cards will cost you 8c (2 oz.). Then 4c each additional ounce up to 15 oz. Send your requests to Pam Vander Lindern, P.O. Box 352, Fallbrook, Ca. 92028.)

**June 16** — Poker Run — sponsored by the Greater Winnipeg Chapter. Write: Kate Anne Dougherty, Winnipeg Flying Club, Winnipeg International Airport, Winnipeg, Manitoba R3H OE2.

**ANGEL DERBY** — All Women's International Air Race - Sponsored by the Florida Women Pilot's Assoc.; Sanctioned by N.A.A. — between Monterrey, Mexico, and Santee, South Carolina.-May 7-15 — Write for Kit: (encl. \$1) Dottie Shaw, 601 N.W. 67th Ave., Fort Lauderdale 33313.

**Australian Sectional** — 2:30 p.m. Wednesday, 28th March, 1973 at The Travel Lodge, Geelong, Victoria, Australia.

#### VIXEN FRISK PROFICIENCY RACE

**March 24, 1973** — Fullerton Airport, Fullerton, Calif. This is a proficiency-speed race for women pilots (copilots may be male or female). The course will be 295 miles, non-stop, round-robin. For handicap information and entry contact: Esther Grupenhagen, 2401 Oshkosh, Anaheim, Calif. 92806 or phone 714/778-0592. Cost of entry includes race kit and luncheon for two (\$30.00). Rain date two weeks later. Sponsored by Orange County Chapter.

**Northwest Sectional** — June 29, 30, July 1 Anchorage Alaska

**British Section** — Air Race round the Isle of Wight July 7, 1973

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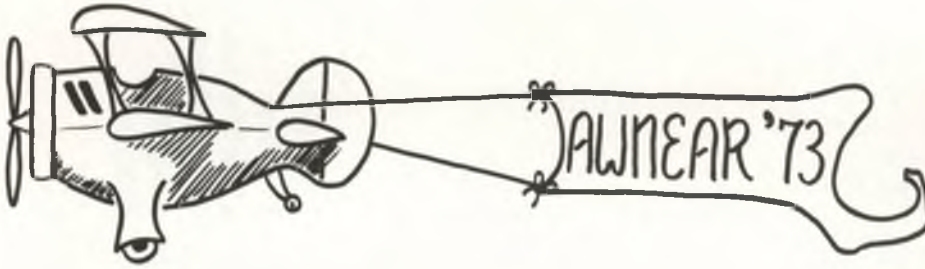
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## NIFA News

### 23rd Annual All Women's International Air Race

#### "ANGEL DERBY"

**Event:** All Women's International Air Race "Angel Derby" — 1973. Established in 1949, this is the twenty-third running of the annual event.

**Dates:** Impound: May 7th, 8th, Miller International Airport, McAllen, Texas; Takeoff: May 11th, 9:30 AM, Aeropuerto del Norte, Monterrey, Mexico; Finish: May 13th, 5:00 PM, Wings and Wheels Airport, Santee, S.C.; Awards: May 15th, 8:00 PM, Holiday Inn, Santee, S.C.

**Course:** A 1662.5 statute mile route beginning at Monterrey, Mexico and continuing with enroute stops at 1. San Antonio, Texas; 2. Dallas, Texas; 3. Little Rock, Arkansas; 4. Marion, Illinois; 5. Chattanooga, Tennessee; and 6. Santee, South Carolina (Terminus).

**Pilot Qualifications:** Minimum United States Private Grade Certificate (or equivalent from another country) and extensive cross-country experience.

**Aircraft Eligibility:** Properly certificated stock model, unsupercharged, fixed wing aircraft manufactured since January 1, 1963, of not less than 145 horsepower and not more than 420 horsepower.

**Handicaps and Method of Scoring:** Each model of aircraft is assigned a handicap in miles per hour based on maximum speeds obtained from timed flight tests over a measured course. The woman exceeding the established handicap of her aircraft by the largest margin is judged the winner.

**Prizes:** \$7,000 in cash prizes awarded to the top six finalists, plus trophies and other special category awards.

**Sponsors:** Wings and Wheels/Santee Exhibitions, Inc. with the cooperation of the South Carolina Department of Parks, Recreation and Tours (Terminus Host-Sponsor); Monterrey Chamber of Commerce (Start City Host-Sponsor); and Florida Women Pilots Association, Inc. — Organizational Sponsor.

#### By Fran Sargent, Chairman

The Silver Anniversary of the National Intercollegiate Flying Association will be celebrated at the National Air Meet at Carbondale, Illinois on May 10, 11 and 12th. Southern Illinois University's Saluki Flying Club and Alpha Eta Rho Chapter are serving as host to this "Tournament of Champions." Our Cape Girardeau Chapter with Lois Feigenbaum is poised to help in every way possible. It will be an outstanding meet.

For this special 25th Anniversary they would like to invite the past top female pilots and recipients of the 99's Achievement Award to attend. If you are one of these special persons, please let Lois or me know right away and join in the celebration.

Mr. Harold Wood is making a special effort to encourage aviation interest to contribute to the NIFA Trust Fund for this Special occasion. Since the 99's are one of their major boosters, hopefully, we will display our interest and concern by an extra effort in their behalf. It is extremely encouraging to learn from Mr. Wood that this year the Trust Fund earned \$600.00 interest so it is beginning to show successful results.

Pat Domas, a recipient of the 99 Achievement Award a few years ago and now NIFA Chairman for the N. Central Section, has set a goal of 100% of the chapters contributing to NIFA. It looks at this time like this objective will be met. An outstanding tribute to the 99's in the N. Central Section as well as Pat's initiative.

More and more chapters are helping the colleges in their area, but Denver Chapter has really led the way in all our sponsoring the host team for Regional Meets in that area. As your Section looks to plans for next year, do include on your agenda the possibility of an annual trophy at the Regional Meet. Several Chapters have already expressed the desire to take this project and we hope to come up with some guidelines from the students at their National Meeting.

This 99 project is still one of our most important activities, be aware of its outstanding and far flung effect among our college students.

## Whirly Girls



**LEFT TO RIGHT:** Mrs. Charlotte Graham of Phoenix, Arizona, is the newly elected international president of The Whirly-Girls, the international organization of women helicopter pilots which has grown from 13 Charter members in 1955 to 169 members in ten countries today. With Mrs. Graham, in front of a Bell JetRanger helicopter, is Mrs. Nancy Livingston of Juneau, Alaska, the newly elected international vice president of The Whirly-Girls. Mrs. Graham, elected during the annual meeting of The Whirly-Girls at Las Vegas, Nevada, is the 2nd international president of the organization.

The Doris Mullen Whirly-Girls Scholarship has been increased from \$500 to \$1,000 annually it was announced today by The Whirly-Girls' newly elected International President, Mrs. Charlotte Graham of Phoenix, Arizona. Mrs. Graham, Whirly-Girl No. 21, is the wife of Milton H. Graham, a former mayor of Phoenix.

At the January 1973 meeting of this international organization of women helicopter pilots, in Las Vegas, Nevada, members present voted unanimously to double the award so that it can more effectively help the recipient to achieve her helicopter rating.

The Scholarship was established in memory of Mrs. Doris Mullen of Joliet, Ill., who was fatally injured in an airplane accident in 1966. Its purpose is to further the involvement of women in aviation. The first five recipients have qualified for their helicopter ratings and are now Whirly-Girls. The 1973 recipient, Mrs. Esther E. Bennett, manager of Haines Airport at Three Rivers, Michigan, already has several helicopter flight hours toward her rating.

Established in 1955, with the then 13 women helicopter pilots in the free world, there are now 169 members of The Whirly-Girls in 10 countries.



## Backward Glance



By Virginia Thompson

It was amid the background of celebrations, highlighting a year of activities in connection with the 50th Anniversary of Powered Flight that Geraldine Mickelsen became our thirteenth president on September 1, 1973.

During the year, great stress had been placed on air age education, making the public aware of the great contributions of aviation to our way of life and the awakening of youth to its potentials. Many Ninety-Nines deserve credit for a task well done, but unfortunately space limits the naming of only a few. Our News Letters mentioned: June Walsh, St. Louis Chapter; Eunice Naylor, Utah Chapter; Ruth Lempke, Wisconsin Chapter; Ruth Thomas, Tennessee Chapter; Mary Fecser and Jean Hixson, All Ohio Chapter as some of the winners in the 50th Anniversary of Powered Flight Air Education Award for professional teachers. Others receiving recognition for their contributions to aviation were: Viola Gentry, the Lady Hay-Drummond Hay Trophy for her pioneering and fervent interest in aviation throughout the year; Edna Long, the National Aviation Association Award; Anne Rambo, the Jimmy "Doolittle Award;" Barbara Cloud, "Woman of the Year" Award in New York and the Aero Club of New England "Woman of the Year;" Jean Howard and Maryjane Sasala the Arthur Godfrey Air Fellowships; Arlene Davis, Harvard University Award for fine work done in Aviation Education; Erlyne Conel, Syndicated columnist of Chicago, Trophy in TWA's 16th Annual Aviation Writing and Picture Contest; and Betty Loufex of Long Beach Chapter the 21st National Women's Soaring Champion, the Ninety-Nine Trophy. Betty held the national soaring altitude record and with her sister, Claire Walters, the Women's National Records for distance and endurance.

At the International Air Pioneers dinner on Oct. 14, 1953, in Washington, D.C., women pioneers shared honors with the men from ten countries. Among them were: Katherine Stinson Otero, Blanche Stewart Scott, Ruth Law Oliver and Blanche Noyes.

The year long celebrations of the 50th Anniversary of Powered Flight came to a climax on December 17, the day the Wright Brothers made history at Kitty Hawk, North Carolina, back in 1903. However, for the Ninety-Nines, celebrating continued.

The year 1954 marked a milestone — the Ninety-Nines Silver Anniversary as a growing, vital organization. In honor of this occasion, President Mickelsen suggested that our slogan be, "Twenty-five for the 25th year" — 25 flying hours, 25 air markers, 25 air education lectures, 25 dollar donations to our Amelia Earhart Scholarship Fund and to our 1955 All Woman's Transcontinental Air Race (AWTAR).

For Nancy Ellis of New South Wales, Australia, twenty-five meant great happiness as the recipient of the Ninety-Nines Silver Anniversary Scholarship toward her Airframe and Engine Mechanic's Rating. In her country, it is known as a Ground Engineer's License and much desired by anyone teaching "Graziers" (cowboys and ranchers) to fly their own planes in the "out-back," or sparsely settled part of western New South Wales.

Dorothy Woodhams of Michigan received our annual Amelia Earhart Memorial Scholarship for use toward her commercial and flight instructor's rating.

Hanna Reitsch of Germany forged the way for future women helicopter pilots like Jean Howard of Washington D.C. who became the thirteenth in the free world in 1954. The following year, Jean organized this outstanding, small group of women

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into an organization called "Whirly Girls" which she guided until this year's birthday celebration when the presidency was assumed by Charlotte Graham of Phoenix, Arizona.

Since helicopter flying was relatively new and quite costly, our girls continued to focus their attention on fixed-wing aircraft. The popular All Woman's Transcontinental Air Race featured the Western hospitality at Long Beach Municipal Airport, California, on July 3rd and ended with the "velvet carpet" treatment of the East at Knoxville, Tennessee on July 6th. The first place winners were Ruth Deerman and Ruby Hays of El Paso, Texas, whose Cessna 140A scored a plus 11.99325. They were followed closely by Frances Bera and Helen Albani of Inglewood, California, in a Cessna 170 with a score of plus 11.55022. Of the fifty-one aircraft taking off, forty-seven finished the race. Two planes were eliminated because of mechanical difficulties and two for unauthorized RON's.

Another project of the Ninety-Nines was the painting of air markers. Chairman, Marjorie Cooper, asked the members to paint airmarkers during the year in memory of former Chairman, Bobbe Slade, who was killed in an aircraft accident. The Kansas girls were very proud of their 50th air marker for the 50th Anniversary of Powered Flight.

## Aero-Space Education — 99 Style

By Helen Wray, Chairman

ATTENTION: All Section and Chapter Aerospace Education Chairmen!

Reservations are now being taken for the National Congress on Aerospace Education which will convene in Oklahoma City, April 5-7. There will be a reception for arriving delegates on April 4. For information, contact

NATIONAL CONGRESS ON AEROSPACE EDUCATION, c/o Mr. Keith Lutz, 424 United Founders Tower, Oklahoma City, Oklahoma 73112.

The congress is a wonderful place to meet all groups interested in the field of Aerospace Education. The meeting last year in Murfreesboro, Tennessee was attended by four hundred very representative people from all facets of aerospace and aviation. On the registration form this year, it gave me much pleasure to check "99's" as my representative organization.

Peggy McCormick of Greenwood, Mississippi sent me a note and newspaper clipping about a set of four — thirty minute illustrated lectures she has given to six dif-

ferent groups of children on Aeronautics and on careers open to young people in the field of Aeronautics. Write Peggy for more information about her interesting project.

In conjunction with the FAA, Shreveport Chapter 99's had an Aviation Safety Seminar honoring the high school aviation participants in the area. J. W. "Pete" Campbell of the Accident Prevention Program, Washington, D.C. was our "super" guest speaker. (See Photo). Hamburgers and all the trimmings were served before the meeting. You can tell the menu was selected for the high school group. The 99's were overwhelmed by the turnout. There were 369 official registrants but the count was closer to 500. Pete Campbell was wonderful. He can even make controlled airspace vitally interesting. (This is hard to do in case you haven't tried.) The young people, our potential pilots for the future, had a ball.



Pete Campbell of Washington speaks out — loud and clear. "Laugh and Learn With Pete Campbell" was the slogan of the safety seminar. Everyone had a ball. Pete is great.



Ellie McCullough, Chairman Contest Committee

## Contest Committee

By Ellie McCullough, Chairman

The Contest Committee has some additional Races, etc. approved and have received inquiries from Chapters regarding Poker Runs, Treasure Hunts and Proficiency Races. Could be that we will have a bonanza year ahead.

As of 1 February 1973, the following Races have received approval, again some are for "Dates" only and Insurance and Rule Changes are still forthcoming before final approval can be given:

### EVENT

VIXON FRISK  
FRESNO 400 MEN'S RACE  
IAR (Angel Derby)

TREASURE HUNT  
AWNAR  
ILLI-NINES AIR DERBY  
AWTAR (Powder Puff Derby)  
INDIANA AIR RACE (14th)  
MICHIGAN SMALL RACE

### Chapter

Orange County  
Fresno Chapter  
Florida Women & Pilots Association  
Tucson Chapter  
New England Section  
Chicago Chapter  
AWTAR Board  
Indiana Chapter  
Michigan Chapter

### Date

March 24, 1973  
April 28, 1973  
May 7 - 15, 1973  
May 11 - 13, 1973  
May 19, 1973 (Date only)  
May 25 - 27, 1973  
July 9 - 18, 1973  
September 15, 1973 (Date only)  
October 5 - 7, 1973 (Date only)



Evelyn Snow, Chairman of SHV Chapter is greeted by Bennie Voss, APS of SHV and Pete Pederson of Washington. Bennie is the recent winner of the Zonta Club Amelia Award given in January for the most outstanding contribution to aviation in the year 1972. Bennie saved the life of a non-pilot whose pilot had a heart attack. Bennie is 49 1/2 of Mary Jo Voss, SHV Chapter secretary.

*Be an APT Aviatrix!*

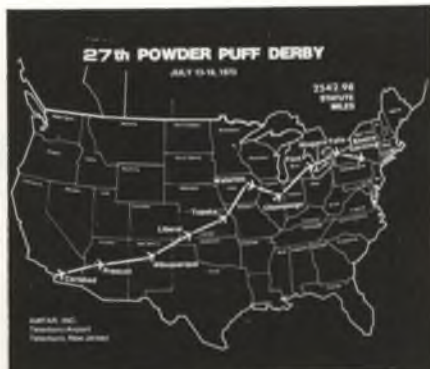
# AWTAR-99

## Ways and Means



Greater Winnipeg Chapter  
Aloha Chapter  
Chicago Area Chapter  
(In memoriam for Lori McCorkle)  
British Section  
Colorado Chapter  
Fresno Chapter  
Fort Worth Chapter  
Nebraska Chapter  
Santa Clara Valley Chapter  
El Paso Chapter  
All Ohio Chapter  
Redwood Empire Chapter  
Bakersfield Chapter  
Marilyn Copeland  
Monterey Bay Chapter  
Tennessee Chapter  
Michigan Chapter  
Central Illinois Chapter  
Pauline Glasson  
Montana Chapter  
Jan Gammell  
Alberta Chapter  
Coachello Valley Chapter  
Orange County Chapter  
San Gabriel Valley Chapter  
Florida Suncoast Chapter  
Garden State Chapter  
Alaska Chapter  
Dallas Chapter  
Bea Jobe  
Maple Leaf Chapter  
Kentucky Bluegrass Chapter  
Alameda County Chapter  
Central Pennsylvania Chapter  
Indiana Chapter  
San Joaquin Valley Chapter

AWTAR-99 Ways & Means  
Helen Shropshire  
P.O. Box 534  
Pacific Grove, Calif. 93950



## Powder Puff Derby

By Ellen Taylor, Publicity

Making arrangements for receiving and entertaining several hundred people for several days' duration, can be quite an arduous task. However, the Terminus Committee for the 1973 Powder Puff Derby has forged right ahead under the leadership of Barbara Riggs, Terminus Co-Chairman.

During the month of January, Barbara was busy informing local businessmen about the Derby by being guest speaker at the Elmira Rotary, Elmira Kiwanis, and the Big Flats Lions Club. In addition there was an evening meeting with Ed Wronkoski, Chemung County Airport manager; Ed Widman, Elmira Chamber Derby Committee; James Menges, F.A.A. Tower Chief; Paul Hoskinson, F.A.A. Flight Service; Fran Morrissey, Operations Chairman; Ginny Schweizer, Entertainment Committee; Paul Schweizer, of Schweizer Aircraft Corporation; Ellen Taylor, Publicity Chairman.

As mentioned in last month's 99 News, additional information for the soaring transition course at Schweizer Aircraft is as follows: "The course will start on Tuesday morning, July 17, in groups of three, one group starting each day in the morning at 8:00 and the other group each day in the afternoon at 1:00. Pilots will be scheduled as their applications are received — with those sending in their applications and deposits earliest being scheduled first. The school will try to get you through in 2 1/2 — 3 days if weather and other factors permit. For any 49 1/2's with power licenses who plan to arrive before the completion of the race, the school will schedule a limited number for the soaring course beginning at 8:00 a.m. Saturday, July 14. For the Powder Puff contestants a special price for the transition course has been set at \$175."

Kay Wolcott, Registration Chairman, was a recent guest speaker for the Horseheads Woman's Club and showed the film "A Powder Puff for Joan." There will be one main Registration desk at the Terminus, located in the Terminal Building of the Chemung County Airport. This will help facilitate the arrival of the contestants as they will be staying at different motels in the Elmira-Corning area.

Ellen Taylor, was guest speaker at the Horseheads Future Secretary's Club where



Terminus Committee, Western N.Y. Chapter 99s, include: Seated — left to right: Mary Wallis, Housing; Barbara Riggs, Terminus Co-Chairman; Jean Marshall, Awards Banquet; Standing — left to right: Fran Morrissey, Operations; Ellen Taylor, Publicity; Virginia Schweizer, Entertainment; Kay Wolcott, Registration.

she too, showed the film "A Powder Puff for Joan." It seems that our newest — and youngest — 99 member, Pamela Grant was responsible for that particular program. Pam, by the way, is a senior at the Horseheads High School, and has recently passed her written Commercial examination. She still looks forward to her driver's license.

The Horseheads Kiwanis Club and the Elmira Heights Rotary Club have also had local committee members as their guest speakers and have viewed the film — all with much enthusiasm.

The Central Pennsylvania Chapter of 99's met with the local Terminus Committee on March 10, 1973 and have offered their services during race time.

Another major meeting transpired in March, with the heads of Civil Air Patrol, Transportation, Fixed Base Operators participating. Also discussed was airport security procedures, now that new Federal regulations are in effect, and parking facilities.

Ellen K. Taylor, Publicity  
2644 Harris Hill Road  
Elmira, New York 14903  
607-734-0124

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# New Members February, 1973

## FRENCH SECTION

LeCocq, Maggy RI  
4 Air Roueique Aeroport  
12 Roolez, France  
Paillard, Annie (Georges)  
12 rue du Landberg  
67100 Strasbourg, France

## SOUTH AFRICA SECTION

Hobbs, Mary Ruth (Julian B.)  
77 Rautenbach Street, Carletonville  
Transvaal, South Africa

## SOUTH CENTRAL AFRICA SECTION

Kaluza, Suzanne A.  
214 Giovanelli Street  
Pretoria, South Africa  
782 296  
von Gerlach, Irmgard  
c/o Ingrid Heinz, P.O. Box 3222  
Johannesburg, South Africa

## EAST CANADA SECTION

**Maple Leaf Chapter**  
Hider, Ann V.  
20 Duke Street  
Stratford, Ontario, Canada  
271 0501  
Judd, Anne (Robert A.)  
RR 1  
Port Elgin, Ontario, Canada NOH 2C0  
519 368 7407  
Stickel, Mary L. (Charles)  
22 Glendale Dr.  
Tillsonburg, Ontario, Canada N4G 1J2  
842 3273

## NEW ENGLAND SECTION

**Eastern New England Chapter**  
Hawes, Pamela Mitchell (Forrest E., Jr.)  
George Hill Rd.  
Lancaster, Ma 01523  
365 6078

## NEW YORK-NEW JERSEY SECTION

**Garden State Chapter**  
McGuire, Grace  
Box 68  
Rumson, NJ 07760  
**Hudson Valley Chapter**  
Buller, Marcia Smith (Dale F.)  
113 Belle Terrace  
North Syracuse, NY 13212  
315 451 1304  
Moore, Nancy C. (Lee) (RI)  
1 Gesner Ave.  
South Nyack, NY 10960  
914 358 5086

## MIDDLE EAST SECTION

**Greater Pittsburgh Chapter**  
Schaad, Myrna Jeanne (Edwin L.)  
328 Temona Drive  
Pittsburgh, Pa 15236  
412 653 4288

## Maryland Chapter

Mannion, Patricia (RI)  
140 Wood Street  
Frostburg, Md 21532  
301 689 3382  
**Virginia Chapter**  
Hollowell, Linda B.  
629 Baker Rd.  
Virginia Beach, Va 23462  
499 5031

## Washington DC Chapter

Mellema, Lucille J. (Ben) (RI)  
826 Villa Ridge Rd.  
Falls Church, Va 22046  
703 534 1592

## SOUTHEAST SECTION

**Florida Spaceport Chapter**  
Drummond, Alma S. (Glenn I)  
610 Crestview Dr.  
Casselberry, Fl 32707  
830 7958  
**Florida Suncoast Chapter**  
Sharit, Barbara (Joe L., Jr.)  
1800 North Lake Eloise Dr.

Winterhaven, Fla 33880

813 293 5495

## Tennessee Chapter

Terry, Natalie (W.R.) (RI)  
904 Crownhill Dr.  
Nashville, Tn 37217  
615 242 2073

## NORTH CENTRAL SECTION

### All Ohio Chapter

Mohrman, Eloise Ann (Kenneth)  
Rt. 1, Box 281 Pitts Rd.  
Wellington, Oh 44090  
647 2924  
Wright, Ruth S. (John J.) (RI)  
1776 Cromwell Drive  
Akron, Oh 44313  
867 4576

### Central Illinois Chapter

Sheridan, Patricia J. (John B.) (RI)  
705 North Ninth, Pekin, Il 61554  
309 1825  
Sleeper, Patricia M. (Robert W.)  
355 Bay Shore Dr.  
Decatur, Il 62521  
429 6429

### Indiana Chapter

Brush, Lela M. (Bruce T.)  
RR 1, Box 74  
Zionsville, In 46077  
873 3480

### Kentucky Bluegrass

Breiner, Jane E.  
2120 Winterberry Dr.  
Lexington, Ky 40504  
277 8874  
Morris, Louise (Barrett M.)  
634 Taleswood Dr.  
Lexington, Ky 40502  
266 7690  
Wagner, Sheila A. (Wm. Harry)  
2937 Montavesta Dr.  
Lexington, Ky 40502  
269 1894

### Michigan Chapter

Gerhold, Kathleen (Jack R.) (RI)  
419 W. Corunna Ave.  
Corunna, Mi 48817  
517 743 3974  
Knoll, Linda A. (Bruce F., M.D.)  
5250 Timbercrest Trail  
Jackson, Mi 49201  
563 2795  
Rapaport, Phyllis D. (Raymond) (RI)  
3715 Lahser Rd  
Bloomfield Hills, Mi 48013  
313 644 2650

### Shaffer, Gayle Marie

6827 Cedarbrook Dr.  
Birmingham, Mi 48010  
313 626 6654

### Wisconsin Chapter

Westerlund, Ethel (Herbert A.) (RI)  
1126 Port View Dr.  
Port Washington, Wi 53074  
414 284 9094

## SOUTH CENTRAL SECTION

### Arkansas Chapter

Butler, M. T. (Marci)  
618 Hidden Valley Drive  
Houston, Tx 77037  
713 447 7883

### Nebraska Chapter

Wolfe, Mary Patricia (RI)  
1632 Oak Crest Plaza  
Omaha, NE 68137  
402 333 1982

### San Antonio Chapter

Breckman, Judith Anne (Fred N.)  
5534 Castle Knight Drive  
San Antonio, Tx 78218  
653 1085

### Tulsa Chapter

Baker, Shirley J. (Jay C.) (RI)

6830 E. 59th  
Tulsa, Ok 74145  
918 627 2622

## NORTHWEST SECTION

### Alaska Chapter

Benton, Anita  
Box 3463  
Anchorage, Ak 99501  
333 4261

### Eastern Washington Chapter

Schumacher, Betty L. (Donald J.) (RI)  
1411 Prospect  
Lewiston, Id 83501  
743 6415

## SOUTHWEST SECTION

### Aloha Chapter

Bilkiss, Lorella L. (Howard J.)  
2533 Ala Wai Blvd, Apt 601  
Honolulu, Hi 96815  
922 1882

### Golden West Chapter

Masterson, Rebecca D. (RI)  
P.O. Box 1051  
San Mateo, Ca 94403  
341 5671

### Long Beach Chapter

Copley, Wendy Jean  
448 Bellflower Blvd 3-311  
Long Beach, Ca 90814  
213 498 3019

### Hi Desert Chapter

Beck, Alice Jo (Harold) \*  
12401 El Mirage St.  
Boron, Ca 93516  
714 762 5251  
Conrad, Eva T. (Lloyd R.)  
21874 Waalew Rd.  
Apple Valley, Ca 92307  
714 247 2090

Jaggers, Deloris N. (Jack)

1628 Forane St.

Barstow, Ca 92311

714 256 2153

Kniss, Marlene (Donald R.)

15204 Redondo Dr.

Victorville, Ca 92392

245 9676

Locke, H. JoAnn (Wm. R)

P.O. Box 313

Baker, Ca 92309

714 733 4320

McComas, Trudy (Robert J.)

36370 Oleander Pl

Barstow, Ca 92311

714 256 1536

Weathered, Olivia

1033 East Williams

Barstow, Ca 92311

714 256 5056

Wikert, Celia M. (Verne L.)

P.O. Box 477

Boron, Ca 93516

714 762 5386

### Las Vegas Chapter

Clayton, Bonnie Lee (Donald L.)  
10615 So. Gillespie  
Las Vegas, Nv 89109  
736 7981

### Long Beach Chapter

Neser, Mary E. (Wesley M.) (RI)  
3665 Wasatch Avenue  
Mar Vista, Ca 90066  
213 391 4676

Tucker, Paulanna B. (Edwin E.)

P.O. Box 33

Empire, Nv 89405

Gerber, Janice Lee (Donald C.)

3301 W 133rd St.

Hawthorne, Ca 90250

213 675 2147

### Monterey Bay Chapter

Brady, Elaine A. (William)  
1259 Del Monte Ave. Apt 6  
Salina, Ca 93901  
758 5778

### Phoenix Chapter

Landreville, Evelyn (RI)  
2725 S. Rural Rd. No. 27  
Tempe, Az 85281  
968 1507  
Taylor, Elizabeth C. (Lester B.) (RI)  
Saguaro Aviation, Inc.  
2635 Airline, Phoenix, Az 85034  
602 275 5788

### Reno Area Chapter

Haas, Del (Carl V.) (RI)  
Kingslon Canyon  
Via Austin, Nv 89310

702 964 2421

Flanary, Catherine (Jack R.)

2295 Oreana Dr.

Reno, Nv 89502

329 8715

### San Diego Chapter

Conover, Sharon (Kirk H.)  
4444 W. Pl. Loma No. 96  
San Diego, Ca 92107  
224 0808

### San Fernando Valley

Kerlin, Connie  
17830 Sherman Way, Apt 234  
Reseda, Ca 91335  
213 343 5886

### San Gabriel Chapter

Mahoney, Beverly Jean (Leslie)  
11738 Roswell  
Chino, Ca 91710  
628 0618

Wieland, Carolyn (William)

1085 Rubio St.

Alladena, Ca 91001

213 798 8278

### San Fernando Valley Chapter

Nater, Adrienne (RI)  
6480 Balcom Canyon Rd.  
Moorpark, Ca 93021  
805 529 0593

### Santa Clara Valley Chapter

Barrett, Margaret E. (RI)  
704A Old San Francisco Rd.  
Sunnyvale, Ca 94086  
408 739 7789

Carlson, Claudia A (RI)

10870 N. Sielling Rd.

Cupertino, Ca 95014

255 7534

Seeburger, Mildredann (Arthur F.)

1962 Sycamore Glen

San Jose, Ca 95125

264 9725

### Santa Rosa Chapter

Kasler, Yvette (Pete)  
4625 Highland Spgs. Rd.  
Lakeport, Ca 95453  
707 263 4345

### Southern Sierra Chapter

Compton, Muriel (Ruben C.) (RI)  
34101 Hwy 190  
Porterville, Ca 93257  
209 539 2036

Williamson, Gillian D. (David)

14 McKevett Hts.

Santa Paula, Ca 93060

805 525 4615

### Utah Chapter

Freestone, Jeane (J.E.)

942 40th St.

Ogden, Ut 94403

392 6361

### Yuma Chapter

Holland, Patricia (E. Wayne)  
2485 4th St.  
Yuma, Az 85364  
602 783 0388

## Northwest Section

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

### ALASKA CHAPTER

**Karen Brooks Tiede, Reporter**

A dozen members at the February meeting addressed envelopes by the hundred for the mailings regarding the NW Section Convention here June 30, July 1, July 2, while six other members compared maps and memories of flying the highway to Alaska to help Karen Tiede and Catherine Statem on their articles for this magazine. We expect you all to come see the Alaska 99s totem, designed by Lavelle Betz for our guests this summer.

Dorothy McCulloch volunteered to fill out Marilyn Griffin's term as treasurer, since Marilyn is unable to do so. Anita Benson accepted the position of Public Relations Chairman; we're hoping to give more coverage to our activities. Sharon Woolridge brought a guest, Uda McNussen (she just bought Sharon's plane and is a student pilot). Uda offered interesting comments on our perennial discussion subject: "To Incorporate, or Not To Incorporate."

Two new members as of February: Laverna Clemons, and Selver Feller. Selver's husband is a neurologist, they have three children.

We voted \$44 (\$1.00/member) for the 1974 California AWTAR Start Committee. Due to workload of the convention and the scholarship awarding, we voted to postpone sponsoring the AOPA Pinch Hitter course until late summer or early fall this year, instead of the traditional spring. Many of our members will be on TV and radio in February and March to spread the word on our \$500 scholarships for women learning to fly. Applications will be accepted during March, award date is May 1.

A warm (Chinook) wind blew in, it's been thawing early all over the Anchorage area, which means overflow on the lakes, which in turn causes panic and work for skiplane owners. But even so, that sun sure feels good! See you in June!

### GREATER SEATTLE CHAPTER

**Virginia Nastluk, Reporter**

HERE WE GO AGAIN!!! Where? THE NUT TREE, of course!! Come fly with us *all of you*. May 18, 19 & 20. Please make your own reservations at the Brigadoon Lodge, Vacaville, California.

The OX5 group, headed by Jim Delinardo again held an interesting evening with dinner at the Poodle Dog Rest, and they were honoring women in aviation. Our own Van Anderson and Ellie Cansdale were there along with Jessie Woods from the Mount Tahoma Chapter. Thank you, OX5!!

Welcome to new members, Kaylee Nilan and Gloria Andrus. Gloria's husband Bob is with the AOPA. Kaylee is Dr. Nilan's very lovely daughter (she sure makes terrific mincemeat — hic). AND guess who's latest to be APT — KAY STEARNS.

By the time you read this you will be too late to have breakfast with us. Sorry you didn't make it to Kitsap County Airport where we did a fly-in breakfast for the Piper dealer "Melridge." HI THERE, Anchorage! We're really looking forward to coming up there! 84Y and 25Q are planning to fly together — anybody else want to fly in a "squadron" with us? If so, write. See you!

# Chapter Reports

### IDAHO CHAPTER

**Helen Higby, Reporter**

The Idaho 99's have been active since the last report in the 99 News. The Idaho 99's sponsored a fly-in breakfast to Smiley Creek Airport in Stanley Basin in the Sawtooths. The crisp fall air and clear blue skies greeted 38 airplanes as they arrived on this beautiful September 17 day.

Breakfast was served by Smiley Creek Lodge — just a short walk across the creek from the airport. Carol Cooke and Joy Waite made the arrangements for what is going to be an annual affair.

Our October meeting was held in Jackpot, Nevada. The weather was bad so some of us drove over. A Charter from the Idaho Wing of the Civil Air Patrol was presented to the Jackpot Flight members by Col. Falkner. Major Jim Conder then presented a film on activities of the C.A.P.

The November 20 meeting was held at the Boise Airport. Some of our members have become great travelers. During October Eula Logsdon flew to New York, Fran Brown and Jacques Batt flew to Hawaii, and Joan Campbell flew to Hawaii in September. The Higby's spent the month of September traveling in Canada and the Western U.S. However, this was by car and trailer so they could go rockhounding, their newest hobby. Claire Justad flew to New Zealand. Gene Nora Jessen went to Nebraska and the Sectional in Bismark. Also Carol Cooke and Joy Waite flew a 150 to Bismark.

Joy Waite and Carol Cooke have passed their Commercial Written Exams. Lyn Clark is a very active Flight Instructor in McCall and Gene Nora Jessen is our College Prof. teaching Ground School at Boise State College. She also gives flight instructions in between taking care of her two children, husband and dog. They are also building a new home.

Our Christmas party was held at the home of Helen Higby.

The January 10 meeting was held at the Intermountain Gas Company Guest house. George Cooke, a former airline pilot, presented a program on Instrument Flight Regulations and flying.

The February 13 meeting was held at the home of Fran Brown. Jack Van DeRiet, Boise, Accident Prevention Specialist with the FAA presented a program and GADO Film.

Our March 10 meeting will be a luncheon followed by a tour of the Gowen Field Tower and Flight Service Station.

### MONTANA CHAPTER

**Juli Peden, Reporter**

February's meeting was held in Missoula at the new home of Mary Stevenson with 13 members present. A few computer problems were given to solve by Mary following the meeting.

The proposed Air & Space Museum was discussed in great detail. The idea of a mandatory \$100 pledge didn't go over too well with many of our members.

All of us were very sorry to hear of the recent death of Jack Lovelace, husband of Pud Lovelace.

Mary Stevenson is back doing some

flight instruction now that their home is close to completion.

### MT. TAHOMA CHAPTER

**Betty Geisler, Reporter**

The February meeting was held at the Empress Gardens in Tacoma, Washington. Visiting our Chapter was Leslie Reynolds, currently a student at Clover Part studying to become a flight instructor. She has her own Cessna 150 and presently holds a private pilot rating.

The Chapter's Chairman, Alice Butler, accompanied her husband, Tom, to the Spokane Flight Instructor Refresher Course which was held Jan. 30, Feb. 1 and 2. She met many 99'ers also attending.

Mary Kirk has been appointed the Public Relations Chairman for the Northwest Section of the 99's and has a column which appears in the Western Flyer. Ninety-Nine news appeared in last month's issue. This media will keep readers informed of their local chapter's involvement in the promotion of General Aviation.

Our next meeting will be held at Lakewood, Washington. Plans for the coming rummage sale will be smoothed out at that time.

### PUGET SOUND CHAPTER

**Betty Curran, Reporter**

With the exception of Mildred Pearson, we all attended our February 3rd meeting at Willard's Flying Service, Paine Field. Marchine Dexter attended a Flight Instructor's Seminar at Spokane, Washington during the end of January. Attending this meeting keeps her C.F.I. ticket alive. She also advised me that the chief speaker recommended teaching students to spin and recover from same. Marchine has also been busy writing to her congressman a very impressive letter regarding the gas tax and how this added tax could adversely affect the average general aviation pilot. Marchine recommends that any one who feels strongly against the additional gasoline tax should write his congressman.

Margaret Ames made a flying trip to Santa Rosa, California and let us in on all the interesting points of her trip.

Marion Lewis will be taking her C.F.I. written next Saturday, and we all wish her luck. Marion wants to be a flight instructor so, she says, making a living will be fun.

### WESTERN WASHINGTON CHAPTER

**Priscilla Cook, Reporter**

We had a safety seminar on FAR's at our last meeting. A most interesting two hours with Ralph Carpenter, the FAA Safety program director presiding.

We are pleased to have two new members. Judy Nesland of Auburn and Shirley Williams of Renton joined our ranks. Eunice Brees is now checking out in their Mooney. Lou Burrows flew their Comanche to Victoria, B.C. recently. Pat Erickson proudly announced that she went around the Renton pattern four times . . . every bit counts! Elli Cunningham has given up her stewardess job with TWA to go back to school at the University of Puget Sound. She's trying to sell her house at Crest Air Park too! Priscilla Cook's son, Wyatt, who is 17, earned his Private recently. Now two out of the three children are licensed pilots.



## Southwest Section

ARIZONA - CALIFORNIA  
HAWAII - NEVADA - UTAH

### ALAMEDA COUNTY CHAPTER

**Petrine Lockhart, Reporter**

Alameda County 99's are hard at work planning their first safety seminar for March 3, 1973. We hope to offer check rides on March 4, which will be a good opportunity for us to get APT.

Ruth Magill reports to me that several of our 99's who are also members of Associated Pilots of Metropolitan Oakland are helping organize and work with a pinch-hitters course for the non-pilot wives and husbands of the group. She reports an excellent response. Good idea APMO.

Our newly transferred member Frances Gibson and 49 1/2 H. M. "Gibby" Gibson have enjoyed flying around San Francisco Bay and Mt. Diablo and have a growing list of interesting flights planned in Northern Calif. They moved to San Leandro from Oklahoma in Sept.

New recruit Joan Enos tells us that if you can survive a check ride like hers, flying is a snap! She tried on a smoggy day with 5 mi. visibility; then she found the VOR only working intermittently; then on approach to Hayward Airport, she found the radio would not transmit, only receive; leaving the pattern, she found the only way she could find noncontrolled Fremont Airport was to follow the shoreline and reflection on the bay. Her instructor called Hayward and got permission to come in, and they went home. I would say anyone who got through a check ride like that deserves her license.

Oh, my! I just noticed something strange in the sky. I think it might be the sun! I wonder if it will stay out long enough for anybody to get to the airport and get up. With all our recent Calif. rains, this is a rare opportunity. Bye Bye . . .

### ALOHA CHAPTER

**Lorette Zirker, Reporter**

Our February meeting presented Minette Learned, FAA-Instructor-apprentice, who gave an excellent, stimulating talk.

Four 99s are on this year's board of the General Aviation Council of Hawaii, and several others are Council members. This organization is a voice for all general aviation interests in the state, and promotes legislative, educational, and social activities.

Chapter Ways and Means chairman, Pat Davis, unveiled draft plans for our first Poker Run. Special limitations for us: 1. We don't have five airports on Oahu itself; 2. We must include an element of skill (besides mere flying) to satisfy state laws. Pat will solve all. Details next month.

An Engine Seminar is a heavenly place where you can ask all the simple questions that have always nagged you, such as, What actually happens when you turn the key? Friend-instructor, Ken Seay, once more at his patient best, is conducting us through engine systems, nut by bolt. We heartily recommend this 99 activity.

Loret' Bilkiss is going further than the Seminar, and is taking her A&P at Honolulu Community College, where she has been joined by Minette Learned. More power to them! Dee Pratt now has her Instrument ticket. Eve Kerr, welcomed to her first meet-

ing this month as a transferee from San Antonio, is working on her Commercial. Trippi Ahrens "finally" has her Private certificate and full 99 status, and is already at work on her Multi. Now a 66, Diane Kapanowski is examining possible careers in aviation, and was encouraged by the bright picture offered by our speaker. Kathy Kelley, daughter of Jane, niece of Pat, has soloed within a week of her 16th birthday. Aunt Pat is now out of the hospital and on the mend.

Some visitors recently: Gwen Weinberger of Greater Pittsburgh, Maxine Northart of Sacramento Valley, and a nice person named Carol, whose friend, Bea Wilder of Washington, D.C. Chapter, told her to look us up and so caught the February meeting.

This reporter sends sympathy and aloha to El Paso Chapter, and especially to Deloris Dyvad, on the loss of Larry Dyvad, Midway Airport, Alamogordo, New Mexico.

### BAKERSFIELD CHAPTER

**Florence Moody, Reporter**

Robert Asbury, GADO Specialist from Fresno, FAA, spoke to the Bakersfield Chapter, 99's, in February. He invited us to take a proficiency ride and earn our safety pin. Explaining the program of accident prevention, he suggested we review information on stall speeds, full speed, weight and balance, and such necessary knowledge for safe flying. Butch Ayars, Lois Baker, Beverly Haberfelde, Charline Mackessy and Linda Watson are studying instrument flying at our local college. Butch Ayars is our new member.

We hosted the FAA Clinic again last month by providing coffee and cookies for the participants.

Last week our chapter chairman, Joan Paynter, flew her plane to Santa Barbara to tour the Direct Relief Foundation warehouse. She delivered medical supplies collected by the Women's Medical Auxiliary. Seeing the facility with her were Loretta Grant, Charline Mackessy and Maude Oldershaw. They were pleased to meet 99's from Orange County Chapter and enjoyed lunch and visiting with them. The next day Maude and 49 1/2 Verne Oldershaw flew another load of medical supplies to DRF and were early enough to have breakfast in Santa Barbara. Laurine and 49 1/2 Loren Witmer have flown their plane to Mazatlan for a brief vacation.

Monday night we shall be meeting to assemble packages of stationery. We have been authorized to sell it through the International roster. Watch for our beautiful notes!

### BAY CITIES CHAPTER

**Kathy Walton, Reporter**

Most of us here in the Bay Area are about to grow webbed feet. We have had steady rain for months with ceilings low enough to keep most of us grounded. We had our February meeting at the home of Ruth Rueckert. It was a planning meeting for our spring activities. Next month is our Birthday month and we will fly to Red Top Restaurant for lunch.

Save the date of April 28th. If you are looking for something to do, drop in to Pearce Field at Lower Lake for our airmarketing. Come early though as the field will be closed and we will be painting as the sun comes up.

We have plunged into a GAMA safety seminar to be held on Sat. May 19 at Canada College from 9 a.m. til noon. If you haven't attended one and entered the sweepstakes for the new airplane plan to

attend. Karen Kahn reports she recently had the opportunity to fly a Turbo commander 690. She has also recently returned from Vail, Colo. where she spent a week skiing. Joyce and Hal Wells spent our recent three day weekend in the air practicing approaches and flying around the state trying to make up for the rainy days. Your reporter and her 49 1/2er Rich are now the happy half of a partnership of a Cessna 172. Hopefully you'll see 6085 A in the air a lot this spring.

### COACHELLA VALLEY CHAPTER

**Ellenor W. Wagner, Reporter**

Our February meeting was held at the home of Nick and Ilia Mae Carosell in Palm Springs. It was a 'bring your own steak and beverage' dinner, and as usual, that Ilia Mae was right on course with extras such as salad, rice, garlic bread, and all the proper trimmings . . . and 49 1/2ers too.

C. V. Chapter has changed its meeting date from the second Friday of each month to the third Friday. This, due to the fact that previous date interfered with QB's, and 49 1/2ers couldn't enjoy these dinners prior to our business meetings.

It was noted that Jean Patane and Ellenor Wagner would be delegates to the San Diego Sectional and that the Chapter will sponsor a hospitality room there. Rosella Kibee was named to write a monthly newsletter for the Chapter. "Desert Flight Line" as it is known, will eventually be sent to other Chapters in the SW Section. Ellenor Wagner was appointed Legislative Chairman and will also prepare the history material for the Coachella Valley Chapter to be forwarded to Ruth Rueckert, and in turn, featured in the Ninety-Nine News.

The March 16 meeting is to be held at the home of Connie Woolston in Palm Springs, with 49 1/2er, Art, preparing the feast . . . Lasagna. Members bring own beverage and donation for dinner. Projected for October '73, is the big annual money raising effort of this Chapter . . . details to be announced. Members were also reminded



*When those famed Hump Pilots held their 27th Reunion in Palm Springs awhile back, members of the Coachella Valley Chapter assisted in packing 'goodie bags' for members and guests. Here, Jean Patane shows a series of Milton Caniff drawings depicting Hump Pilot activities, while Clifford Henderson, Cleveland Air Race fame, and founder of Palm Desert, Calif., shows off the gift bag.*



of payments to the Museum fund. Chairman, Garnett Stockton presiding. Members, friends and husbands attending the February meeting were, Garnett Stockton and her guest, Evelyn Bendall who is the wife of Dr. John A. Bendall, Yucca Valley; Connie and Art Woolston; Roy and Rosella Kibbee; Jean Patane; Nick and Ila Mae Carosell; and Ellenor Wagner.

We will wear green at the March 16 meeting — it's going to be an Italian/St. Patrick's Day free-for-all!

#### EL CAJON VALLEY CHAPTER

**Helen McGee, Reporter**

Congratulations to Lynn Coulthard and Vi Chambers, newly-appointed FAA Accident Prevention Counselors — and to Margaret Bolton, chairman of the newly-formed Hi-Desert 99's Chapter; Boo Christensen, Lynn Coulthard, Dottie Sanders and Vi Chambers flew to Apple Valley for the charter ceremonies last week.

On Saturday, February 24th the El Cajon Valley Chapter joined with the San Diego Chapter for APT check rides at El Cajon Flying Service, Gillespie Field, Santee. The U.S. Coast Guard Auxiliary with Bob Resner, Flotilla Commander, handled all the paperwork on a reciprocal basis. A month ago at Palomar Airport APT check rides, some of our local 99's — Vi Chambers, Lynn Coulthard, Dottie Campbell and Betty Wharton efficiently assisted the Coast Guard in the same capacity. Fourteen APT pins were awarded, not only to members of the El Cajon and San Diego Chapter members, but some of the Flying Samaritan and San Diego County Sheriff's Aero Squadron members by F.A.A. examiners under the able direction of Don Best. A surprise lunch, courtesy of El Cajon Flying Service, topped the morning events and was most welcome.

Our newest member, not a new 99 however, is Sue Clark, FAA Counselor and instructor at Golden State Flying Club. Sue is from North Georgia Chapter 99's.

El Cajon Chapter 99's Dottie Sanders, June O'Neill, Virginia Renn and Helen McGee attended the Southern California Aviation Breakfast Club brunch at Newport Beach on Sunday, February 25. Many other 99's were present — the "Woman of the Month" was a former 99 member and veteran pilot — Clema Granger of Palm Springs.

Helen McGee RON'd in Las Vegas with her Southern California Wheelchair Pilot's Mens' group. Special attention was given this group everywhere they went. Since I am the local reporter all I will reveal is that it was a perfect flight — visibility forever from Gillespie to Las Vegas and return. Flying is MUCH more fun than gambling! An Easter Egg Hunt via local airports is in the planning stage, and since Dottie Sanders is our chairman, it will be an event worthwhile.

El Cajon Valley Chapter is ALIVE and ACTIVE and APT.

#### FRESNO CHAPTER

**Lois Beeler, Reporter**

##### AIR RACE — TAKEOFF APRIL 28

Entries opened March 1 for the second annual Fresno 400 Men's Air Race with the Fresno Chapter of the Ninety-Nines, again sponsoring the event.

Takeoff time for this year's race will be at 9:30 a.m. April 28 from Chandler Field in Fresno, Ca.

Chairman Kathleen Muller of 5720 E. Alluvial Ave., Clovis, Ca., said the race will cover a figure-eight course of 418 miles with two flybys at Chandler.

*Entries will close April 15 and those interested are asked to contact Mrs. Muller for race kits.*

Each aircraft will be handicapped according to type and top speed and will be limited to not less than 90 horsepower nor more than 450 horsepower. Rules and handicaps will be those used in AWTAR.

February 10th found Fresno Chapter Ninety-Nines gathered at the Villa Basque for fun and entertainment celebrating the 10th anniversary of the Fresno Chapter. Robert Asbury, a former Mr. 99 and this month retiring from the FAA, was presented with a plaque in token of our appreciation of all he has done for us. Table decorations were by Dixie Harper and Kathleen Muller. Current Mr. 99, Elmer Tuschoff, provided the evening's entertainment.

Congratulations to Carol Bugay, who won first place in the Lido 14, Division C, at the Midwinter Regatta in Alamitos Bay, Ca. Carol and crew, Tom Tidyman, took three firsts, a second and a fourth in the five runs to top a field of 22 boats. Beverly Martin and 49 1/2er and family went deep-sea fishing at Pismo Beach. Bev says that it was a lot of fun, they caught some fish and the fish only cost them \$60. per pound. (Ed note: oops!) Lois Beeler and 49 1/2er and daughter went to Mesa, Ar. over a long weekend to see her mother and also to try to get out of the overcast valley to see the sun. Due to that self-same overcast not too much flying has been done in and around Fresno.

#### GOLDEN WEST CHAPTER

**Vivian Harshbarger, Reporter**

One of the Great Ladies of Aviation was guest speaker at our February meeting. An evening with Mardo Crane is a walk into the past and an awareness of the women pilots' place in aviation in the future. Mardo pointed out that the woman pilot image of the past was an exciting adventure but today, although still exciting, being a woman pilot demands a responsibility on our part. We must educate the non-flying public to the fact that we no longer bail out when in distress (leaving the plane to do its damage) but handle our emergencies in a professional manner with our prime concern being safety for the public, ourselves and airplane. Mardo stressed that we are individually responsible for the woman's pilot image both in aviation and in the community. Following the modern trend, we are anxiously awaiting a Mardo Crane "re-run."

Our current project is assembly of a constitution and by-laws to insure incorporation of our Chapter prior to our Mini-Derby (June 30, 1973).

We're also working on the Mini-Derby rules, SOP, fly-by point (considering TCA and traffic in this area) and praying for no fog on June 30. Kits should be ready by the time you read this and we will send same upon request. Wish we weren't limited to the number of entries as the inquiries have been more numerous than expected.

Life for me has been far too hectic of late. Less than three months (weekends only and weather not cooperating) to get a commercial rating to be eligible for the 1973 PPD. I almost have it made but 99 News deadline arrives before I can say "WOW I made it."

While I'm struggling through lazy-eights

etc. Nancy and George Stock, Pat Appel and friends are having a ball on the beach at Baja. They are not back yet so can't report the details but from listening to the planning I know their fly-in was the most.

Saved our biggest news until last. Jane Baker is running for a position on the San Mateo City Council. Win or lose (her competition is tremendous) she's a winner with us. Lots of luck Jane!!!

#### LAS VEGAS VALLEY CHAPTER

**Betty K. Slater, Reporter**

Our new year started off with a bang! and a surprise! Surprise to our hostess who "volunteered" to have the January meeting. We all tramped in and caught Maxine Brown in her sleepwear. She had forgotten us. She hurriedly got together and we started our meeting. Marie McMullan presided over the meeting since Carole Villardo was out of town on another fashion buying trip for her dress shop. It was a nice meeting anyway. We had our choice of wine, coffee, tea or frozen cookies. What a refreshing meeting! But this seems to be true to Maxine's fashion.

At our February meeting we met at The Flite Deck Restaurant overlooking the McCarran Field. It was evening and we could watch the lights flying in and out instead of the actual planes.

Marilyn Andrews again has made arrangements for us to co-host the A.O.P.A. Flight Instructor's clinic to be held at the Sahara Space Center February 28 through March 2. Last year's meeting was very helpful and rewarding for those who attended.

Nancy Craddock has been coordinating plans with the Wing Scouts to help them in a ground school training. Nevada Aviation at North Las Vegas terminal has volunteered movies and helpful instructional material for the girls. Each 99 member is to volunteer a meeting a month and preside over the class — such as meteorology, navigations, aircraft structure, etc. She has had several meetings with the Girl Scout leaders and interested girls themselves.

We were also fortunate to have participated in the Helicopter Association meeting in January. The meeting was held at the Stardust Hotel. We had a hospitality room available for those who wanted a place to leave their belongings, have a cup of coffee, or just talk. Our President, Carole Villardo, is taking the helicopters seriously. She is learning to fly one herself.

Some of the girls had the pleasure of meeting Nancy Livingston, the wife of the President of the Helicopter Association, who lives in Alaska. We all plan to meet with her again.

Congratulations to Bonnie Clayton, our newest member. It didn't take her long to finish her private flight exams and join our chapter. She and her husband are running the Nevada Aviation Training school at the North Las Vegas Terminal.

The Nevada Legislation has declared June 15 Aero Space Education Day, so we are planning to become involved again.

Good news — Mary Vial, our Southwestern Sectional Governor is coming to town to meet with us.

See you at the San Diego Sectional!

#### LONG BEACH CHAPTER

**Jean Pyatt, Reporter**

The Flight Instructor Recalculation Clinic sponsored by the Long Beach Chapter opened with a registration of one hundred



and eight-five — our largest yet. Co-chairmen Rita Gibson and Susan Greenwald and their assistants are to be congratulated on this monumental undertaking which should be very rewarding financially for the chapter. The FAA Academy team consisting of Tiner Lapsley, Chief, Ron Bragg and Lee Brooks got things off to a brisk start.

Congratulations to Joyce Failing, Instrument Rating; Joan Rees and Juanita Thompson, Commercial written; and Terry London, CFI. Jean Schiffman has received her "Safety Pin," and son, Franz, has just taken his Private Pilot — Glider-Written. He has completed 29 flights and 4 solos. Coleen Giglio has been appointed an Accident Prevention Counselor. She is authorized to give Courtesy Proficiency Flights and to award "Safety Pins." APT members are: Nancy Crews, Joan Dilley, Wally Funk, Joyce Jones, Georgia Lambert, Jean Pyatt, Marilyn Twitchell, and Claire Walters.

We welcome Janice Gerber and Betty Gabrielson to our chapter. Betty and husband, Walter, have become hang glider enthusiasts. Doris Minter has been appointed to the Santa Monica Airport Commission. Rick Hoefer, Marie's husband, is going to 747 School for United Airlines.

We have two new "birds" among us. Peggy Stagliano and Vincent have a 1968 Arrow and have put the Cardinal up for sale. Nancy Crews is enthusiastic about her new Beech Musketeer. Joan and Milan Dilley are getting hooked on the Cessna 182. Two recent trips include Carlsbad and San Jose.

The dates for the 1973 Palms to Pines Air Race have been set for August 17 and 18. The race is from Santa Monica, California to Independence, Oregon. Information and kits will be available at a future date. Race co-chairmen are Margaret Berry and Claire Walters.

Our March meeting was held at Accelerated Ground School at Santa Monica Airport. "Weather To Fly" was shown as well as the Room 222 episode in which Lloyd Haynes introduced a group of under-achievers to aviation with very good educational results. This program has been actualized by Mr. Haynes (an Instrument Rated Commercial Pilot) and the TWA Pilots who operate Accelerated. The program is called Education Through Aviation.

Our April 11 meeting will be at the home of Wally Funk with a program by member, Barbara Harper. Barbara is an active member of the Civil Air Patrol and has been to a 2 day school at March Air Force Base in Riverside for training to become a Mission Coordinator for Search and Rescue. This school will continue in March for another session in Fresno. Also planned for April is a family fly-in on Saturday, April 28, to Skylark Air Park at Lake Elsinore.

#### LOS ANGELES CHAPTER Holley Ballard, Reporter

All snow-bound 99's will be envious to hear that three planes, with fourteen LA Chapter members and friends aboard, flew to Guaymas, Sonora, Mexico, for a sun-filled three day holiday in February. The group stayed at the Cortez Hotel and reported that the weather was beautiful all along the way.

Some of the same group — Norma Futerman, Virginia Showers, Tilly Klementz, Jo Steirert, and Rachel Bonzon — then joined Dorothy Pepin, Grace McGettigan and other members to fly in the Poker Party

February 25, sponsored by the San Fernando Chapter. We never win at poker but we do eat a lot.

Since our chapter was asked by the Santa Monica GADO to make arrangements for the presentation of the Instructor-of-the-Year awards.

A margarita toast started out the February meeting at the home of Wave Garvey. Wave, one of the 1972 \$500 scholarship winners, earned her private ticket last month.

#### ORANGE COUNTY CHAPTER Darlene Brundage, Reporter

Starting a new trend for Orange Co. members, Thon Griffith quickly snatched the first "Safety Pin" in the chapter (see Margo Smith's APT column). Not to be outdone for long, Shirley Cote ran right in and got number two Safety Pin. They both were given APT pins for 1972-73 as were Marty Harstad and Terry Darch who had taken their APT rides.

Really big news this month is Hi Desert Chapter's brand new Charter presented to Margaret Bolton, Hi Desert Chairman by Southwest Section Governor, Mary Vial, at ceremonies during Apple Valley Airport Day, February 17. Ginny Flanary, Orange County's official representative, presented Hi Desert with "belated Valentine," more specifically, a check with which to begin their treasury. Lending moral support to the occasion were people from our chapter including John and Mary Ann Jamison, Esther Grupenhagen, Thon Griffith, Sandy and Gordon Ruller, Lynn Newton, and Barbara Stewart. It was nice to hear so many others from surrounding chapters were also there. Vern Bolton, as a "true-blue" 49 1/2er (and new Husband-of-a-Chairman) spent the entire day on the microphone announcing events to the public. Other activities of the day included static displays of aircraft, aerobatic show and spot-landing contest for local participants.

Although we're awfully excited about the new chapter, we have some mixed emotions. Three of our finest who were there that day are leaving us for Hi Desert: Margaret Bolton and Yvonne Koepke are Charter Members and Mary Harstad is transferring in. Thank you, Hi Desert Chapter for letting us share your excitement — Now You're Flying! We're delighted!

D.R.F. flight February 21 found Mary Ann Jamison, Barbara Ward, Barbara Stewart, Esther Grupenhagen, Sylvia Paoli, and



Margo Smith congratulating Thon Griffith and Shirley Cote on their new "Safety Pins."

Travis and Ginny Flanary carrying 831 pounds of pharmaceuticals to Santa Barbara. There they ran into 99's from Bakersfield and Santa Barbara Chapters.

Twenty-nine Girl Scouts in Buena Park are getting their Aviation Badges with the help of Darlene Brundage, Sylvia Paoli, Terry Darch, and Jim Gomez of the Los Angeles F.S.S.

Next up? 2 cents a pound rides at Tiverside airport May 5 and 6 to help with the 1974 AWTAR start expenses.

#### PALOMAR CHAPTER Lillian Hartman, Reporter

Our regular meeting of the Palomar Chapter was held in conjunction with the Powder Puff Derby start activities, February 10, 1973 at Flight Trails, Palomar Airport. The AWTAR Board was delightfully represented by Marian Banks, Phyllis Pierce, and Betty Wharton. Guests included Wanda Cummings — San Diego Chapter and Mary Rose Myers — N.J. Garden City Chapter. Prospective members present were Ethel Robinson, Pat Pierce, Jerry Moran, and June Sharp, and our newest member, Terry Mackey.

Pam Van Der Linden, Ruth Kniefel, Rosemary Longmire and your reporter flew to Apple Valley Airport Saturday February



Members of Hi Desert Chapter, Orange County Chapter and other friendly chapters of the surrounding area, including Governor, Mary Vial (center front), at Hi Desert's Charter ceremonies.



Ginny Flanary presenting our "Valentine" to Hi Desert Chapter Chairman, Margaret Bolton (far left).



17, to add our congratulations, as did many other 99's to this new chapter as they received their charter.

The TAR numbers drawing, will be held Wednesday, April 18, at Twin Inns, Carlsbad, California.

Don't forget the Fly-In pancake breakfast, sponsored by the Fallbrook Lions Club at Fallbrook Community Airport, 7:30 a.m. until 1:00 p.m. April 8, 1973. There will be experimental aircraft, antique planes, static displays, rides, drawings and prizes.

Our next meeting will be March 10, 1973 at 10:00 a.m. It will be at Fallbrook Community Airport.

#### **PHOENIX CHAPTER** **Claire Ellis, Reporter**

With the first sight of blue showing through the CUQ'S Phoenix Chapter took off for Albuquerque, New Mexico for a tour of Albuquerque Center. Those girls, guys, and guests who came out of hibernation included Erna and Bill Blatt, Sue Harper, Mary MacPherson, Millie Dawe and her son Grady, Ruby Sheldon, Joyce Nash, Ruth Reinhold, Melba Beard and guests Royetta Marconi, Judy Rivers, Joe Storm and Jan Eadon.

Today, the second annual Project Aware was presented to the women of Phoenix. With attendance running close to last year's of upwards of 150, we've got a good thing going. We had a speaker from Williams AFB telling us how to preflight our body. After a very lengthy question and answer period, flying and non-flying fashions were modeled by Joan Francis, Charlotte Graham, Evelyn Landerville, Sue Harper, Jessie Wimmers, Natasha Swiger, Lanae Petterson, Juanita Newell, Mary Lou Reed and Melba Beard.

Chairman Betty Jo Smith is to be congratulated on her excellent job of organizing. Jo Ann Winterling, organizer of the soon-to-be-chartered Ogden Chapter, was on hand for Project Aware. Our Mary Vial will be winging her way to Utah next week to present them with their charter. She has just returned from California where she presented the Apple Valley Chapter with their charter.

On the agenda for anyone in the Phoenix area: March 2 — Pot Luck at Millie Dawe's house, March 18 — Visit Douglas Test Facilities in Yuma, April 8 — Desert Sport Pilots Association annual spectacular air show at Falcon Field, Mesa.

Get APT and come fly with us —

#### **REDWOOD EMPIRE CHAPTER** **Nia Rookaird, Reporter**

The Redwood Empire Chapter's February meeting was held at Pat Stouffer's home. In attendance were Janet Allbeck, Betty Worstell, Anita Worel, Lynn Ahrens, Nina Rookaird, Olive Agron, Louise Ramsey, Frances Gauger, Jeanne Gibson, Esther Harri, and three guests Elaine Hussey, Betty Semas, and Marian Morris.

The weather is still hampering our flying time; so one group of our members attended the Japanese Air Line general safety seminar at Napa. Those gaining information were Anita Worel and 49 1/2 Jack, Frances Gauger and 45 1/2 Harold; Esther Harri, Jeanne Gibson, Louise Ramsey, Olive Agron, Pat Stouffer, Betty Semas, and Marian Morris.

Nina Rookaird was offered the opportunity to fly in the afternoon traffic spotter plane with Navajo's Tom Lundy out of Buchanan Field. Traffic jams from the air

are very impressive as was the carburetor ice!

Hooray! Our first three APT members: Esther Harri, Jeanne Gibson and Frances Gauger.

#### **RENO AREA CHAPTER** **Hazel Hohn, Reporter**

Those who attended the February meeting in Reno were Elaine Brown, Kathy Taylor, Mary Haskell, a guest from Monterey, Dorothy Baer, Marie Westenhoefer, Gerry Gardner, and Lois Brown. The subject of conversation was the proposed gas tax hike.

Beverly and Bill Martin flew to Rohnerville, Calif. in their 182, and Bev also flew to Lovelock to practice with their ADF Steer.

Gerry Gardner, Lois Williams, Kathy Taylor, and Elaine Brown went to a hearing to protest the expansion of the Fallon Naval Base restricted area.

Kathy Gray has found a new way to get up in the air, but she thinks she prefers flying. Determined not to let the fact that she was in a wheelchair with a broken leg from a skiing accident stop her from going to Europe with her family, Kathy was forklifted onto the airliner. As if that wasn't bad enough, friends took pictures of the entire episode. In addition to the family skiing in Austria, the Grays bought a new car in Frankfurt, Germany and drove to Paris.

Stan and Elaine Brown, and Dorothy and Louis Baer are flying themselves to Mexico next month.

#### **SACRAMENTO HALLEY CHAPTER** **Barbara Goetz, Reporter**

A lady-bug flight to Livermore for lunch was the flying activity scheduled for February. Eight gals started out but only two made it to Livermore. A touch of bad weather turned the rest around for lunch at home. Flying Activities chairman Dorothy Erickson has more flights in store for us. In March we go to Gustine to meet with the Santa Clara Valley Chapter, and in April it's Reno.

Chairman Darlene Kelley has planned a tour of McClellan AFB for March 21st. The tour will include a flight and lunch at the Officers Club. We are all looking forward to attending.

Also for March is the AOPA Clinic. Again we plan to furnish transportation for the participants. The Sacramento County Safety Council has asked our chapter to participate in the council meetings. Our representative will be Dorothy Anderson. Arlene Christie will be a featured speaker at the Associated Women's Student Forum at the University of California, Davis.

A few of our gals have been traveling: June and Jim Devine to Jackson Hole, Wyoming; Sandy Case a flying vacation to Mexico; Maxine Northart to Hawaii; and Lorraine Hery to Acapulco.

New member is Erda Harrold (Jan.).

Audrey Snovel is working on a reception for Airport Director James Carr in the near future.

Shirley Lehr and Barbara Goetz are planning to participate in the 1973 Powder Puff Derby again this year. Some people never learn.

Darlene Kelley was not to be outdone by Shirley Lehr. Seems she quit her job also, to devote more time to flying. This could be an epidemic.

#### **SAN DIEGO CHAPTER** **Marilyn Eimers, Reporter**

February San Diego Chapter 99s are finalizing plans for the Southwest Spring Sectional. A fund raising dinner, entitled "Hangar Talk Dinner" was held on February 12th at the Casa Miguel Restaurant, Montgomery Field. San Diego and El Cajon Chapter members and their guests were entertained by the famous aerobatic flyer, Art Scholl. He first gave a short talk on safety in aerobatic flying, emphasizing the



*Bob Resner and Jerry Martin, of the San Diego Coast Guard Auxiliary.*



*Wallace Moore, FAA Counselor, Lynn Coulthard, FAA Counselor, Chuck Frost, FAA Operations Inspector, Betty Wharton, S.D. Chairman, Gerry Pennington, FAA Principal Operations Inspector, Sue Clark, FAA Counselor, Don Best, FAA Accident Prevention Specialist.*



*June O'Neill, Sue Clark, FAA Counselor, Marilyn Eimers, San Diego APT Chairman, Don Best, FAA Accident Prevention Specialist, Dottie Sanders, Helen McGee.*



importance of thorough planning and "staying ahead" of the aircraft. Art is highly respected for his precision aerobatic competition flying as was demonstrated in two films he presented entitled, *We Came to Win* and *Ballet in the Blue*. Also in attendance was Don Best, F.A.A. Accident Prevention Safety Specialist who described the new Card-A-Clearance procedure recently started at Montgomery Field. Mr. Best had guests laughing as he read accident reports as they were printed in 1917.

On Saturday, February 24th, 99's from San Diego and El Cajon Chapters joined together at Gillespie Field with F.A.A. Safety Counselors who gave Courtesy Proficiency Flight checks. Ten area pilots were awarded safety pins after demonstrating proficiency in flight basics. Take-offs and landings of the participants were filmed and later replayed. Congratulations to Laura Little, Betty Wharton and Marilyn Eimers who received APT pins after their check rides. Also APT as of February was Camille Hutson. Our thanks to Bob Resner and Jerry Martin of the Coast Guard Auxiliary for doing all our paper work.

Laura Little has become an active member of the National Assoc. of Real Estate Flyers. She has been studying for a real estate salesman license and plans to continue for her brokerage license. Laura has been racking up the hours in recent flights to San Antonio, Texas and to the Nut Tree Airport, Calif.

Marion Banks and Betty Wharton, AWTAR board members, report plans are proceeding on schedule for the start of the 1973 Powder Puff Derby at Palomar Airport. Marion has been busy this month attending WACOA meetings and flying to Wichita, Kansas.

Suzanne Bond, the only ornithologist (bird watcher) in the San Diego Chapter, is back from two fun trips to Mexico. In January Suzanne and husband, Bob, flew on Aero Mexico to Cabo San Lucas to attend a medical convention. Then in late February, Suzanne abandoned the skies and took an 85-foot sports fishing boat to Scammon's Lagoon, Mexico to observe the migration of the gray whales and to observe their new born calves. Suzanne enjoys an interesting career with the Bird and Mammal Department of the Natural History Museum in San Diego.

#### **SAN FERNANDO VALLEY CHAPTER** **Loretta Hines, Reporter**

This past month — everyone could have gotten more flying in if we all had amphibians and ratings. So much rain! Welcome to our two newly pinned members, Susie Neff and Ely Richabaugh. Susie checked out in a 182 and flew with 49 1/2er, Bryce, to Wahweap Lake Powell. Our Wing Scout, Ester Twilliegean soloed in December and our 99's daughter, Linda Thom, who is also in our program passed her private written this past month. A big writeup next month coming on Mindy Leonard, a Wing Scout, who got her ticket. We are very proud of these gals. Polly Fleming went on a camping trip with son, Todd, but managed to get to Helmet Ryan Field for a first lesson in a sail plane. Lorrie Blech and Liz Dinan flew in the Orange County Picture Hunt. Lorrie had some "quiet" flying seconds herself — her engine quit on her over LAX — seconds later and a 180 degree turn back to Santa Monica Airport found her engine purring again. Nonetheless, she and Liz landed safely and got an-

other airplane to continue the flight. Lorrie also got in more taildragger time and flew the new Piper twin, a Seneca. Shirley Thom and Margie Robbins also flew in the Orange County Picture Hunt. Margie got in some nite 310 time going to Las Vegas. Lola Ricci flew a DRF flight plus a flight to Acapulco for five days and flew to the Bahamas. She got a lot of IFR in. Ruth Mayle has also been one of our "far out flyers" going to ABQ, Carlsbad, Wichita, Alabama and Virginia. Lots of weather flying on that. Ruth is a new grandmother pilot as she has a new granddaughter. Audrey Schutte has been up to something new again — this time she checked out in a Champ only the upside down way. Audrey is also on the committee to select the Flight Instructor of the year. She went to the banquet for the Whirllygirls. Ellen Miller soloed to Merced, Ca. Virginia Rainwater flew to Punta Chivata twice and to Guaymas once. The sun is hard to find at times! Delores Pynes also winged to La Paz and got some IFR time in. Our local flying gals this month were Connie Kerlin, Bonnie Seymour and Loretta Hines. Carolee Tucker flew a 182. Sally Kinsey got current in her Arrow at night and passed her Instrument written.

We had two fly-ins this month. Marggie Robbins was the sole arrival at Apple Valley on Feb. 8. She did meet 99 Ruth Ann Rich of the Coachella Chapter of 99's there. They are ready to submit their Charter for the new Apple Valley Chapter. Best of luck to them. Our fly-in to Death Valley Airport at Furnace Creek Ranch saw Lolla Ricci and Libby Svenson in Lola's Travelair. Lorrie Blech and Liz Dinan took turns in left seat (one each way) and took Mary Totans as guest. Margie Robbins flew with guest Fay Chavez. Fay will be a new member at her next meeting and is a gal with many ratings.

Our Poker Flight of February 25 was good VFR weather, a great success, hard work but lots of fun. It was a little foggy in the early morning but not enough to stop our first plane load of gals landing at Fox Field in Lancaster by early morning. They were from Santa Monica. Emma McGuire from the Long Beach Chapter won the Pilots best poker hand. Bev Woodward's 49 1/2er, Clinton (better known as Woody), won the best passenger's poker hand. A great vote of thanks go to Golden West Airways, a Cessna dealer, at Van Nuys Airport for their wonderful help of the use of their facility AND a complimentary buffet for all who participated in our Poker Flight; Vicking Aero, All Aircraft Parts and several others for their contribution of gifts for door prizes. Bonnie Seymour — the Chairman of this event — a Great job! The seven airports for our routing were: Van Nuys, Fox Field in Lancaster, Mojave, Tehachapi, New Cuyama, Santa Barbara, and Ventura.

Please Note: The National Terminal Radar Service, Stage 11 is now operational at the Hollywood-Burbank Airport in Burbank, Calif. This is basically an advisory and sequencing activity for landing at Burbank or flying through the area. Listen to Hollywood-Burbank ATIS or you can check Part IV of the Airman's Information Manual for procedure. If your airplane has a Mode C or altitude reporting transponder, please use this feature of your aircraft. It takes the cooperation of all of us to make this new system effective for safer flying in our high density areas.

#### **SAN JOAQUIN VALLEY CHAPTER** **Charlotte Morrill, Reporter**

After approximately thirty inches of rain (yes 30) this reporter is about to build an ark. Those of us in the Bay Area have been confined to the ground by the deluge, then the valley fog. Fortunately our valley members are more venturesome and the February meeting held at Shirley Miller's home was well attended. Helen McGee, Laverne Gudgel, Barbara Glantz, Ina Wade, Rosie Hijos and Charlele Kirk, with a future 99er Imo Gene Anderson all flew in; also on deck were Jean Murrey, Lee Roesch and of course Shirley and a guest from the Bay Cities Chapter, Ruth Jacquot, from Lodi. Ruth is an honest-to-goodness mechanic who has spent many an hour working on Navy jets.

Lee Roesch is to be complimented; not only is she becoming proficient with their new 182 but she is hard at work on an instrument rating. I'm still working with my husband, Chuck's, Christmas present to himself, a lovely slightly used V Bonanza, on that remote instrument rating.

Jean and Harley Murray had to fly to Milwaukee to take a peek at a new granddaughter.

The Flying Farmers Association had a jaunt to Mazatlan, Mexico. Rosie and Pete Hijos, Laverne and Bob Gudgel, Trixie and Claud Clayton and Barbara and Howard Glantz all joined in on the fun. Shirley Miller reports that her flying has been confined to the ski slopes.

I'm happy to report that Dottie MacAllister's instructor husband "Mac," is well on the road to recovery from back surgery. Mac will be back on the job with his novice flyers soon.

We will miss our Rene Nealon who will be living in Sao Paulo Brazil for a few years where her husband "Van" has been sent to work on a special project.

On Feb. 3rd the Bridgeford Flying Service in Stockton sponsored a "Safe Pilot Program." It was extremely well worth attending. Josh Mann from Oklahoma City was the guest speaker.

#### **SAN GABRIEL VALLEY CHAPTER** **Carleen Hargett, Reporter**

After three tries downed by weather, another attempt to fly DRF to Santa Barbara in early March, is planned. The February meeting at Jean Gillingwaters' home was very well attended. A pot-luck dinner was followed by a very interesting presentation by Margaret Mead about the Powder Puff Derby.

We are working on plans for an Aircraft Maintenance Seminar which we are sponsoring in mid-May. Dorthea Palmer has been so busy with plans for the seminar that she has been unable to do any flying.

Maryjane and Terry Nelson and a friend, David Howard, visiting from St. Thomas, U.S.V.I. went to Pearblossom in mid-February. They got Commercial glider ratings at Great Western Soaring School.

Beverly Mahoney was unable to fly on a DRF flight because her daughter was having her tonsils removed. Beverly, her husband and son did get to go to Pearblossom where she and her son had a glider ride and her husband had a lesson.

Naomi Wilden reports that she attended a meeting of a new chapter of 99's, Hi Desert, in Apple Valley. Mary Vial, Governor of the Southwest Section, presented the charter to the new chapter. There are nine members and they were sponsored by



the Orange County 99's. Congratulations and best wishes to the Hi Desert Chapter.

Libby Miller has started working on an instrument rating in addition to working with her husband in the real estate business.

Newly APT members are Marion Jirchefske, Nancy Gordon, Ilsa Cook, Marrian Marriott, and Peggy Marsh. This gives us a total of 40 per cent.

Nancy Gordon and her husband are the proud owners of N9391W, A Cherokee 235.

Portia Cornell and family recently flew to Yuma, Arizona on a business and pleasure trip. Portia reports the flight was lovely.

Carleen Hargett flew her family to lunch at Fox Field by way of Barstow-Daggett and Apple Valley before heading for home.

Seen recently at the local meeting of N.A.F.I. at Brackett Field were Nancy Gordon, Ann Piggott, Margaret Lawson and Pat Inwood.

A hearty welcome to our newest members Peggy Marsh and Jo Ann Miro.

Congratulations to Jane LaMar on being appointed an FAA Accident Prevention Counselor by the Ontario GADO.

About thirty members and families attended the fly-in at Orange County Airport recently. The big event of the day was the tour through the Movieland of the Air. One of our members picture was played there — Pat Inwood, smiling back at us from the exhibit of the Powder Puff Derby.

Naomi and Jim Wilden recently flew the Anza Sky Trail and reported that it was a really fun trip.

#### **SAN LUIS OBISPO COUNTY CHAPTER**

**Marci Barnett, Reporter**

The spirit and gusto enjoyed at the beginning of the year was quite quickly dampened by rain and more rain.

We decided to start the year working in our own backyard, so Chairman, Emily Cletsoway and Grace McChesney made plans to air mark Paso Robles airport, our north county sister and one of our three county airports. February 3rd was set up in conjunction with Air West's schedule and all was well, til the rains came. Not to be thwarted we arrived on our rain date, Feb. 18th, long handled paint rollers in hand and got the job done! It was greatly appreciated, with Mayor Schwartz in attendance and C.A.P. boys doing some of the heavy work. Our mission was accomplished between temperature and dew point spreads, lasting only a short period of time.

Our meeting last month was held in the evening in Santa Maria. We reviewed some of our accomplishments of the past year and found we had hauled 3,926 lbs. of medical supplies for the Direct Relief Foundation. Tentative plans were made to participate with our County Pilots Assn. in an APT Day at San Luis Obispo Airport in May, also to include a pancake breakfast. Sharon Gates will be chairman, our week-end cookies will again be baked and delivered to airports. This affords us some income and is a service to our general aviation visitors.

#### **SANTA ROSA CHAPTER** **Lillyann Leland, Reporter**

The Santa Rosa Ninety-Niners are bursting with pride! Our Chapter chairman, Mrs. Ginny Wegener, has just won the Regional competition for the Instructor of the Year Award! Both Phyllis Cantrell and Ginny Wegener were named as finalists, with Ginny winning out over Del Norte, Humboldt, Mendocino, Marin, Contra Costa,

Alameda, San Joaquin and Sonoma Counties. The candidates were recommended by a student, then scored by a group of judges on their ability to instruct, record of successful students, and on their contributions toward furthering general aviation. Ginny's record is outstanding and her experience varied. She has accumulated 5600 hours of flying time, earned an Airline Transport Pilot license and has flown the Powder Puff Derby seven times, coming in second in 1969. Both Ginny and Phyllis are instructors at Let's Fly, in Sonoma County.

Concerning activities of some of the other members:

Joan Robbins passed her written commercial test!

Margit Lindholm also passed her written commercial. At present she is traveling throughout India.

Ann Tunney and her husband are touring Baja for several weeks. They flew down in their own plane.

Lynn Barthel received her instrument rating and opened up a new restaurant in Santa Rosa (in that order!)

Sandy Petersen flew to Red Bluff.

Janne Carlin flew to Auburn for some winter skiing, and then to Santa Maria.

Aliene Lee and her family flew their plane to Scottsdale, Arizona for a vacation in the sun. A week later, she and her husband flew down to Palm Springs to bring back a Cherokee Six for Steve Jones of Let's Fly. The same week, Aliene flew to Santa Monica to bring back a sick child.

Pauline Goslovich is attending flight engineers school for Turbo Jet Boeing 707 at Sierra Academy in Oakland. She is preparing to pass her written test for flight engineer.

Ginny Wegener was one of the main speakers at the recent General Aviation Seminar held in Santa Rosa. Ginny spoke on Women's Role in Aviation and noted that more and more women are flying. She also outlined the APT Program for the Ninety Nines.

Phyllis Cantrell is the local APT chairman. Our three instructors in the Santa Rosa Chapter have volunteered their services, gratis, to give each member of the Santa Rosa Ninety Nines an APT check ride. The three instructors are Carole Rayburn, Phyllis Cantrell and Ginny Wegener.

#### **TUCSON CHAPTER**

**Ginny Cook, Reporter**

A new Beech 'Duke' has joined the Bob & Patsy Brooks family, being big brother to Patsy's new Tu-holer Pitts. Their old plane, a Baron, was named "Baron Grinnit." You don't suppose she will name the new Duke ... 'Donald Duke' ... (oh, no!) Virginia Edward's 49 1/2er Lum, just returned from the Cessner plant in Wichita. We're going to have a new Cessna Flight Center at Lease-a-plane. Our sympathy to Maggie Schock who lost her father. Maggie and 49 1/2er Ray are in Las Vegas attending the Flight Instructor Clinic where Ray will receive his revalidation, as will Dot Jenkins, and 49 1/2er Charlie.

Phyllis Courtney, 49 1/2er, and children, went to Guaymas via a rented Winebago for the four-day rodeo weekend. Sounds like fun.

Our very popular 66 and the one with the most seniority, Terry Robertson, has been presented with a 'her' bird. A dashing Cessner 150, which she will now learn to fly and get her license and become a 99.

TUCSON'S TREASURE HUNT is off to a good start. We have four early bird entrants — the Belden Crists — Nancy Eppard — and two anonymous entries. This year's HUNT will be limited to 35 planes, so if you are entering, don't just stand there — do it — do it — do it — We had a tremendous time last year, and this year we're really rolling. Chairman (we call her the 'Huntress') is Virginia Edwards. Clues are being formulated by Jayne Hunter, Barbara Welsh, and Wynne Hayward. Registration chairman is Dot Jenkins.

Norma Wilcox has relinquished the reins, as she is just overwhelmed by driving a 12 horse team. Jayne Hunter, will pick them up and be acting chairman for the balance of Norma's term.

San Diego, you did it again, your sectional was delightful!

#### **UTAH CHAPTER**

**Joan Barton, Reporter**

The old saying is better late than never, so here is our new listing of Activity Chairman — late. Air Marking — Lila Fielden; Aerospace — Dee Ricord; Amelia Earhart Scholarship — Jeane Freestone; Contest — Diane Hastings; Flying Activities — Jane Patterson; Membership — Eleanor Irvine; Nominating — Barbara Whitaker; Publicity — Jane Patterson; Scrapbook — Vivian Yardley; Ways & Means — Terry Wojcik and Air & Space Museum — Alberta Nicholson.

Nancy Reuling has been fog-seeding from an Aztec at Salt Lake City International Airport. She has been out flying in weather that would make most of us hesitate to drive a car.

On January 28th, Jane Patterson, Barbara Whitaker, Vivian Yardley and their guests flew over to Wendover Field, recently opened to the public for the first time. There were about nine aircraft that took advantage of a glorious Sunday afternoon.

Our monthly Chapter meeting was held on March 2nd at Nancy Reulings' home in Salt Lake City. Those who arrived along with a howling wind were Barbara Barlow and sister Beckey Larsen, Joan Barton, Lila Fielden and guest Kay Grimm, Jane Patterson, daughter 66 Valarie and guest Julie Jacobsen and Barbara Whitaker. Nancy's guest for the evening was Mr. Preston Hunt from the FAA. Mr. Hunt briefed us on the newly implemented State III Radar Service at Salt Lake City International Airport.

The last time Jane Patterson saw Barbara Barlow, Barbara was in the Jelco hangar under the Learjet performing some mysterious rite in the wheel wells.

Vivian Yardley is attending Instrument Ground School.

Happiness is ... having your airplane hangared in the wintertime.

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## Middle East Section

DELAWARE - MARYLAND  
PENNSYLVANIA - VIRGINIA  
WEST VIRGINIA

### CENTRAL PENNSYLVANIA CHAPTER Carol Ann Windsor, Reporter

Our February business meeting was held in Williamsport. It was announced by chairman, Ronnie Johnson, that we have a new member, Mary Galbraith. Mary could not be with us in February as she was vacationing in Haiti — lucky girl.

A tanned Shirley Weinhardt recently returned from Hawaii. She is keeping busy these days as Secretary-Treasurer of the Central Pennsylvania Chapter 401 of EAA. Our Martie Pool and hubby Champe were guests at the Charter presentation ceremonies for EAA 401. Champe showed his slides of the Aerobatic Championships in France. Martie is busy in her profession as physician, working three days a week in the Early Childhood Center for the Harrisburg Public School system. In addition, Martie flew 350 pounds of medical supplies to Jane Mencias, a new member of the Greater Pittsburgh Chapter who flew them on to Cincinnati. The supplies were brought to Martie by the Garden State Chapter.

Alice Fuchs was in Washington recently to participate in a press briefing introducing the new Piper Instructional Program to the press and the FAA. As Alice explained it to this reporter, it sounds like an excellent program full of motivational techniques, illustrations and audio-visual aids to assist the student to complete all phases of ground instruction for the rating being sought.

Helen Sheffer is busy as a flight instructor for CAP.

Betty Harlan has a new 177 Cardinal and is working on her instrument rating. Good Luck, Betty.

At our March meeting in Elmira we discussed the '73 terminus of the PPD with the girls there.

### EASTERN PENNSYLVANIA CHAPTER Kate Macario, Reporter LOUISE SACCHI: 200 TRANSOCEANIC CROSSINGS



**LOUISE SACCHI** (on the left) and **Kate Macario**, Chairman of the Eastern Pennsylvania Chapter (on the right) at the "OPEN HOUSE" for Louise to celebrate her 200th Transoceanic Crossing. It was held at the PHILA. AVIATION COUNTRY CLUB at WINGS FIELD, Ambler, Pa. (where Louise had worked as an Instructor and Company pilot for 15 years), on Sunday, February 11, 1973. Louise was presented with the Amelia Earhart medal from the Chapter.

On Sunday, Feb. 11, the Eastern Pennsylvania Chapter of the Ninety-Nines held an "Open House" for Louise Sacchi to celebrate her 200th Transoceanic crossing. Seventy friends and notables in aviation flew in or drove to the Philadelphia Aviation Country Club at Wings Field in Ambler, Pa., to offer their congratulations to Louise. The Chapter presented her with an Amelia Earhart medal engraved with the date of the 200th crossing, Jan. 19, 1973. Narco Avionics gave her a beautiful plaque inscribed with the words "To Louise Sacchi, in recognition of her successful completion of 200 Transoceanic Flights, thus demonstrating the safety, reliability and utility of General Aviation aircraft and associated equipment." Many telegrams and gifts from those who couldn't be present were sent from Beech Aircraft Corp., Susie Sewell, Int. Pres. of the 99s, Gov. of the Middle East Section, Connie and Abby Wolf and others. It was a great day for a great lady.

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

The D.C. Chapter's outstanding Velta Benn has been named FAA Instructor of the Year for the Washington district. District winners now compete for regional honors. A National Instructor of the Year will be selected from those winners in early summer. We are pulling for Velta!

1972 is the kickoff year for what will now become an annual competition. It is great, and entirely fitting, that Velta should be the first to receive the award. Aside from her own remarkable flying achievements, she has trained countless numbers of safe, sound, — and joyful — pilots through the gamut of ratings. She has done far more than her bit in safety seminars, for example, and probably set some records instructing in AOPA Flight Training Clinics, most recently at the West Palm Beach clinic.

Another tribute to Velta's well-known, well-respected competence came when FLYING Magazine chose her to teach one of general aviation's severest critics — a Nader's raider — how to fly. His training, subsidized in part by FLYING, is now underway at PG Airpark, Velta's home base.

Velta and other D.C. Chapter members accompanied FAAs Womens Aviation Advisory Council on a 23 February inspection trip to the newly-installed ALPHA numeric system at the New York Center in Islip. Participants from this area included Anna Chennault, guest of honor; Nona Quarles, Joan Barriage, Marge Boylan, Durette Huck, Blanche Noyes, Mary Jo Oliver, Jackie Scott, Joan Stalk, Virginia Thompson and Francine Bowman.

Francine, the reporter, writer, editor, publisher and distributor of the Chapter's new newsletter, "AVIA-Tricks," produced its first edition in February. It is an important addition for our far-flung, diversified chapter — and informative. It noted, for instance, that Bonnie Klitzkie and Mary Oliver received their instrument tickets, and that Connie Marsh won more than \$500. in a Miami Sport Bi-Plane Race.

Intrepid Connie was the only woman entered in the four-class, week-long event. It included competition between World War II fighter aircraft, Formula I racers, T-6's, and the sport bi-planes, like Connie's. She expects to finish a new, racing-only biplane by early summer. It has been 3 1/2 years in the building, mostly wintertime efforts in

her basement. But when it is done — look out, competitors! Connie could be a 200-mph threat to your prize-winning chances.

## Southeast Section

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

### ALABAMA CHAPTER Jewel Hudgins, Reporter

Hi, from Alabama 99's. We managed a beautiful day for a winter fly-in at the Jetport in Huntsville on February 4. Our January meeting was not held due to bad weather. We were scheduled for the airport at Fairhope, but we will try again in March.

We enjoyed having Esther Wright of the Deep South (Georgia) Chapter as a guest. She encouraged us to "blow our own horns" as women in aviation. Donna Green brought Anita Skea as a guest. She encouraged us to "blow our own horns" as women in aviation. Donna Green brought Anita Skea as a guest. She encouraged us to "blow our own horns" as women in aviation. Donna Green brought Anita Skea as a guest. She encouraged us to "blow our own horns" as women in aviation.

Our speaker was Mr. Barr of Barr Aircraft Radio Shop in Muscle Shoals, who presented an interesting program about ARNAV. Juanita Halstead confirmed that it really works.

99's were encouraged to get APT especially before the joint Southeast-South Central Sectional to be held in Little Rock, Arkansas March 30 — April 1.

Other members present were Beeland, Vaughn, McDermott, Atha, Conn, Ray, Parrish, Miller, Heilpern, Pullins, Frierson, Holeman Wade and Carastro, member at large.

### DEEP SOUTH CHAPTER Shirley Otis, Reporter

"Gray spots began to form before my eyes — how curious! My nails show a hint of blue ...

The questionnaire went on and on ... "question No. 14-Husband's name?" "what is my husband's name? ... Jim ... no ... Gene ... that's it! ... now if I could only remember how to spell it ... Oh, I feel so good, the whole world is so beautiful (altitude chamber assistant: "Mrs. Otis, if you need oxygen why don't you put on your oxygen mask?")

"The letters of the typed page are dancing ... isn't that silly (giggle!) (assistant: "Mrs. Otis, you had best put on your mask or you will die soon!) ... "This air tastes, smells, and feels the same as it does at Sea Level ... I'm just tired from last night's party ...

"Gee, the room is spinning. The gray spots are getting larger ... I wonder if I could reach out and grab one ... Can't lift my arm ... Oh, well, doesn't matter, everything is black now, anyway ... (attendant: "Mrs. Otis, you are dying, put on your oxygen mask!")

When my darkened eyes could again see and my numb mind began to function I realized that the altitude chamber assistant was firmly holding my mask to my face and commanding me to "breathe — breathe!!" His brown eyes peaked at me over his own life support mask — within seconds I felt normal again, and I must never forget those curious gray spots that will spell danger to



me throughout my flying career. They are my personal danger signal. They will tell me when my brain is being deprived of oxygen. Altitude chamber assistant: "Now we will descend to 30,000 feet for another experiment."

Joyce Toman removed her mask and began to hurriedly place the little plastic squares into the matching holes in the ball. She was doing a fine job of locating the odd shaped holes. But then she began to slow down and her lips and nails turned an ugly blue . . . her face was white. The normally pretty woman looked very sick. (assistant: "Put on your mask Mrs. Toman, if you need oxygen")

The plastic pieces became difficult to recognize — she tried to put a round piece into a square hole! She tried to unclench her fists and couldn't . . . (assistant: "Hook up your oxygen mask")

She didn't hook up and within the next few seconds she dropped her head to her lap. The assistant forced the oxygen mask to her face and she quickly became Joyce Toman again. Joyce will never forget her personal symptoms, either.

Murry Mackee (49 1/2er) became slow on the written test. The successful business man began to make many errors and finally just sat and stared into space.

Virginia Mackee reacted in much the same way as her husband had. She has terrible hand writing when her brain is starved of oxygen!

Judy Hall, the normally "sharp as a tac" college grad couldn't answer some of the basic knowledge questions after a time. (that must have really frustrated her!)

Each person discovered their personal danger signal which could be different for every person deprived of oxygen. Every pilot should get to know his own.

Before the altitude chamber excursion we rode a super duper vertigo chair and had several hours of lecture from the Ft. Rucker, staff on the need of the human body for oxygen . . . What an important experience it was!!!

#### FLORIDA SUNCOAST CHAPTER

**Sally Tanner, Reporter**

(Substituting for Dotty Birdsong)

Valentine Day found the Suncoast Chapter members in Venice, Florida with Mr. L. D. Herman, of Venice Airpark, there to greet us with coffee, doughnuts and Valentine candy.

The thirteen Ninety-Nines in attendance were introduced to special guest, Novateh Davenport. Novateh is a former Ninety-Nine who received her license in 1933, and a former writer for Flying Magazine. She showed us a publication, *Airwoman Magazine*, dated March 1937, featuring Amelia Earhart, women's fashions of the day, a New York women's airshow in which Novateh participated, and other articles of interest to lady pilots.

Two new members, Gladys Henderson and Joan Jenks, received their pins; Mary Louise Brooks and Barbara Sharit were affirmatively voted upon.

After lunch at Fisherman's Wharf, we were given an interesting and informative tour of Mr. Herman's renowned aircraft engine rebuilding facilities. All members seem to agree that we need to have a little more knowledge of that end of our aircraft.

Ivonne Zych, our busy little photographer, has put her camera down long enough to receive her multi-engine rating. Betty Hood seems to have an inexhaustible



*Florida Suncoast Chapter Meeting in Venice, Fla. Feb. 14, 1973. Front Row: Ethel Gibson, Mary Lou Shapiro, Betty Hood. Back Row: Sally Tanner, Millie Lafferty, Sue VanDyne, Jennie Cook, Marcella Klotter, Novateh Davenport, Joan Jenks, Ruby Sadtler, Karen Meinjohans, Gladys Henderson.*

supply of bedpans, repacked with miscellaneous medical supplies for D.R.F. Millie Lafferty and Sally Tanner have been helping her move them on by delivering one load to Luverne, Ala. and another to Kansas City, Kansas. Next time we will know better than to fly to Kansas in January. While snowbound there, we had crash courses in retrieving old printers' type, woodcraving, and crate dismantling under the tutelage of my sister, Mimi Hanna. It is amazing what those Kansans find to do when the weather is uncooperative.

Next month, we'll be back in our painting clothes, putting the finishing touches on the newly paved Vandenberg airstrip in Tampa. Regular reporter, Dotty Birdsong, is in New Orleans on business with her husband, Charlie, but will be back on the job next month.

#### NORTH GEORGIA CHAPTER

**Doris Engerrand, Reporter**

The North Georgia Chapter held its regular monthly business meeting at the home of Jean and Roy Voyles. We were sad to learn that Patricia Lyddan will be leaving our Chapter; however, we know from experience that she will prove to be an asset to the Tennessee Chapter when she moves to Nashville soon.

Although April promises to be the busiest month this year, we are pleased to report that we have been extremely occupied to date, having, completed the surveying of 35 airports. This project is way ahead of schedule.

Janice Massee was the winner of our first fun project of the year. She won a beautiful trophy for holding the best hand at the end of the poker run that began at Carrollton, Sunday, January 14.

Kay Guice and Jean Voyles flew separate excursions over the central Georgia area to

view first-hand the tremendous snowfall. Although 18 inches of snow may not seem much to our friends in the north, it is really paralyzing when it hits a region in the deep south. The airports as well as all the roads were closed for hours. In fact some of the smaller airports were closed for two days. Atlanta missed the snow this time.

#### MEMPHIS CHAPTER

**Nancy Miller, Reporter**

The pilot safety seminar sponsored by the Memphis Ninety-Nines was a great success. We had speakers from the FAA in Oklahoma City and the Memphis area. It was rewarding to the members who worked on the seminar committee to see attendance reach 81 pilots.

The February meeting was held in the Terminal Building at Huntsville, Alabama. Members who joined the fly-in were: Mary Oliver, Chris Brown, Hilda Savage, Fern Mann, Netta Holden, Nancy Miller, Martha Tobey, Rosemary Williams, Pat Kellett, June Pentecost and Doris Taylor. Visitors were Jean McCarthy and Elizabeth Farmer from Memphis, and Claudia Conn and Miriam Pullins from the Alabama Chapter.

Wedding bells will soon be ringing for two Memphis Ninety-Nines. Becky Heywood and Dennis Brown have announced plans to be married. Becky is Corporate Secretary and Dennis is President of Memphis Airways, Inc. Sandy Roberts is making plans for her wedding to take place in Florida. Congratulations!

Yours truly flew to Dauphin Island and Mobile, Alabama for a leisurely weekend. Rosemary Williams made a flight to Tupelo, Mississippi.

Netta and Doug Holden are the proud owners of a new Bellanca Viking. Fern and Chuck Mann flew to Alexandria, Minnesota with Nitta and Doug to pick up the plane.





*Sarah Gose, Jo Thompson, Lady McReynolds, and young admirer look over Evelyn Johnson's tie-dyed flight suit. This was among gifts received at a surprise birthday party given for her by Tenn. 99's in November at her Morristown airport office.*

The Mann's and Holden's also found time this month to fly to LaBella, Florida for an air show and aerobatic contest.

Happy Flying!

#### **TENNESSEE CHAPTER** **Marilyn V. Ayers, Reporter**

Big plans are being made for a 99-sponsored Safety Seminar to be held on April 26 at the McGhee-Tyson National Guard theater in Knoxville. Featured speaker will be Pete Campbell of the FAA.

Edna Davis, Lady McReynolds, Evelyn Johnson, Helen Haynes, Marie Hurley, Donna Bower, Fran Davis, and Bertha Jones attended a three day Flight Instructor Seminar at the University of Tennessee in January.

Twenty-eight members met on February 10 in Morristown. Some of the items discussed were the annual awards luncheon to be held in Nashville in June, the safety seminar in April, the joint Southeast-South-central Sectional meeting in March & the Angel Derby fly-by. We learned that fifty-five pounds of drugs had been flown west from Morristown.

### **New England Section**

CONNECTICUT - MAINE  
MASACHUSETTS - NEW HAMPSHIRE  
RHODE ISLAND - VERMONT

#### **EASTERN NEW ENGLAND CHAPTER** **Judy Gillis, Reporter**

Our February meeting was on a Friday evening at a steak house in Westboro, Mass. The speaker was Mr. Rick Bullock telling of his experiences in flying a Helio Courier to Paris via the Azores. (This particular Helio belongs to Virginia Cowles of Shelburne, Vermont who flew N8888E on to Africa. She told us of her adventures in flying in Africa at the last New England Fall Section meeting.) This Atlantic crossing was a first for Mr. Bullock. At this meeting a new member was pinned — Sue Haselman.

Another of our fine members will be relocating shortly. Lola Madden's husband is retiring from the Air Force, and they will be moving to the state of Washington. We wish them both the best of luck.

On February 21, in connection with the FAA, our Chapter ran a successful GAMA Safety Clinic. It was very well attended by approximately 600 people. Included in the program, along with slides and discussions of many aspects of safety in flying, was a briefing on the newly implemented Boston

TCA; a demonstration of how combustible pure oxygen is shown by turning a lit cigar into a veritable "flame thrower" by blowing into it after having breathed in pure oxygen; and the always surprising demonstration of the Barany chair vertigo simulator. Lola Madden and her able assistant, Alice Foeh, did a fine job in planning and making preparations. Kudos also to all who pitched in with a big helping hand to serve coffee and refreshments at the clinic, plus the preliminary addressing of 8801 (!) announcements sent out to advertise this event.

Plans are progressing well for the AWNEAR (All Woman New England Air Race) to be held on May 19 from Worcester, Mass., and everyone is busy soliciting ads for the program, preparing all the necessary ground work, etc. It has been announced that YANKEE magazine will be running a feature story of the 1971 AWNEAR out of Lebanon, New Hampshire in their May issue. As race hosts this year, we hope to make the 1973 AWNEAR as successful as all those of past years.

Mona Budding recently conducted an aviation seminar for girls from Dana Hall, Mass., where her daughter attends school, and boys from Rivers Country Day School during "February Week", when they get a choice of an activity in which to participate. They were all of high school age, and most enthusiastic. The week ended with a tour of Logan Airport at Boston, Mass.

We are pleased that one of our members, Judy Hartzler, and her 49 1/2er, Glen, are now senior members of the Civil Air Patrol at Hanscom Field, Bedford, Mass. Glen is an operations officer and Judy is a medical officer.

As each month passes the number of those APT is steadily growing. Your reporter won Pollyanna Propwash's monthly prize at a drawing of names of those APT during January at the February meeting.

#### **WESTERN NEW ENGLAND CHAPTER** **MARGARET B. Brown, Reporter**

It's been a quiet month for our flying, with several snowstorms to clog runways, alternating with lovely bright clear days with high winds and turbulence.

Our February meeting at Alexandra Taylor's was postponed for a week to February 9, due to weather too bad for driving. Mary Kohler gave an informative talk and showed slides of her latest trip to Germany, where she and 49 1/2 Heinz journey frequently to visit his family.

The next membership meeting will be on March 16 at Shirley Dunlevy's home in Longmeadow. Shirley has just sold her Cherokee 140, N6800W, in which she earned her Private, Commercial, and Instrument ratings. We will all miss Zero zero Whiskey.

All of us are looking forward to spring!! and some good weather, and have many plans in the works for activities.

### **New York-New Jersey Section** NEW YORK - NEW JERSEY

#### **GARDEN STATE CHAPTER** **Dolores Jane Zilincar, Reporter**

On Saturday, January 22, our Chapter was honored when three members — Jerry Roberts, Alma Hitchings and Alice Hammond — were invited by Mr. George Gary, Director of Eastern Region, to a "premiere"

showing of the new wing in New York Center. The Center today is one of the world's most modern and up-to-date air traffic control facilities. After a briefing, guided tour and debriefing, the girls were entertained at a luncheon sponsored by former CAA Administrator, Jimmy Pyle. Jerry Roberts, Governor of the New York-New Jersey Section, spoke thanking officials for honoring officers of the 99's with such a precedent setting invitation.

Our next prominent involvement will be our participation in the GAMA Program, March 3, in Garfield, New Jersey. The format will consist of three, three-hour sessions with emphasis on instrument training. Garden State 99's have been asked to help monitor the simulators (lucky people who signed up early will be given an hour free time in a simulator) and to act as hostesses. We'll be resplendent in our snappy Garden State Chapter uniforms — navy blazers with 99 emblems and white pleated skirts!

Sunday, February 26, Janice Blackburn, chairman of the first GARDEN STATE 300, held a meeting of committee chairmen at Miller Air Park, Ocean County. Committees include: Carol Kozon, Operations; Judy Meltzner, Ways and Means; Doris Dolce, Banquet Decorations; Flo Walsh, Judges; Diane Shaw and Winna Sommers, Impound; Dolores Zilincar and Dana Mack, Hospitality and Reservations; Stephana Gredsted, Transportation; Alma Hitchings, Rules and Route. Our meeting ironed out many problems encountered when one initiates a cross-country proficiency competition. Emphasizing the importance of private aviation to the non-flying public is one of our goals.

In our personal achievement department this month we salute 66 Joan Kull. She successfully passed her private written and a first solo is in the making. Our Janice Blackwell spoke to a madison Township Junior Girl Scout Troop last month. She discussed learning to fly, procedures, needs, medicals and types of licenses. The girls were especially enthralled with map work. Globe-trotting Dana Mack spent a week in Switzerland skiing and she had to try a bit of mountain flying. Dana reports it is a little different when you are surrounded on all sides by towering peaks.

Last week your reporter and 49 1/2 August flew to Williamsport, a beautiful airport nestled in the foothills of Pennsylvania. We visited the FSS and were most cordially welcomed. During our stay, we discussed many things involving the personnel's duties and aspirations and one thing emphasized by Mr. Louis Yerger and Mr. John Leck, FSS specialists, was "call us, we're here to help and serve you." In particular, Mr. Yerger asked me to stress in our publication the importance of a call from pilots, especially student pilots, as soon as a problem comes up. The problem may be simple or grave, but the FSS can't help you "till you explain your situation." Mr. Yerger said, "Don't wait 'til you have compounded your errors — your fuel is low and your cool is gone — call when you first need assistance." We all need help now and then — fledglings and pros alike. Flight Service is our friend. And that's the truth!

#### **GREATER NEW YORK CHAPTER** **Carol Leipzig, Reporter**

At our February meeting, we were happy to have as our guests, Mirkka Partinen, a Private Pilot from Finland, and Irene Wert-



schafter from Washington, D.C. Irene works for the Internal Revenue Service, which enables her to fly all over and meet with many chapters of the 99's.

This seems to have been a month when several of our members have spoken to different groups on aviation. Key Brick gave a talk on the Powder Puff Derby to the Bergen County Altrusa Club. Doris Renninger was busy giving a talk to P.S. 169Q third and fourth graders in New York City on February 13th. Previous to this, Doris talked to P.S. 96 on January 10th. Our Chairman, Peggy Naumann gave a talk on "Modern Day Amelia Earharts" to the New York Zontas on January 18th at a dinner meeting in New York.

Doris Renninger has been nominated to be on the ballot for International Vice President for the year 1973-1974.

On Saturday, February 10th, the advertising firm of Burson, Marsteller held an interview for the purpose of finding out just why women fly, how we got started, and why we get "hooked." Their real purpose in holding the interview was to find a way to make aviation more appealing to women, through advertising. Those who took part in the interview were Betty Barlia, Carol Leipzig, Mickie Thomas, Penny Amabile, Kay Hildebrandt, Phyllis Sproul, Doris Renninger, Felicia Lee, and Arax Sismarian. It was most interesting, as there was a perfect cross section with regard to flying experience among the ten of us, and we were even paid to talk about what we all love to do . . . fly!

March 3rd, we are co-hosting an Instrument Clinic with the Garden State Chapter, at the Cameo Restaurant in Garfield.

In April there will be an APT Fly-in for any 99's who would like to avail themselves of the opportunity to become APT. There will be Flight Examiners at Caldwell-Wright Airport that day. Our most recent APT members for 1972-1973 are Helen Egan Levy, Betty Palton and Jane Sultan.

The General Aviation District Office voted Angela Kovacs Instructor of the year for this area. There will be a banquet to announce the Regional and National winners on April 5th out on the Island.

Helen Levy and 49 1/2 Bill flew down to Puerto Rico, rented a 172 and flew the island, then on to St. Thomas and St. Croix, where they had lunch with Julie Von Saal and her 49 1/2 Fred.

#### **NEW YORK CAPITAL DISTRICT CHAPTER**

**Mary Scher, Reporter**

At the last meeting of Capital District 99's, Arnie Fowler, a man of many titles at Rensselaer County Airport spoke to us. He says we start to learn to drive when we are babies, and each time we enter a car, we learn — On the other hand, a first flight lesson, might well be the student's first time in a small plane, or any plane at all. Mr. Fowler also explained about the Enroute Weather Advisory Service (EWAS) that is scheduled for installation at Montpelier, Vermont. We are conducting a letter writing campaign to Congress, trying to influence the installation at Albany County Airport, instead of Montpelier. The logic being that it would serve a greater area, at far less cost, considering the facilities and personnel now available at Albany, N.Y.

On February 8, 9 & 10, the Capital District 99's participated in a GAMA/FAA Safety program at Saratoga, New York. This is our second GAMA Program — We helped with

one in Albany last June. We saw pictures of airplane crashes, from the beginning of aviation to date, and the reasons they happened. We heard experiences of being an FAA inspector. We saw the Barany chair in use. We learned Take-off and landing techniques and flight operations in winter weather and did we furnish the weather!! Peg Weiss, Chairman, and several other 99's were in attendance the three sessions, circulating among the guests, and helping in any way they could. A most successful clinic, says Richmor Aviation, FBO Sponsor.

Ruth Green and 49 1/2 Bob flew their Cessna Super Skymaster to St. Petersburg, Florida for a three month stay. Ruth is actively working on her instrument rating.

Joan Frazier, having passed her Instrument written, has her flight test scheduled, and will soon have a brand new rating!

Congratulations to former Chapter Chairman and NYCD charter member Kathy Heidrich Smith, who became the mother of a prospective 99, Amy Marie, born on January 21, 1973.

#### **ALL-OHIO CHAPTER**

**Ann Johnson, Reporter**

At our February meeting, which was held at Union County Airport, Marysville, Ohio, we learned that —

The Findlay area 99's had recently been guests of Zonta, Inc. Ruby Menscheing was one of the guest speakers for their Amelia Earhart Commemorative luncheon.

Marian Moyer was elected President of the Huron County Federation of Republican Women.

Pat Fairbanks was chairman of one of the GAMA Safety Seminars in Cincinnati, which boasted 900 in attendance; and then flew to Miami for the Air Races to watch 49 1/2 Don place 3rd in the Sport Biplane Class!

Consuelo Z. Huffman received her Air Traffic Control Facility rating and promotion to full journeyman controller level at Lunken Control Tower. Congratulations, Connie!

Congratulations are also in order for Helen McCahan, who just received her Commercial rating.

Bonnie McSwain and 49 1/2, Tim, flew medical supplies for the Direct Relief Foundation on Jan. 14 and Feb. 11. The supplies, which totaled 260 lbs., were donated by the Ohio Hospital Association in Columbus. They were picked up in Marys-



*Tom Tector, Accident Prevention Specialist for Columbus GADO (on the left) and Paul Long, Port Columbus Air Traffic Controller, speakers at the February meeting of All-Ohio 99's.*

ville, Ohio, and flown to Fort Wayne, Indiana.

Tim and Bonnie pounded out the first rib of the Central Ohio Chapter (of the Experimental Aircraft Assoc) Pazmany PL-4 Project!

Bernita M. Nickell and 49 1/2, Roger, sold their Cessna Skyhawk and are going to buy an Ag plane. Bernita brought her 2 nieces to the meeting as prospective members, Tereasa and Cheryl Deringer of Ada, Ohio. Bernita really keeps busy helping run the farm, crop dusting, and keeping house too! That's why we don't see her very often at meetings.

Thanks to Valerie Morgan who donated her typewriter (she bought a new electric model) to the Chapter in response to a motion from Janice Kuechenmeister that we purchase a typewriter and some type of copying machine. (Copying machine, anyone?)

Immediately following the meeting, we had a Safety Seminar directed by Tom Tector, the Accident Prevention Specialist for Columbus GADO. With him was Paul Long, Port Columbus Air Traffic Controller, who explained the use of the Stage III radar control for us.

Tom told us that Columbus is improving in the number of accidents we have, but that the causes of these accidents remain the same. Number one on the list of causes is "stall — spin type" conditions followed by "poor judgment" in knowingly flying into adverse weather conditions. After that, we have poor technique in "cross-wind landings", "short-field landings" and trouble in "wake turbulence".

We were shown an interesting movie of the 1st Boeing 747 and the testing systems used; after which, most of us proceeded to the Lamplighter Restaurant for lunch and good conversations.

#### **CAPE GIRARDEAU AREA CHAPTER**

**Charmiane W. Freeman, Reporter**

The Cape Chapter met in Cape Girardeau for its February meeting with eleven enthusiastically planning for the coming air races. They will help with NIFA in Carbon-dale and have members participating in hosting the Angel Derby in May.

Lois Feigenbaum has been to Washington to attend a WACOA Board meeting recently. All members enjoyed her detailed description of how the Board functions. The group discussed one thing the Board has been reviewing — Special VFR — uses, abuses and possible action of the board to try to prevent some of the many weather-related accidents, which have been occurring all too frequently.

The Cape Chapter will sponsor a FAA Safety Seminar in Dyersburg at the Dyersburg State Community College on March 1, hoping to attract a large group of aviation enthusiasts from the surrounding area. An added incentive is still getting to drop a name into the pot for the \$30,000 airplane!

Yours truly attended the newly formed Tennessee Aerospace Education Association held in Chapel Hill Tennessee at the Henry Horton State Park Inn on the 16th and 17th of February.

#### **CHICAGO AREA CHAPTER**

**Sandy Klock, Reporter**

Despite pessimistic weather forecasts, 12 airplanes filled with members, prospectives, 49 1/2ers and guests flew into





*Illini-Nines Air Derby raffle drawing on February 10th at Crystal Lake, Ill. Airport. L. to R., Norma Freier, Mary Waters, Elsie Wahrer, Julia Konger (all Illini-Nines Board Members). Little girl drawing lucky winners is Linda Stowell.*

Porter County Airport, Valparaiso, Ind., on January 27th for yet another successful and fun fly-in lunch. Our Chicago gals were met by our own Mary Krautkramer, Gail Wenk, and Walter and Charlene Falkenberg. Indiana 99s Scotty Harmon, Norma Nevitt, and Tina Sturdevant took care of ground transportation, assisted by Walt Falkenberg, and Sue and Pat Gatlin. Hospitality was great. There were 37 at the luncheon table at Wellman's Restaurant.

Our February meeting was held on the 18th at O'Hare Airport, and featured a visit to the Weather Bureau and a special raffle and drawing to select 6 lucky people to visit the O'Hare Control Tower and Radar Room! The honors went to: Rita Adams, Diane Cozzi, Nita Fineman, Gail LaPook, Diane Milmont, and guest Barbara Hackleman.

I missed out on all that, but was enjoying flight in a Skylane on two cross-country hops — from Dallas to Memphis, and from Memphis to Charlotte!

Another reminder to all you potential racers out there — Illini-Nines Air Derby entry kits are available from Julia Konger, 2004 S. Barreville Road, McHenry, Ill. 60050, for just \$1.00. The race (both speed and proficiency categories) will be held out of DuPage County Airport, West Chicago, Ill., on May 25, 26 and 27, with accommodations at beautiful Pheasant Run.

The raffle drawing for the benefit of Illini-Nines was held on February 10th at Crystal Lake Airport, and it was really a great money-maker for the Derby. Elsie Wahrer was raffle chairman, and tickets were distributed and sold by the Chicago Area, Quad-Cities, and Central Illinois chapters. The winners, who all happened to be from our chapter were: Rosemary Pepin — radar range; Willie Dye — trash masher; and Marge Anderson — digital computer. Welcome to new member Juanita Harr, who was voted in!

Friedman and Mary Krautkramer, and Marion Jayne are Angel Derby entrants.

Pat Friedman (who flies a 1940 Ryan STM-E2) is co-chairman of the National Ryan Club, and chairman of its STA Division.

Diane Zelnick finally decided to go "dual" with Richard Milmont, and they were married on February 3rd — then enjoyed a real pilots' type honeymoon flying their Skyhawk to Tan-Tar-A resort at Lake of the

Ozarks. Congratulations, and may your future together be CAVU! The same good wishes go to Gail Lewis and new 49 1/2er Tom Goldthorp; they said their vows on February 2nd.

Applause goes to Linda Ripey, our first 66 to become a licensed pilot!

#### **CENTRAL ILLINOIS CHAPTER** **Clarissa Holcomb, Reporter**

Jean McLaughlin keeps busy flying — graduated Kay Martens and one other gal. She has several 66'ers and "occasionally, I train one of the weaker sex, too." For vacation, McLaughlins are pointing the Navion for Costa Rica with a stop at Acapulco and a "hope 180 miles across the ocean to . . . an island called San Andreas. We always carry water survival equipment." Jean doesn't swim.

This info for women changing their last name — you must go to GADO with marriage certificate in hand to apply for a new certificate. A notice by mail is not enough. Jean herself was almost grounded when her temporary ATP expired as they had no record of a Jean McLaughlin at OKC.

For all friends of Leah Warren, the news on son, David, is hopeful. He is at Methodist Hospital, Indianapolis, Indiana, 46202, Room 532-C, phone 924-7553. Leah thanks all for their loving interest and concern since the auto accident last September.

At least twenty women in Central Illinois found the two-day seminar put on by our Department of Aeronautics most rewarding. There were both VFR and IFR choices of program. On Saturday, our chapter meeting was scheduled and the morning coffee break with Lucille Gregory hostess, started it off. Tex Wickenhauser from St. Louis Area was most welcome.

Those accepted into the chapter: Margie Jones, Sheryle Kuizinas, Pat Sleeper and the newest rated pilot — Kay Martens.

Libby Kaiser has procured a speaker at our Spring Sectional in April at Champaign — Joe Fabrik, who is president of "Wings of Hope."

Margie Jones in spite of low ceilings made it to Bloomington from Sparta — had to get in on a special VFR — attended the chapter meeting and whizzed back to Sparta with clearing skies. Guess she traveled the greatest distance that day.

Kathleen Wood and Jean West are teaming up for the Powder Puff, as are Theo Sommer and Jeanne Morse. The rest of us plan to greet those who land at Champaign though it is not a Must Stop.

West and Holcombs went airport hopping again. Over to Danville this time. The boys are really working on the small planes there. A tailwind was getting its "weight and balance" figured. Jim Owens has done a beautiful job. Ruby Andrews' 49 1/2'r has stripped down a Cruiser and is on the way to making a plane out of it again for his brother in Canada. The Wests T-Craft is just about ready to assemble. Wings still in the living room, but not for long. They were waiting for frozen runway to get the Commonwealth Ranger over to hard-surfaced Decatur so it could be flown in spite of the muddy conditions.

I'm back to work — three more students in Ground School — Aviation, that is.

#### **GREATER KANSAS CITY CHAPTER** **Nona Martin, Reporter**

Our February meeting was held at the Carriage Club on February 1. It was rather

a bad old night, but approximately thirty enjoyed an excellent dinner, arranged for by Gordon Hamilton, Mary Ann's 49 1/2'er. Mr. John Cyrocki, Regional Director of the Central Region of the FAA spoke to those present on what effect the interest (or lack of) of the general aviation group has upon the rulemaking by the Federal Government.

January's fly-out was combined with business and pleasure in that eight planes left Fairfax airport loaded with about 900 lbs. of medical supplies en-route to Wichita. One of the members from Wichita had lunch with our girls. Those participating in the fly-out were: Billie and Charles Bordner, Pauline Clendenning and Jean Wilson; Fran and Jerry Dunfield; John and JoAnn Maple; Marge Englemann and Lois Willy; Mary Ann Hamilton and Bobbi Miller; B. J. Huff and Margaret Wright along with Virginia Pacey, Kathy Zimmerman and Rosamond Oliver.

Joan Reindl is quite proud of one of the entries in her log book. She got to fly a Lear Jet from MKC to Sherman Field.

Susan Mason is a new member of our Chapter having just received her pilot's license within the past few months. Susan flies out of Johnson County Airport.

Loretta and Jonesy went to South America and came home for one day before taking off on another trip. Fay and Lou Glenn have just returned from Mexico. Jean Wilson has been doing a bit of flying too, to Texas, Iowa and another place or two since the last newsletter.

We also have a couple of members who are going to Spain this month. Pauline Clendenning and 49 1/2'er Herb along with Aleah Combs. They didn't know they were both to go on the same trip until it was announced at the February meeting.

Marilyn Dickson made a trip out to the airport thinking she would get "her baby" out for a spin, only to be thwarted by the mud.

Hopefully, the Martin's and Miller's will be flying the "Flying Turtle" one of these days. It is still out of commission but we keep getting promises.

The Greater K C Chapter of Ninety-Nines are sponsoring an FAA Seminar for Flight Instructors' revalidation on May 1, 2, 3, 1973. The seminar will be held at the Prom Motor Hotel and the fee is \$25.00. Those of you in our area plan to attend! If you need any information regarding this event, contact Aleah Combs who is chairing this event. Proceeds to be given for scholarships.

We are about to go into full-swing on our plans for the 1974 Spring Section meeting. It's not too soon to start thinking in terms of a "fun week-end in Kansas City."

The March meeting will be held at the home of Nona Martin. I send this in closing,

"It won't be long now

'Til Spring is Near

And portends good news

For all who hold flying dear."

#### **QUAD CITY AREA CHAPTER** **Ellen J. Thiel, Reporter**

Our Chapter has been going all out on a safety drive. We had 2 FAA Safety Films at our January meeting. Our February meeting was turned into an APT Checkride Day, with some of our members getting APT. The March meeting will find us at the Davenport Airport, with Dave Shadle, our local FAA Accident Prevention Counselor,



as featured speaker. Dave is also Chief Flight Instructor at one of our local FBO's. He has asked our Chapter to be hostesses at the Safety Seminar to be held April 12th. Ellen Thiel, APT Chairman and Safe Pilot Program Chairman is writing an article on the history of the 99's, their aim and purpose, etc., to be passed out at the door to the audience.

Mary Ann Eiff and 49 1/2'er, Gary, have joined a flying club.

Sherry O'Keef & 49 1/2'er, Jack, Chicago Area Chapter spent the weekend at the Neil Pobanz's. They did a little local flying over the weekend.

Charlie and Von Alter recently spent four days at Lake Lawn.

Charlie retired from the Army in January, and happily they have decided to stay in our area.

Mary Ann Eiff, Direct Relief Chairman, reports there are four plane loads of Direct Relief supplies heading this way from Ft. Wayne.

Jo Ann Walker is spending a couple of weeks in California. She recently started her new job in the Aviation department of John Deere Company, as secretary, scheduling flights, etc., and said it is really fascinating.

Carolyn Pobanz was out shooting Touch and Goes the other day.

The Roger Smith's flew to Northwestern Iowa to join the Robert Thiel's at the farm for a day of skiing and sleigh riding.

#### **MICHIGAN CHAPTER** **Patricia Domas, Reporter**

Plans for the Power Puff Derby must-stop at Flint, Michigan are well underway. Kay Brick, AWTAR Chairman and Sammy McKay, Flint Stop Chairman, covered details at a meeting in early February. The stop will be manned by Nancy Hecksel, Chief Timer, with operations handled by Alice Markee and Maretta Simpson.

The February chapter meeting at Marshall was hosted by Dr. Patricia Hill of Albion and Dorothy Ross of Hillsdale. Guest speaker, Dr. Lynn Allen, an optometrist and private pilot, discussed visual requirements for flying, including lenses that are approved for pilots. Michigan 99 Patricia Hill, also an optometrist, spoke about visual perception and its effects on pilots. At this meeting, Joann Gromacki from Mt. Clemens, was welcomed as a new member.

Patricia Domas was invited to speak to Ypsilanti Zontians at their annual Amelia Earhart dinner in January. Marge Hatfield has been coordinating pilot-controller meetings in the Detroit area. At these programs, Detroit Metropolitan Airport controllers have introduced Stage III Radar Service and the new Arts III system. Future meetings have been scheduled for Howell, Pontiac, Detroit City, and Ann Arbor.

#### **WISCONSIN CHAPTER** **Toney, Reporter**

Our annual dinner meeting was held at the Pfister Hotel in Milwaukee, which will be convention headquarters for the International Convention August 9 — 12. A tour of the facilities was made, a preview of the banquet menu enjoyed, and the program was delightful. Arlene and Dr. Hersh Schwartz presented their slides on the Flying Physicians air tour to the Northwest Territory and Alaska. Arlene's descriptive comments were the "next best thing to being there", and even included the engine

sounds of their Bellanca Super Viking.

Marie Grimm adds another first to her laurels — she was elected President of Wisconsin Aviation Trades Association, the only woman to ever hold this office! A long time FBO at Wassau Municipal Airport, she is Secretary-Treasurer of Grimm Flying Service which her husband, Lyle, heads. Marie has an early aviation history. She started flying at 15, and was associated with her father, Archie Towle, a well known Wis. aviator, until his death in 1945. Most of her family are pilots — father, mother, husband, 3 brothers, 2 nephews, and 2 of her 4 children. Last year she received a special award from W.A.T.A. for outstanding personal contributions to the aviation industry and from C.A.P. for contributions to aerospace education. Early in February this vivacious gal was a speaker at the 18th annual Wis. Aeronautics Conference, and gave an excellent talk on "Airport Promotion: A Team Effort."

Winter weather hasn't stopped Queen Marilyn Ritzman from attending out-of-state Flying Farmer conventions. She and Herb flew their Luscombe to Indianapolis for the Illinois-Indiana meeting and then to Lincoln for the Nebraska gathering.

Katie and John Conkling's Cessna 150 will be away for about 3 months with son, Mike, in Stillwater, Okla., who will be entering some of the NIFA air meets.

Winter vacations are the vogue — Florence Fintak in Jamaica, Betty and Jim Willmore on a Caribbean Cruise, and Hersh Schwartz in Hawaii.

YOUR KEY TO '73 — MILWAUKEE!

**South Central Section**  
ARKANSAS - COLORADO - LOUISIANA  
KANSAS - NEBRASKA - NEW MEXICO  
OKLAHOMA - TEXAS

#### **ALBUQUERQUE CHAPTER** **Becky Lutz, Reporter**

Things have been happening pretty fast in Albuquerque. We are still thrilled over the success of the two-night Safe Pilot Seminar sponsored by our group in conjunction with the F.A.A. Over 250 people attended both sessions despite some very inclement weather to hear some outstanding speakers. Mr. Ken Gardiner of Continental Motors made the topic of airplane engines an exciting one, while Dr. Snyder, Regional Flight Surgeon, spoke on the effects of drugs in flying. Mr. Bill Mekeel, State Aviation Department spoke on night flying and Mr. Roger Mitchem, Accident Prevention Specialist, discussed flight accidents. The gals managed to dig up quite a few door prizes to top the evenings off.

Many of our girls participated in a Poker Rallye sponsored by another aviation group. Lots of fun was reported by all. The rallye involves flying to five airports to pick up a poker card. Lots of prizes were given at the party following. The money made was contributed to the St. Jude's Express, a non-profit organization of pilots in charity work.

Congratulations to Joyce Buehler, our program chairman, for having been inducted into the Blue Max Society, an aviation honorary affiliated with the New Mexico Flying Review, our state aviation magazine.

The World Hot Air Balloon Championships are but a beautiful memory for

Albuquerqueans now. For the Albuquerque Chapter of the 99's it was also a fun thing and an educational experience. We were glad to participate in the activities of another segment of aviation. The girls "manned" the registration desk for two weeks. They filled out F.A.A. forms, answered the telephone, gave directions, even interpreted, and in the process learned much about hot air ballooning. Enjoyed talking to lady aeronauts Wilma Piccard, Andrea Floden, Mary Kellar, Anneke Sandel (representing the Netherlands) and must confess that a good number of us were "bitten by the balloon bug." Much thanks to Joyce Buehler who chaired this event, assisted by Kathy Fox and a tremendous showing of all the girls.

We're excited that the Powder Puff Derby will be going through Albuquerque this summer.

Viewed a timely film at one of our meetings — "Weather to Fly."

Claudia Beckner tells me she is now instructing at Seven-Bar Flying Service. Her students, including a prospective Ninety-Nine, are keeping her quite busy.

We will miss Peg Noltensmeyer who has moved to Wichita where husband Bud is with the F.A.A.

Joy Feak and 49 1/2 Bud tell of a lovely trip to Mexico. As of this writing Bev Styes and husband Gary are enjoying the south of the border sun.

#### **CHAPARRAL CHAPTER** **Mary de Kinder, Reporter**

Las Cruces Civil Air Patrol Squadron Leader T. C. Ashby presented a CAP history to us at our January meeting; and we are, as a chapter, looking into the possibilities of giving the CAP help in a cadet program here.

Also, through our most able Aerospace Education Chairman, Lela Carwardine, we are seeing that our local high school libraries receive magazine subscriptions and all our members' almost-new copies of appropriate flying magazines.

That 1946 Luscombe whose wing we "helped" stitch in October was o.k.'d by the inspector; so Pauline and 49 1/2'er Milton Hall flew it around the valley in late February.

Connie Rose and I attended the Information Conference on Restricted Air Space at Holloman Air Force Base, New Mexico, in February, so hear this: When you fly, especially in New Mexico, PLEASE pre-plan your flights so that you cannot possibly violate said air space. Because this particular restricted air space is over White Sands Missile Range and testing goes on at almost any given hour, violations can be extremely dangerous — not just from low-altitude fighters, but from bombs from high altitudes, and missiles and rockets.

#### **COLORADO CHAPTER** **Ann Luce, Reporter**

We wanted to learn more about members, so we sent out a questionnaire to each Colorado 99. The 99 we judged most enterprising pilot this month, is Marion Tankersley, divorced mother of 2, grandmother of one, who is commercially rated, and has an Aircraft Mechanic, Airframe and Powerplant Rating. Marion, a young, hyperactive 48, runs the toolroom and office for an Aircraft Mechanic School in Denver, from 8 - 5, everyday in the week, but still takes days off for flying, which in the past years has in-



cluded two trips to Alaska and back and numerous CAP searches. This year, alone, she flew to El Paso, Juarez, Phoenix, Amarillo, Los Angeles and Carlsbad, and this Christmas she flew her two children and ex-husband to Chihuahua, San Luis Potosi, Mexico City and Guadalupe, for two weeks. They had perfect weather the entire trip except for Mexico City, perpetually shrouded in smog, that the tower insisted was VFR. "Don't worry," they said and vectored her directly over the approach end of the runway only 1500 AG1. "My Cessna 182 did the most fantastic slip of its life, because it didn't want to go around in the smog." Red tape is rampant and at her port of entry at Chihuahua the Commandant kept shouting at her, "You, no pilot, no, no." Finally with a grin he conceded, "Ah, you pilots." Marion says to be sure as many of you leave Mexico as enter, or none of you will get out.

Marion has great interest in archeology, geology, arrowhead hunting, CAP searches; works in ceramics, copper enamels, and makes sno-stars for planes. She is a player of the French horn, some piano, cooks a delicious pineapple dessert, loves to ski, but primarily her life centers around flying. "I'm going broke paying dues to 99s, AOPA, Colorado Aviation Historical Society, Antique Airplane Assoc. Civil Air Patrol, Baha Bush Pilots, Aviation Travel, Inc., etc." She remembers vividly: her first fly-in to her first 99 Sectional in Garden City Kansas, when Colorado Chapter had the most gals at the Sectional, and a nice mouse traveled all the way there and back in the wing of her 1947 Stinson; the year she flew to Ottumwa Iowa to see antique airplanes and saw a Canadian in her very tattered "moth" who had flown it from Canada," or "like last year when I saw a Jenny, like the one at Stapleton Museum, fly over my head at 100 feet and the pilot hollering down at the crowd as he flew by at 35 MPH." Quite obviously Marion Tankersley is a vitally alive person. She was hostess for our Feb. meeting for which we thank her.

Jan Gammell, Mirium Hanna and Helen Pustmueller attended the aopa Up-Dater Course on Saturday, January 27th, here in Denver.

On January 24th, Fay Green and Eulalia Nichols were guests of ZONTA (a professional women's group) and spoke on the history and background of the 99s, plus capsule biographies of our Colorado members.

A stalwart group, including Eulalia Nichols, Margaret Dwell, Mary Rothlauf, and Nelva Haagenstad, helped the FAA fold and stuff 1200 notices for a GAMA seminar in Greeley.

We do want to thank Jean Ferrell, for her excellent program in January. Jean, who is a Simulator Operator for United Airlines, was guest of a doctor in Johannesburg, S. Africa, who loaned her his Mooney to fly. With slides and an exciting narration she visited areas where few white women have ever set foot, and generously shared her experiences with us. It was a memorable evening!

#### COASTAL BEND CHAPTER Barbara Corley, Reporter

Ladies, in reviewing the reports in the 99 News, this reporter finds only occasional mention of the persons who have contributed much toward making our organization function so well — our 49 1/2ers!

This, then, is a tribute to our men who have supported us in our 99 projects, who have volunteered to help on many occasions, and who have been really great and understanding copilots, navigators, mechanics, etc. We Coastal Bend members are certainly proud of our 49 1/2ers! (Earl Basden — Allona, A. J. Caraway — Katherine, Robert Clegg — Margaret, William Cox — Ruth, Charley Morris — Elizabeth, Hal Corley — Barbara, Bill Zuck — Delores, King Fisher — Jewel, Harold Kiker — Vel, Glenn Zapalac — Peggy, and Bill Mercer — Archie.)

#### DALLAS CHAPTER Judy Cobb, Reporter

We wish to extend a hearty welcome to our two new members: Elsie Dott and Betty Riggan.

Seventy-five multi-engine pilots attended the Multi-Engine Safety Seminar at the Rockwall International Facilities on Love Field. Tanya Thornton, Betty Hundley, Jerry Melton, Sandra Simmons, Gloria LaRoche and Dot Warren were hostesses for the event.

The February meeting was a Valentine Party/Meeting at the home of Kathy Ways. Jan Wahrer was co-hostess.

Gloria LaRoche is now Chief Flight Instructor for a new firm on Love Field — Piper Southwest Inc.

Betty and Posit Hundley flew up to Lake Murray, Oklahoma for a Fly-In Lunch planned by the Ft. Worth Chapter. Fog kept other members from attending.

Tanya Thornton is taking aerobatic instructions in a Decathlon under the expert guidance of Duane Cole.

Our members have sure been on the move again. Sandra and Harold Simmons went to Aspen skiing. Elsie and Raymond Dott attended a convention in Las Vegas. Betty and Marshall Riggan went to Hawaii for a week. Lou and Rod Marquess headed out New Jersey way. And, Jerry and Maurice Melton reported a new experience landing at McAllen in the snow. Betty Hundley is getting ready to go to Florida and Bev Taylor is packing for Minnesota.

The March Meeting is going to be combined with the Dallas Redbird Chapter for dinner meeting and a program by Jerry and Maurice Melton on flying the Bahama Treasure Hunt.

#### DALLAS REDBIRD CHAPTER Tessie Trainer, Reporter

Lectures, Tours, Seminars, Refreshes Training . . . education was the password for the Redbird Chapter during the month of February.

Helen Wilke and Kathy Long gave a program on learning to fly at one of the branches of the Dallas Public Library which I understand was very well received. Hazel Jones was one of the speakers at a recent Multiengine Seminar and Pat Jetton attended.

Most of the Chapter members participated in a tour of a flying school, terminal building and control tower at Addison Airport for one of the local CAP units. The regular meeting was taken up in planning a Vacation Flying Seminar to be held in April.

While most of the emphasis was on educating other people, we didn't neglect our own training. Elinor Johnson and Marge Barr were out practicing their flying and navigation while looking for airports to airmark; Helen and Kathy were perfecting their instrument approaches; Bryant Hutchinson *must* be out flying, no one can find

her; Pat grabbed one of her instructors and started *basic* instruments again.

Marge and Kathy took Virginia Britt and the Angel Derby girls on a tour of Redbird Airport in preparation for the stop there and final plans were completed.

As always, the Redbirds were busy, busy. It was a fun month and we're looking forward to more fun in the coming months. You have some too.

#### EL PASO CHAPTER KK Garlitz, Reporter

The El Paso Chapter was saddened to hear the news of the death of Larry Dyvad, 49 1/2er of Delores Dyvad of our chapter. He died in an airplane crash near Alamogordo, New Mexico, February 10. A retired Lt. Col., Larry was owner-operator of Midway Airport, Alamogordo.

At the January 29th meeting of the El Paso aviation association, Larry gave the program. His showing of a 25 year old aviation film brought the largest attendance of the association in a long time.

Delores Dyvad is our former news reporter for the 99 News.

Marilyn and George Cragin took 20 young people from their church on a tour of the El Paso Control Tower. The teenagers were given a first hand view of Air Traffic Control by the accommodating F.A.A. personnel. Doris and Floyd Shreve took about 4 airplane loads of D.R.F. supplies to Tucson via El Camino, and we still had 297 pounds left! Larry Bartlett, Director of Flight Operations at Southwest Air Rangers, was kind enough to take the balance to Phoenix — since he was going that way. The Cragins can't believe their hangar is at last



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The Crosses, (Ralph and Louise) are off again in their Bonanza. This time to California. Ralph will be ordained a Deacon in the Baptist Church March 14th. We are happy to see Ralph looking so well after his open heart surgery last November.

#### **FORT WORTH CHAPTER**

**Carolyn Merrithew, Reporter**

Our February meeting was held at the Cross Keys Restaurant for lunch with our guest speaker, Nelda Mills, an American Airlines Kiwi, who demonstrated suitcase packing tips. Verna Stubbs arrived dressed in our new chapter uniform, a blue double knit slack suit with patch pockets., the ninety nine emblem on the pocket and a white turtle neck blouse. Everyone is busy making these suits or having them made.

Edna Whyte was proud to be back flying after 2 months of having her license suspended for medical reasons following a cataract operation.

Carolyn Merrithew brought her house guest to the meeting, — her mother-in-law from Boston, Mass.

Juanita Waddell and her 49 1/2er Loyd flew to Miami Beach for a few days in their Cessna 310, and then to Skyline Country Club in Tucson, Arizona for an invitational golf tournament.

Gladys Latham is planning a flying trip to McAllen, Texas, soon.

Betty Parsons is proud of their newly painted C-182. She took her grandson up for a flight as soon as the paint was dry.

Yvonne Turner is busy planning a trip to a Medical Convention in Guatemala in late March. Going commercial, though.

Lorraine Waddell kept busy during the Fort Worth Fat Stock Show, arranging a reception and exhibition of paintings and sculptures of the famed cowboy artist, A. Kelly Pruitt, at the City National Bank.

We hope for a good turn-out for our fly-in this month at Lake Murry State Park in Oklahoma. We have invited neighboring 99's to join us for lunch there. Good flying weather to you.

#### **GOLDEN TRIANGLE CHAPTER**

**Carol Callan, Reporter**

The Golden Triangle Chapter did not have a meeting this month due to several of the members attending Tarrant County Jr. College's instrument ground school. We will have quite a few instrument qualified pilots in our club soon.

The Dallas-Ft. Worth Air Traffic Control Center gave us all a clearer understanding of just how and why instrument rated pilots are required to execute certain maneuvers. The job of the controller during heavy traffic periods is rough when there is a need for the pilot to comply with their instructions immediately. After being shown through the Center our group, consisting of Linda and Ben Hooker, Dottie and Bill Carmichael, Carolyn Brooks, Ellen Van Deventer, Tom and Helen Wells, Lendel and Marge Bentley, Linda Dickey and Carol and Bill Callan, went to American Airlines and were shown through the simulators and the ground school. Several of those attending were able to fly the DC10.

Another new aircraft owner — Linda and Ben Hooker bought a 172 and are presently getting checked out and qualified in their new aircraft.

Yours truly and my 49 1/2er are at this time in Florida, having flown the Bonanza down. We have already been able to fly a friend's aircraft to the Bahamas for a one-

day trip — this was my first experience at ocean flying as pilot.

#### **HOUSTON CHAPTER**

**Ann English, Reporter**

Business Meetings: Unless there is a special event, the Houston Chapter's regular meeting date is the 2nd Tuesday, 7:30 p.m. at Aero-Tech, 8244 Travelair, Hobby Airport. Following the business meeting, co-hostesses serve refreshments.

New Ratings: After getting her instrument rating, Linda Kirk wasted no time and is now an instrument instructor. Mary Jane Norris has a new Gold Seal Instruction rating, Trudy Cooper a multi-engine rating and Diane Boyde a commercial. Congratulations, ladies!

Flying Trips: Delle Hightower and her 49 1/2er, Gene, flew to Arkansas for a week-end at Conway and Searcy. Another week-end they were off to Burnett to ski at Sandy Land's artificial slope which was being cleared of "real" snow. Marilyn and Jon Curtis flew to Santa Fe, New Mexico to visit friends and ski. Lake Whitney was the place Celia Parrish and Hank landed for lunch on a recent outing. Mary Able made three trips on the Lear — one to Denver and two to Wichita. Gene Gonzales and her 49 1/2er, Gus, are back from a trip to El Salvador. Their flight was commercial, however, Gene expressed surprise to see so many private strips and small planes.

Alice in Wonderland: Though her name is Seaborn, Alice was airborne on her vacation in California. After visiting with former Houston Ninety-Nine Bobbie Prenzler in Los Angeles she was off to San Francisco for a visit with Miriam Brugh (Bay Cities Chapter). One evening Marian Barnick (Santa Clara Valley Chapter) landed at Haywood Airport to fly Alice and Miriam over to Napa County Airport for dinner. Alice said the hospitality, weather and scenery were wonderful.

A Quick Recovery: Vivian Bennett's Joe is recovering so beautifully from open heart surgery (he had a triple by-pass performed at Christmas time) his doctor gave him permission to fly to Ada, Oklahoma. So they took off for a weekend.

Congratulations: Gene Gonzales was promoted from C.W.O. to Second Lieutenant in the Civil Air Patrol. She and M. E. Oliver teach at Group Headquarters in Conroe.

Planning Ahead: Louise Bickford and Sally Cox are already busy planning "More in '74" for the spring sectional to be held in Houston.

Get APT.

#### **KANSAS CHAPTER**

**Dorothy Barker, Reporter**

Good flying weather in February here in Kansas.

Our February meeting was held close by the Wichita Municipal Airport at Brown's Grill. Much business!

The Kansas Chapter is happy to announce that several chapters have nominated Pat McEwen for International Vice-President. Garnett Hastings Nance has agreed to run for the International Nominating Committee. Pat is a member of the International Executive Board and Garnett is our Section Vice Governor. Of course, we in the Kansas Chapter know that both gals are both wonderful leaders and are well qualified for these offices.

Our Aerospace Education Chairman, Ferne Cloutier, attended the Kansas Commission on Aerospace Education, Feb. 14,

in Salina, Kansas. She teaches in the Derby, Kans. High School. Ferne recently took seven of her students to Cook Field and with Elizabeth Riggs piloting her Tri-Pacer, each of the seven were given orientation rides. Of course, Ferne went along for the fun of it. Elizabeth also landed her Tri-Pacer at Edna Paulson's strip at El Dorado, Kansas recently and had a nice visit with Edna (took Edna for a ride, too).

Virginia and Andy Speer are busy pilots. They flew to Harlan, Iowa — La Junta, Colo., and also flew two people to Kansas City for orientation rides in small aircraft. The Speers have a Comanche. They received a year's subscription to "Aviation Travel" for their article reporting on a fly-in resort in Oklahoma.

Welcome to Maureen McMaster who is transferring from the Oklahoma Chapter to our Chapter. She has her Private, Seaplane, and is getting ready to start her Commercial, (passed the written already) Instrument, and CFI ratings. She is a member of the Aerobatic Club of America and is interested in aerobatics.

Janice Wilson and her younger son, Brad flew to Greece just after Christmas on a two week tour. They report that the "cradle" of Western civilization is beautiful and just as cold as Kansas. They saw very few private planes. Janice did a lot of jogging before her trip to get used to all the walking that they had to do. Janice and her husband have a Skymaster.

Edna and Kenneth Cumberland flew to Abilene, Texas, Dyas AFB, to visit their son, Jim. Jim is leaving for Guam for a six month tour of duty.

June Hamilton took three people to Longview, Texas and left them, then went on to Shreveport by herself in a Cessna 172.

Marilyn and John Copeland just returned from Chicago. They went to attend some dental meetings.

Kay Weber has been flying Pipers this week. She has been used to Cessnas so it is a little different, but fun. She has been flying the 140 and 180.

The Kansas 99's were again sponsors of another Safety Program. This was held at Beech Activity Center here in Wichita.

The April meeting will be held at the Canterbury Inn and will be a guest meeting. Our speaker will be Don Meyers from the Wichita Police Department who will speak



*Left to Right: Canadian Member and International Liaison, Edith Denny; International Executive Board, Pat McEwen; Past International President, Alice Roberts; pictured after a delightful dinner party at the Roberts' home in Phoenix (took place in early February 1973).*



to us on the timely subject of narcotics. This will be a Safety Program also.

Our Chapter will celebrate its 22nd birthday with a dinner and dance at the Candle Club.

We still enjoy getting the Aloha Chapter Newsletter. Keep it coming, Pat Kelley.

I'm really amazed at the zest for life that the 99's have. Everything that they do they really go about it with spunk and enthusiasm. I think they are beautiful people . . . and they are! See you next month.

#### **LUBBOCK CHAPTER**

**Beth Bates, Reporter**

Our February meeting was entitled "Try the Link, you'll like it." And sure enough we did. Mr. Jimmy Vickers gave a very fine presentation of the operation and purpose of simulated flight training. Two of our members "flew" the Link and reported that it was fun and very valuable as a training measure.

We are all looking forward to a visit by Edna Whyte in April. Her program will be *Women in Aviation*, and I'm sure we will all learn and be inspired by this outstanding woman.

Places we have flown lately: Beth Bates and 49 1/2 to Colorado City for some cross country navigation; Rosemary Stidham to Clovis for a luncheon date with friends; Angela Boren to Houston on commercial aircraft where she encountered a charter member of 99's. Josephine Wood Wallingford chatted with Angela about the planes that she flew in years past.

Our Profile this month: Beth Bates received her private license on Dec. 16, 1971. "I have always dreamed of flying, but never thought it could ever come true." But in 1971 with her 49 1/2 Ken in college, Beth did find the time to learn. "It's the most challenging thing I've ever done." Beth hopes to gain an instructor's rating someday and maybe work with young people in Aviation. Her husband is also a pilot and has an A&P rating.

Hope all of our members have a good month, let's get APT and stay Safe and Happy.

#### **NEBRASKA CHAPTER**

**Mimi Haworth, Reporter**

Busy is the key word to describe the Nebraska Chapter these days. Aviation Education projects have included Vera Bartunek taking a Brownie Troop on a tour of the General Aviation area of the Lincoln Airport; Diane Bartels assisting with the kindergarten class tour of the Nebraska Air National Guard Base; Pat Nelson and Judy Stewart have obtained evaluation signs and are having them installed at Norfolk and Hastings Airports; Pat Nelson is sponsoring the Junior High Aviation Club and working with the CAP (she has taken several students for orientation rides).

Our membership chairman, Diane Bartels, has been as busy as a centipede on ice . . . three membership teas in January, arranging rides to meetings for prospective members, letters and follow-up cards to all prospective members found, and she's always looking around for those we don't know about yet. Does all this pay off? Just think about this — at our meeting in Grand Island in February, we had fifteen members and nineteen prospective members! These gals declared they were most impressed. They are already participating in our activities.

Shirley Amen, Flying Activities Chairman, is coordinating our Poker Game scheduled for April. This has been a fun activity, and we find that it not only helps build up our treasury, but provides a great opportunity to meet other pilots who get to know the Ninety-Nines better. Shirley also planned a spot landing contest for the March meeting and was assisted by Pat Nelson in making arrangements. Pat's Jr. High Aviation Club provided the trophy, and the CAP cadettes and their sponsor did the judging. Watch the next issue for the winner!

Jan Heins and Mimi Haworth are laying the ground work for the Nebraska Air Race. The speed and proficiency races and spot landing contest will be held in conjunction with an air show in Beatrice, the last weekend in August.

Mildred Barrett has lined up five airports to be airmarked as soon as the weather permits. Dawn Parkening, Vera Bartunek, and Diane Bartels are working on sketches for our "Close Your Flight Plan" signs which we plan to make and place at various airports.

Paulie Perry and Gracie Olsen are taking Instrument Ground School through Continuing Education at Nebraska Western College.

Remember that the Nebraska Western Chapter has Post-a-Notes and Note Pads which they will be most happy to sell to you. Write to Jan Heins for information.

Fly in blue skies!

#### **PIKES PEAK CHAPTER**

**Marion Hein, Reporter**

Phil Tague spoke on Military Flying at our February meeting, held at the Rampart Aviation Company, Colorado Springs. Phil is an enthusiast on women's role in aviation. His program was both interesting and instructive.

The Pikes Peak Chapter is now incorporated, thanks to guidance from Lydie Hagan of the Eastern Washington Chapter, who spoke to us recently about the importance of taking this protective action.

Shirley Marshall reported having a marvelous time at the Balloon Races held in Albuquerque, New Mexico, last month. This was an international event with teams from all over the world competing — very exciting to watch.

Lucky Shattuck and her 49 1/2er Jim, flew to Guaymas, Mexico, for a change of pace vacation and an enjoyable one.

Flying activities in our mountain area have been curtailed this winter because of weather — we hope for better flying conditions next month!

#### **SAN ANTONIO CHAPTER**

**Marian Burke, Reporter**

San Antonio Chapter February meeting was held Feb. 10 at our "99 room" at GenAero. Discussion topic was the "Angel Derby" and San Antonio being a "race stop". We are making big plans! . . . so plan to polish up the family "fly'n machine" and enter the race. Check the 99 News to get all race info.

Congrats! Carolyn Matzek . . . she is now Mrs. Charles Wetzel. She and Chuck were married on Feb. 2nd. How's that for finding a name with another "TZE" in the middle??? Much happiness to both of you.

Mark your calendar!! MAY 11th! See ya in the Angel Derby!

#### **SHREVEPORT CHAPTER**

**Dot Lindsey, Reporter**

Although the weather has succeeded in keeping the SHV 99's on the ground, it has not kept them from attending: The Amelia Earhart Aviation Service Award Banquet sponsored by the Zonta Club of Shreveport where Mary Joe Voss' 49 1/2 Bennie (FAA Accident Prevention Specialist) was recipient of this year's award. The principal speaker was Hal Bacon of Civil Air Patrol National Headquarters, Maxwell Air Force Base, Alabama, whose appropriate topic was "The Legacy of Amelia Earhart ? ? ?" The Ark-La-Tex Airmen's Association's dinner meeting held at Downtown Airport honoring Bob White our new assistant to supervisor of airports; Evelyn Snow and Jere Saur the Flight Instructors Clinic, held at Louisiana Tech University, Ruston, Louisiana; and visiting Helen Wray's classroom at Captain Shreve High School (our February meeting) to finalize plans for the Safety Seminar featuring James W. "Pete" Campbell who is Special Assistant, General Aviation Accident Prevention Program with headquarters in Washington, D. C., who has a "special brand of humor" while delivering a meaningful message on our "National Aviation System", as well as honoring area high school aviation students. There was a large audience and the entire program very interesting. Helen Wray extended an invitation to visit the classroom and view the students' projects — including a wind tunnel.

The SHV 99's are also compiling a booklet, consisting of ideas pertaining to flying, which we plan to call "Wing Tips" — for example, a plastic shampoo bottle can be used to drain the sumps — then use this gasoline to keep unwanted grass away from the hangar. Mary Friday will be glad to receive any information anyone wishes to share with us — her address: Post Office Box 3502, Shreveport, Louisiana 71103.

Helen Hewitt is putting in extra time in the air working on ATR. She recently soloed a prospective 99 — Marletta Eddy, and is waiting for the remainder of us to become APT.

My special thanks to Mary Wheelock for her assistance with this report, Ann King says next month we go airmarking!

#### **TRI STATE CHAPTER**

**Nancy Teel, Reporter**

Tri State Chapter sponsored the first F.A.A. Safety Seminar of 1973 on 8 February. A large turnout greeted J. Glenn Nelson, A.P.S. from TUL G.A.D.O. No. 12 and his unique presentation on density altitude. Second half of program was run by Robert Hanlon, A.P.S. and Marshall Turner of K.C. G.A.D.O. No. 11. A most interesting and informative session on E.L.T.'s.

We welcomed a new member Harriet Call, F.B.O. at Airpark South, SGF in January. She enlisted our help to protest the relocation of 4 radio towers to within 3.5 nm of her airport. We'll watch what happens with interest.

99NT has been travelling again. Bouquets to Sandia Aviation at ABQ and Anderson Aviation at PHX for outstanding service and courtesy. Brickbats to Clinton at Arapahoe County near DEN. Their taxiways and ramp area were snow covered and dangerous; it took a radio call to wake up line service for parking directions; a request to fill four gas tanks only got us three filled, and resulted in a departure delay the next day. Also, a request on aprival at



about 2 PM to hanger our bird had not been complied with when we drove back to check up at 9:45 PM that night. They didn't win any friends with their 'service'.

This reporter visited with member Robin Davis who is waiting out 49 1/2'er LCDR J.D.'s tour of the far east on the Enterprise, while in sunny CA. Get APT . . . . .

#### WICHITA FALLS CHAPTER

**Lou Ellen Foster, Reporter**

The Chapter had a lucheon meeting on the 22nd of Feb. with Chairman Eleanor Irvine conducting the meeting. Besides the regular chapter business of arranging meetings for the next few months, including fly-in's, section, airmarking we made our choices of our nominees for the coming elections both National and Section.

We are expecting our members to attend meetings of the local Aviation Board "to be heard" concerning the future plans for Aviation in this area.

Marilyn O'Neil and Virginia Holmes are planning to fly the Angel Derby, we wish them luck.

The evening of the 22nd we had our first Safety Seminar of 1973. In spite of wet snow all morning and forecast of freezing streets that night (did not freeze) we had a full house with some guests from 50 miles away. Invitations for these seminars are sent to all pilots within a fifty mile radius. Instead of all the speakers being from G.A.D.O. as before we had Capt. Bowman Air Force Meteorology Instructor from S.P.S. whose subject was "Thunderstorms." Dolton Watts, Local Professional Instructor, on "Multiengine Flying in General." This was an excellent review of procedures. Gary Lavender, Accident Prevention Specialist, Fort Worth G.A.D.O., was in charge and had an especially informative film "By the numbers." Happy Flying.

### East Canada Section

#### FIRST CANADIAN CHAPTER

**Barbara Brotherton, Reporter**

As I write the snow falls gently outside. Visibility is below VFR and it's a typical winter day here in Ontario.

But I have fond memories of one week ago, when we returned from a 6,000 mile trip to the Yucatan Peninsula and the Island of Cozumel in Mexico in our trusty Comanche. Since 49 1/2'er, Tom, and I take every other leg of a trip I've added 25 hours to my log in a month when flying time is near zero here in our part of the world. The Mexicans are wonderful and I recommend a trip via your own plane to all you Snow Bunnies.

A large group attended our January meeting on nominations and resolutions at Pat Connolly's home — but for those who missed — send any suggestions for Chapter to Ruth Prowse and for Section to Simone Breukel — now.

Our February tour of the Toronto International Tower and ATC facilities looks like a GO with only light snow predicted — a must if you haven't been on one of our previous trips.

March meeting is a joint fly-in with the Maple Leaf Chapter to Kitchener, and put aside April 28th, and 29th, for an East Canada Section meeting to be held at

Kingston. There are great things being planned for the fellows and the Section has serious business to discuss. Make this a *must*. See spring on the St. Lawrence — fly, drive or train it. Get to know our Ottawa, Montreal and London ladies better.

See what can happen if you don't send me news? A whole column next month on "My Mexican Trip" complete with pictures, if someone doesn't report in!

My bouquet this month goes to Pat Connolly who types this report and makes sure it's properly spelled.

#### MAPLE LEAF CHAPTER

**Nancy Rand, Reporter**

'It's still winter time here in Southwestern Ontario and from this news reporter's nest it seems that everyone has found themselves a cozy hollow and disappeared. A few brave souls ventured forth to our February meeting at the lovely home of Marg Welter in Aylmer. Marg was a most gracious hostess especially considering the fact that she and her 49 1/2 were leaving for sunny Florida the next day.

A busy gal these days is 66 Ginette Senechal. She has only to take her flight test for her Private License having passed the written last fall. May you have sunny skies, Ginette.

We hear from our member-at-large 'way up in Thunder Bay. Robbie Taylor, vice-president of Superior Airways, her 49 1/2er and twins flew their newest aircraft down to Florida recently.

We are busy planning our Poker Run for June 3. Due to our small numbers we are planning just 6 airports this year but we've kept them all central so we hope for lots of participation.

Among future plans are the outing to Airmark Tillsonburg in July, a trip to Milwaukee in August, and a sortee over to Elmira New York July 16 to see the terminus of the PPD.

One more major event hovers in your news reporter's mind mostly I suppose because she is the chairman of the planning committee. Fall Sectional will be held October 19 & 20 at the Howard Johnson Inn in London. I personally invite all East Canada members as well as others to join us on those dates.



*Present at the February meeting were I to r Ginette Senechal, Hilda Devereux, Bert Snelgrove, Marg Welter, Marie Spence and Nancy Rand.*

#### MONTREAL CHAPTER

**Micheline Riddell, Reporter**

Our October 11th safety seminar was a success from the very beginning. Attendance was high, both with members and non-members. Dr. M. Clement proved to be an extremely capable and interesting speaker. He was very thorough in answering endless questions.

Our January 10th meeting at the Regional ATC School surpassed all our expectations. Huge attendance! The films shown on "Wake Turbulance" and "Bird Hazards to Aircraft" were very informative. One lesson to learn from this evening is "Watch The Birdie," both large (aircraft) and small (live).

Leavens Bros. donated a Jeppesen Deluse Instrument Hood which was promptly won by yours truly. So, many thanks are extended to Irma and Syd Selig for arranging the raffle, to Leavens Bros. for their donation, and of course to Mr. Foster Richardson and his colleague Mr. Doug Buchanan for a most unusual evening.

Our February 14th meeting took place at the Avitat and Exeaire Hangar. A tour of the non-destructive testing section was featured. We also were honored with the privilege of examining and sitting in the pilot's seat of a MU2 and a beautiful Lear Jet. What a way to go!!! Our thanks to Irma and Syd Selig for arranging the meeting and to Mr. Lafleur and Mr. Gagnon for being our guides.

The Nunn's have had a very busy month of February. Their daughter gave birth to an 8 lb. baby boy on the 19th and their son was married on the 24th. So, our congratulations to the whole family.

After fifteen months of being grounded, I am finally flying again and taking my twin rating. Next will be my instrument rating. Have to find some excuse to use that instrument hood.

The flying Franks have just returned from a European skiing holiday. Sandy reports having had a beautiful time and both have gorgeous tans.

Lydia Sperlich is full of surprises. Our talented 99 has sold her boutique and has moved, lock, stock and barrel to NEW DELHI! There she will be working with another designer. Lydia, we all wish you the best of everything. May this venture bring you much success!!!

Our March meeting will be a business meeting. The April get-together will be at Air Traffic Control. This will include a tour of the Montreal Tower, Radar Centre and Meteorology.

Till next month, happy flying!!!



*Dr. M. Clement and Montreal Chapter's chairman Sandy Frank at M.O.T.'s safety seminar.*

#### NOTICE:

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## British Section

### Pat Richardson, Reporter

The girls of the British Section are doing some very interesting flying and four of our members have achieved high places and deserve a large 'blast on the trumpet'; these four girls are flying on scheduled air services — quite an accomplishment. Yvonne Sintes is now flying as a Captain on HS 748 aircraft on the Link-City and Europe routes. Yvonne is the first woman airline captain in Great Britain and due to her determination has set the standard for the rest of us to follow. Elizabeth Overbury is flying as a Senior First Officer on BAC 111 jet aircraft. Elizabeth was the first British woman to be type-rated on jets. Delphine Gray-Fiske and Gillian Cazalet are flying as Senior First Officers on HS 748 aircraft. Despite many obstacles in their paths these four girls have broken the 'men only' idea that has governed British Commercial Aviation over the years. We are all looking forward to the day when we have an all woman crew on a scheduled service — we hope that this is not too far into the future.

The British 99s in conjunction with the British Womens Pilots Association are holding a Womens Air Pageant at Sywell the weekend of June 10th this year. We would be delighted to see 99s from other countries. If any of you wish to come please contact me for further details — address: 18, Abbey Close, Coningsby, Lincolnshire, England.

## Australian Section

### Christine (Henderson) Wills, Reporter

Congratulations! to Rosemary (formerly Arnold) and Maurice Harris, who were married in January.

Doreen and Colin McLeod holidayed in New South Wales with their family during the summer vacation and enjoyed touring the Snowy Mountains and Mt. Kosciusko, in their Comanche. Doreen gained a Distinction pass in American Literature and History at the Brisbane University in 1972.

Our Vice-Governor Robin Miller recently renewed her IFR Rating with D.C.A. (our F.A.A.)

Olga Tarling will miss our Sectional at the Geelong, Victoria, TraveLodge, in late March; due to a heavy program with A.T.C. trainees.

We will be delighted to 'Welcome' Layne Glanville-Williams at our Sectional. Layne and David will be visiting from Singapore.

Wish you could all join us at our Sectional? Cheerio for now.

Following is additional news from author-pilot Nancy-Bird Walton of Sydney, Australia:

I would hate any Ninety-Niner who comes down under to miss the flight I had in New Zealand early this month. So many go to New Zealand before Australia and that's why I want to tell you about it.

All tourists to N.Z. go to Rotorua. From the Aero Club there for as little as \$11, you

can take a flight over the thermal regions and see more of New Zealand in that forty minutes than you can by three days of traveling, and even then you would not see it so well. Apart from flying off the glaciers of Switzerland with Herman Geiger I have never known such a dramatic breathtaking flight. These trips are conducted by the pioneer pilot Freddie Ladd he calls them "Wonderflights" and that's what they are. As you climb out over the undulating hills towards a large mountain you look down on the fields of white, white sheep, black cattle and green pastures and as you reach that mountain you suddenly see the most unbelievable sight, a mountain split in two by an earthquake as though it was yesterday. The raw interior of the mountain is fantastic . . . then, the flight goes on to see a lake boiling like water in a saucepan, and the mineral lakes of emerald green and sapphire blue side by side . . . Please don't miss it, girls, if you are going to New Zealand. Ena Monk is an active Women pilot there and although not a Ninety-Niner she loves to see any of the girls who visit Rotorua. Her address is Caudwells Building 273 Tutankai St. Rotorua Tel. 27175 home no. 5024.

## South Central African Section

### Val Humphreys, Reporter

Since our last meeting we have been a small but active group of pilots. Helene Robertson dropped in from Botswana on the Johannesburg Ninety Nines and was entertained with a braai (a South African style barbeque). Annatjie Dreyer has passed her night rating and did a conversion onto a Cessna 206 and also went on an across-border flight to Rhodesia. Val and Ken Humphreys and their son had most exciting Christmas — they went flying up to Rhodesia to a friend's "little" 40,000 acre farm (they're nearly Texas size farms there!) and as a Christmas present bought themselves an Italian Siai Marchetti 208 airplane.

We have two new members — Brigitte Hildebrand from Johannesburg who has become our APT Chairman and Sue

Kaluza, a very active pilot from Pretoria. Welcome both of you!

Ingrid Heinz had a duel check ride in a Seneca to one of our super game reserves, Mala Mala.

Then on 27 January we had a fly-in meeting in Lourenco Marques to get to know our Portuguese women pilots. What a reception we were given by the press and the members of the Servico da Aeronautica Civil, especially Snr Luiz Ribeus Couto. The South African girls who went to LM for the meeting were Ingrid Heinz, Hedy Greene, Annatjie Dreyer, Sue Kaluza, Myrtle Brooks, Brigitte Hildebrand and Val Humphreys. The Portuguese pilots we met were Raquel Dias da Silva and Maria del Pilar Ibarra Martins. Pilar had an interesting story to tell — while flying a Cherokee way up North in Mocambique, at 10,000 feet, a piece broke off her prop. She tried stalling the aircraft to stop the prop, but couldn't and so vibrated her way to a landing on a salt pan — the only damage the aircraft sustained was to its engine (because of the prop). Pilar and her passengers were lucky enough to spot an Aztec overhead about an hour later and called him on the radio and in no time at all the Portuguese Air Force sent a Dornier to rescue them — good handling what?!

We are delighted to have met these very charming Portuguese friends and we are hoping they will be able to get a Chapter of their own going in Mocambique.

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