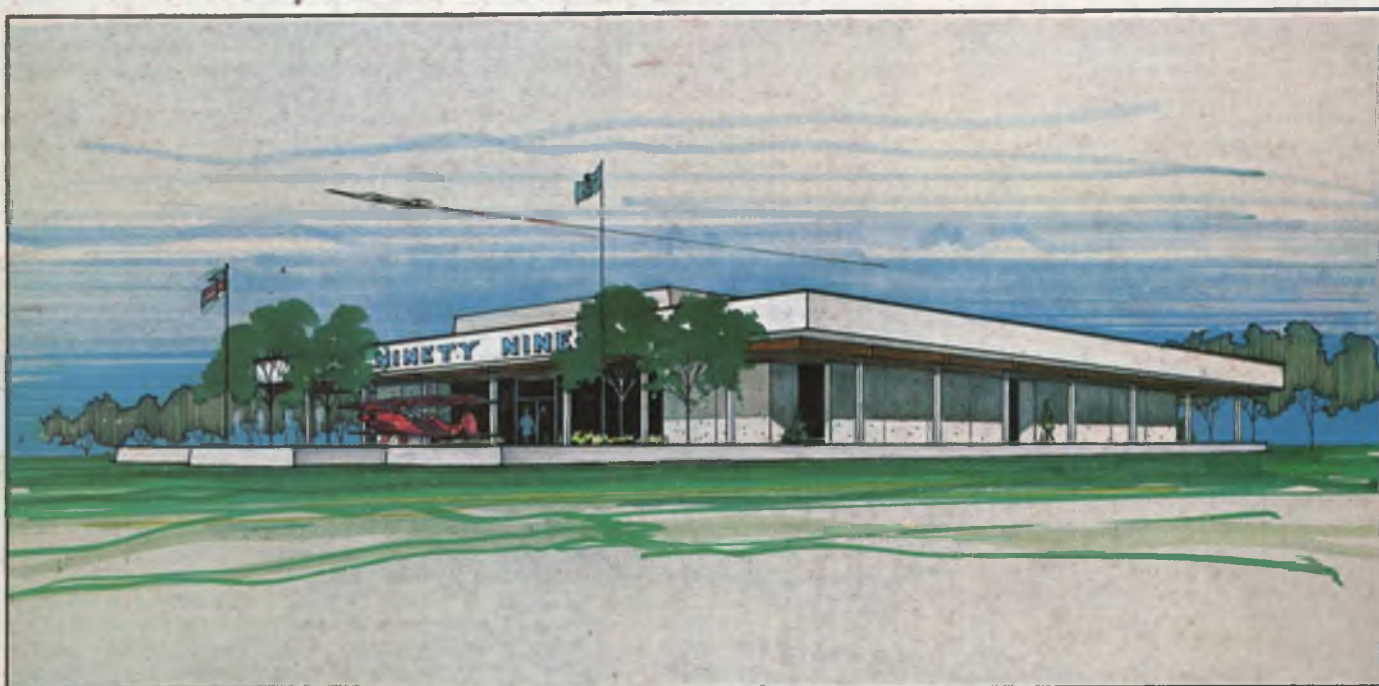


OFFICIAL PUBLICATION OF THE

PILOTS

99news



**Another world of flying: Singapore
with Layne Glanville-Williams**

NOVEMBER 1973

THE NINETY-NINES, INC.

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About the cover — Architect's rendering of exterior design for new Headquarters building. Illustration provided by Headquarters Committee.



Enroute west, the Grand Canyon looked great and in California the leaves are already changing colors in the high country. After a business meeting in San Francisco there was time to visit Cupertino, Ca., where I met with 99 News editor Mardo Crane. That evening the Santa Clara Valley Chapter gave up watching "THE" tennis match and got together for dinner and a meeting. With Pat Roberts presiding, tales of the Powder Puff Derby were fun to hear and the group took care of business with dispatch. Plans were made to attend the Southwest Sectional the next day and many arrived early in spite of a fire between the airport and the hotel.



Susie Sewell

At Encino, a T.V. taping of the Dean Martin show (our presence was announced) and a tour of Busch Gardens were part of the planned fun. The business meeting itself was great listening to the Committee and chapter chairmen report the past year's activities. Mary Vial, Governor, kept the program moving with a few meeting ideas: White Knuckle Clinic (everything you wanted to ask your husband about flying but didn't dare), a meeting devoted to writing letters to Congressmen (about cost allocation), Project Aware (a wife's awareness reassures everyone), Sell chances on air trips (donated) to raise funds, a Men's Air Race, a "Chicken Disaster" (poker run cancelled due to weather), Questions and Answers Panel (ask FAA to participate), Moonlight Fly-in, Private pilot scholarships for women, Mechanics for pilots course, High-altitude Physiological Test, Wing Scout Day Camp for aerospace education, Clinic mailings from your local GADO, Flight Instructor Revalidation Clinic, Airport Beautification and "If you don't hit it, you've bought it" airmarking (Hawaii). Another good idea, a check of \$100 from sponsoring chapter to new chapter. Highlight of the banquet was a formal presentation of the Charter for Marin County Chapter (issued last March). These girls have much enthusiasm and it's a pleasure to welcome them into 99's. Back home next day, thinking about the next SW meeting in Hawaii ...

The next trip qualified me for the jet set — tea in New York. While on the ground in St. Louis, I chatted with the Flight Engineer outside the open door of the forward cabin. We were both enjoying the perfect fall weather on a Saturday afternoon. Back inside, I accepted an invitation to visit the cockpit and watched the crew go through the 727 check list. Impressive. We talked "little" airplanes and agreed that this was one, relative to a 747.

Terre Haute was easy to recognize and the cloud formations over the finger lakes made an interesting pattern at dusk. Fifty miles out of New York we descended to 7,000 feet and had a panoramic view of the New York terminal area. As we circled around Manhattan, the city sparkled like a million jewels shimmering under a jet black sky. New York had "dressed up" for the occasion. The smiling faces of Julie vom-Saal (new member of Board of Directors) and Herb Fisher met me and we were soon with Doris and Henry Renninger at their apartment, and Margaret Harvel (Doris' mother). We chatted and went over a few points of the next day's program, the annual W.I.A.A. Tea.

Overnight in Yonkers, with the vom-Saals, the morning was cool and clear. Julie and I arrived at New York's LaGuardia airport in time to meet the shuttle flight from Washington, carrying honored guest Sheila Scott (from London, England) and charter 99 members Blanche Noyes and Fay Wells. Before the program began we discussed the progress of Sheila's Aztec which will fly once again, soon. The guest list was impressive, including the wife of the Bellanca designer, and aviation officials from a high echelon. Doris Renninger, President of WIAA, presided over the program, after tea and photographs. Barbara Evans spoke about this year's AWTAR, and Jerry Roberts, Governor, NY-NJ Section 99s, recognized members of that section present. I had the pleasure of introducing the four charter members, Blanche and Fay, Teddy Kenyon and Nancy Tier whose presence added much to the importance of the event. The achievements of Sheila Scott, since she learned to fly in 1959, were briefly summarized by Doris. The two flights around the world in her single engine Comanche, the flight

continued on IBC

International Headquarters Building

by Marilyn Copeland
International Headquarters Chairman

The new Headquarters Building plans are progressing nicely as of October 1. In August, at Convention, 1974, the delegates voted to build on a site north of the main terminal building and the Sheraton Inn on the Will Rogers World Airport. This is a separate project from the International Women's Air and Space Museum, to be located in Dayton, Ohio.

The International 99 Headquarters Building will be used for our permanent Headquarters records and business, as well as an exhibit area for educational purposes. Some of the additional space in the building will be leased to suitable tenants, preferably aviation oriented. We are already contacting organizations and firms regarding rental space. This will enable us to pay for the extra maintenance expenses incurred in the new building without affecting our membership dues. We are very excited at the present time over some of our prospective tenants.

The Chairman of the Airport Trust in Oklahoma City, Mr. Philip Rhoades, has met with representatives of the Board of Directors and the Headquarters Committee twice in September. Included in these meetings was Mr. John Solomon, the Air-



port Manager. They have offered many fine suggestions for the project.

The official architects for the Will Rogers World Airport have been meeting with us regarding the design of the building. As you may have noticed the shape concept has changed, due to more functional space and the tenant rental space. Our ultimate goal in the design of the building is to have a distinctive, attractive building with every foot of space used to the best advantage.

We know we have the absolutely perfect location for the building on the main airport drive. It will truly be outstanding, at-

tractively landscaped with the already existing redbud trees, the state tree of Oklahoma.

The Board of Directors will meet in Oklahoma City on November 1 and 2. They will have many important decisions to make regarding the building. The Headquarters Committee has been busy collecting facts and details for this meeting.

This is an exciting project with much more potential than we realized, even at Convention. Stand by for further information in the next **99 Magazine**.

Trapped Gas Expansion

by Mary F. Foley

Effects due to trapped gas expansion in certain body cavities are explained by Boyle's Law, that is, the volume of a given mass of gas varies inversely with the pressure, the temperature remaining constant. During ascent, the expansion of free gas in certain body cavities from which escape is not readily accomplished may lead to abdominal pain, toothache, or pain in the middle ear or sinuses.

Abdominal pain is a common symptom resulting from trapped expanding gas. As gases in the stomach and intestine expand with altitude, relief is ordinarily obtained by belching and the passing of gas. If these do not occur, the afflicted individual becomes increasingly uncomfortable. A continuing climb at this point can result in severe pain and even collapse. Fortunately, this is a rare occurrence in light aircraft.

A much more common problem is a condition known as aerotitis media. This is an inflammation of the middle ear caused by pressure differences, either positive or negative, between the air in the middle ear and that of the surrounding atmosphere. It is characterized by pain, deafness, "ringing", and occasionally, vertigo.

As the barometric pressure is reduced during ascent, the expanding air in the middle ear finds intermittent release through the eustachian tubes into the nasal passages. Ordinarily very little difficulty is encountered in the ear during ascent if the eustachian tubes are open. If the tubes are

closed because of a cold or sinus infection, pain, deafness and a feeling of fullness will occur.

When the barometric pressure is increased, a totally different effect is obtained. During descent the changes in pressure do not occur automatically in the ear, and much difficulty may be experienced in maintaining equalization of the pressure in the middle ear with the pressure of the outside air. The eustachian tube, acting like a flutter valve, remains closed under all degrees of pressure unless actively opened by muscular effort or positive pressures. If the pressure differential is allowed to increase to an appreciable extent, it may be impossible to open the eustachian tube. This results in increasing pain and may cause the eardrum to rupture. Relief may be obtained by ascent to a level at which the pressure is equalized. Equalization may be accomplished by several methods: yawning, swallowing, or turning the head to the side away from the affected ear and massaging the neck beneath the affected ear. This helps to stretch the eustachian tube and facilitates opening. A last resort method is the valsalva maneuver (closing the mouth, pinching the nose with the fingers, and exhaling forcibly). While effective, the valsalva maneuver has the big disadvantage of forcing nasal discharges into the eustachian tubes and possibly into the middle ear.

After the ears have been "cleared" a very

slow descent should be made, with occasional short climbs if necessary to clear the ears again. As the aircraft reaches the lower altitudes, the descent should be retarded even more, as the changes in pressure are greater near the ground.

When the eardrum has ruptured, pain is relieved. Healing usually occurs spontaneously within a short time. An inflammation of the middle ear often results when equalization of pressure cannot be accomplished. It is best to see a flight surgeon for treatment in these cases. And don't fly with a cold!

Aerosinusitis is an inflammation of the nasal sinuses caused by pressure differences between the air in the cavity of the sinus and that of the surrounding atmosphere. It produces severe pain, most often in the forehead, just over the eyes. These sinuses present a condition similar to that of the middle ear. The sinuses are air-filled, relatively rigid, bony cavities lined with mucous membrane and communicate with the nose by means of small openings. If these openings are normal, air passes into and out of the cavities easily, assuring adequate equalization of pressure at all times. If obstructed, a change in altitude produces a pressure differential between the air inside the sinus and the outside air, and pain results. Unlike the ears, the sinuses are almost equally affected by ascent and descent. Equalization is accomplished by the same methods as for the ears.

FLYING SINGAPORE

by Layne Glanville-Williams

(ED. Note: Layne Glanville-Williams is a member-at-large in the Republic of Singapore, and in her article she gives us an insight into another world of flying. A remarkable and versatile 99, Layne's own history will have to await more space to tell it.)

The Republic of Singapore is situated eighty miles north of the Equator, and on an island of 224.5 square miles. It is therefore surprising to learn that there are five airfields on this island. Working from west to east these are: —

Tengah — a Malay word meaning center or middle. Tengah is almost in the center of Singapore Island, and was a Royal Air Force Base until October 1971 when the R.A.F. handed over all facilities to the Singapore Armed Forces. Tengah is still a restricted military base where units of the A.N.Z.U.K Forces carry out their role in the five-nation agreement between Australia, New Zealand, United Kingdom (Britain), Malaysia and Singapore.

Sembawang — formerly a Royal Navy Base for helicopter operations this, too, has now been handed over to the S.A.F. During the R.N. days there was an active glider club. Most of the sailplanes in use were of British design, with open cockpits, high wing and a multitude of struts, and were launched from a winch. At times it was possible to clearly hear the instructor's "patter" to a student soarer. Sembawang also now has contingents of the Anzuk forces based there.

Seletar — another former R.A.F. Base, is now the home of certain divisions of the S.A.F., plus most of the commercial aviation operators — those other than international carriers. The runway at Seletar is north/south (as are most of the runways on the island) with its northernmost end going right to the shores of the Johore Straits. With a large Lockheed overhaul workshop and hangar, it can be quite interesting to see Super Constellations, Hercules, Caribou's, DC-4's and DC-6's flying into this base as well as the commercial fleets. These include DC-3's (C-47's), many in quick-change cargo/pax configuration, Lockheed Lodestars, Piper Navajos and Aztecs, Beagle 206's, Beech Queenairs, 18's and the Volpar-modded 18's, De Havilland Twin Otters, and the occasional Mitsubishi MU-2. In addition there are smaller Beech Musketeers, Cessna 172's and 150's, and Victa Airtrainers which make up the fleet of Singapore General Aviation Services — a joint venture partnership between Hawker de Havilland (Australia) and the Singapore Government for training of pilots who will eventually be absorbed into S.I.A. (Singapore Airlines) and S.A.D.C. (Singapore Air Defense Command, a division of the S.A.F.)

Paya Lebar — its direct translation meaning wide swamp, and it was from this type of terrain exactly that the 2 mile long runway was won in the 1960's. Paya Lebar is Singapore's International Airport, although Customs and Immigration facilities are also available at Seletar from the com-

mercial charter operators.

More than thirty international carriers operate in and out of Paya Lebar in a wide variety of jet airliners — Boeing 747's, 707's, 727's and 737's; the VC-10; Ilyushin 62; BAC111; DC-8's and DC-9's; Britannias; F.27's; and even the Sultan of Brunei's HS.748.

Changi — an infamous name to anyone with memories of WWII. The airfield at Changi was built by Allied Prisoners of War under the Japanese — bitterly won from swamp and secondary jungle by men using only primitive implements and straw baskets to level the land and form the runway. Changi was a British military base prior to WWII and became an R.A.F. Base after 1945. One of its unique features is the taxiway which crosses the main road, with traffic lights and barricades operated whenever there is an aircraft taxiing across the road. Changi is now the base of operations for the S.A.D.C., and has a second Lockheed overhaul workshop.

On the south eastern side of Singapore visitors are interested to see a control tower at the side of the road, one of the few visible remains of the old airport at Kallang, Singapore's International before removal to Paya Lebar. Parts of the old runway have disappeared under the new Stadium Negara (National Stadium).

It was at Kallang Basin that the Royal Singapore Flying Club was formed in 1928 — with float planes. Everyone who learned to fly in Singapore in the early days started out with a float plane endorsement and converted to land planes, mostly when in their home countries on leave. Australian 99, Peg Kelman, earned her floatplane endorsement at Kallang in 1933.

The rules of that era provide interesting reading.

Perhaps of particular interest to 99's is Rule 35, brought in 1929. It reads, "Ladies may become non-Flying Members at an annual subscription of \$12.00 (Straits dollars, approx. US\$4), payable in advance. They shall be proposed and seconded by two Members. No Lady Member shall have any voice in the affairs or management of the Club nor shall she be called upon to pay any entrance fee." That was how it was in the 'good old days'.

With Singapore's independence from the rule of the British Raj, the letters R.S.F.C. now stand for Republic of Singapore Flying Club. The Club moved from Kallang to Paya Lebar, where it still has its clubhouse and hangar, after Paya Lebar was officially opened in 1964. Until two years ago all flying, including first solos, was carried out at Paya Lebar. Nowadays Club flyers use Seletar airfield for circuits and bumps. Departure from Paya Lebar, and arrival back, is always subject to traffic — it can be ex-



Layne Glanville-Williams

pensive holding in a Twin Comanche for 23 minutes awaiting jets. At Seletar we again lost priority to the larger aircraft using that field. With proximity of Paya Lebar and Sembawang, the circuit pattern is a necessarily tight one, and the pattern height is 800'.

The training area over the island is in the form of a triangle, with its peak at the Causeway which crosses the Straits to Johore Baru in Malaysia. It is often said in jest that the Student Pilot in Singapore learns steep turns first — the only straight and level part of early training flying comes on the mile-long downwind leg arriving back at Paya Lebar. To provide greater freedom, airspace was negotiated over Malaysia. This is known as the Seletar Corridor, and is similar in shape to that of a descending parachute, being approximately 26 miles long, 10 miles wide at the top, and 4 miles wide at the base. The terrain below the Corridor is mostly rubber plantations, palm oil estates and secondary jungle — in the latter wrecks of aircraft used in WWII, and the Malayan Emergency, are still being found, usually after fire has swept an area and cleared the undergrowth.

Seletar airfield, and the Corridor, are only available until 5 p.m. each day, with the exception of Thursdays when the airfield only is available for night circuits and landings.

All flights out of Singapore require an international flight plan. It is preferable for this to be filed the evening prior to flying to allow time for signals to be sent to neighboring countries. For Malaysia the requirements of diplomatic clearances for the aircraft, and personal visas for crew and passengers are not as stringent as those for, say, Thailand or Indonesia. Personal visas for each of these countries take three or four days to process and cost approximately US\$8 to US\$10. Diplomatic clearances for aircraft take much longer — in fact, up to three or four weeks in some cases. Added to this paper-work and ex-

pense are landing fees (around US\$80 for a Mooney in Bangkok), and Customs and Immigration clearances on arrival. With the former, if you are unfortunate to land at an airfield "out of normal business hours" you are required to pay up to five times the usual landing fees before you can leave your aircraft and legally enter the country concerned.

Fuel costs are another big consideration of the cross-country pilot. In Indonesia there are designated Entry and Exit ports where fuel can be bought tax-free if you are departing the country from one of these. With tax, fuel can cost from US\$1 to US\$1.50 per gallon, and on a "cash on the barrel" basis.

Naturally pilots, crew and passengers must at all times carry a valid passport, international health certificates and the required visas. Only pilots are allowed to enter Singapore (and some neighboring countries) on their licences alone as "crew". There is a small trap here for the

unwary. Should a pilot arrive in a country as crew there is usually no entry stamp placed in his/her passport. Should this same pilot exit the country as a passenger then the Immigration officials take somewhat longer to clear the person for departure.

There are a great many considerations to be observed when flying in, and out of, Singapore. Having been brought up in aviation in the great wide 8/8 blue airspace of Australia, I find it hard to adjust to the restrictions, requirements and paper-work. Rather than lose touch with aviation entirely during my stay here, I keep in close contact with commercial charter operators and seem to have a steady stream of aviation visitors — mostly from Australia but with the enjoyable exception of Mary and Bob Pinkney from California.

I took on the job of co-editing the Flying Club's Gazette with another (non-flying) Australian lass. In the course of filling a 36-page magazine each month with facts, fun,



Privately owned Comanche 400. The Chinese characters mean "eagle", and are pronounced "Fye ying".

interest and information we have been on a number of interesting flights and have met a great many aviation people from all countries.

Flying is fun, and the flying folk one meets can be even more fun.

Amelia Earhart Memorial Scholarship Fund

Special Air Mail Commemorative Covers

Alice H. Hammond, Permanent Trustee

The Tenth Anniversary Amelia Earhart Airmail Fly-Away from Atchison, Kansas in July is how history, and to date has been a lucrative source of new income for the Scholarship Trust Fund. With Christmas on the way, the 1963 First Day Covers, the 1973 Tenth Anniversary Covers — available for a contribution of \$2.00 each to the Fund are an attractive "stocking stuffer." The rare limited edition covers listed below will make unusual Christmas, (or birthday or what have you) gifts for that someone special at a contribution of \$10.00 each! AND REMEMBER, when December 31 rolls around, all of these contributions are deductible for income tax purposes!

As most of you know, a First Day Cover is a specially designed envelope prepared for cancellation by the Post Office at the place a new stamp is first issued, and these are prized by the collectors. A Commemorative Cover is one prepared to spotlight a certain occasion, not necessarily the first day of the issue of a new stamp. These are also collected by the stamp enthusiasts. Pictured here are, **top** — the Official Ninety-Nines First Day Cover, designed by our own Marion Andrews, for the July 24, 1963 First Day issue and Ninety-Nines Fly-Away of the Amelia Earhart 8c Commemorative Air Mail Stamp from her birthplace, Atchison, Kansas. The stamp alone today is worth 50c. **Below** is pictured the 1973 Ninety-Nines Cover Commemorating the Tenth Anniversary of the original Fly-Away, also one of Marion Andrews' designs. These have the current 11c Airmail Coil Stamp. (There are about 35 of the "line pairs" remaining of the original 99 made at \$3.00 contribution each — of special interest to collectors.)

As of mid-September the following number of the Special A.E. Airmail Covers of which only 100 each were prepared:

- 44 - 24 July '63 First Day Cover autographed by the 6 Charter Ninety-Nines who flew them out of Atchison on that day.
- 4 - 17 Mar. '64 Flown Round the World and autographed by Joan Merriam Smith, recancelled at Oakland, CA and Lae, New Guinea.
- 13 - 21 May '64 The only mail ever postmarked at Howland Island, the landfall Amelia missed when she disappeared.
- 68 - 2 July '66 99's official First Day Cover with Yosemite 1c stamp added to commemorate the naming of Mt. Amelia Earhart in Yosemite National Park.
- 16 - 21 May '67 30th Anniversary of Amelia's Solo Atlantic Flight, cancelled 21 May '64 at Howland and recancelled 21 May '67 at Seven Oaks, home of Sheila Scott.
- 9 - 3 June '67 Suriname's commemoration of the 25th anniversary of Amelia's take off from there on her last flight, with Suriname's commemorative Amelia Earhart Stamps affixed.

Any of you or your friends who wish any of the above Special or regular covers for themselves or for gifts, should send their checks made out to "Amelia Earhart Memorial Scholarship Fund, 99's" to Alice H. Hammond, 15 Oakdale Drive, Millville, NJ 08332, with a self-addressed, stamped size 10 envelope. Remember, the Regulars are available for \$2.00 contribution each, the line pairs \$3.00 each, and the **Specials \$10.00 each on a first come basis.**



Wake Turbulence

by Roys & Hazel Jones

Wake turbulence by definition is "a pair of counter rotating vortices trailing from the wing tips." Years ago it was called "Prop-wash." It is indigenous to every airplane to a greater or lesser degree. It is an unseen uncontrollable menace to aviation that grows in intensity as the airplanes grow larger and heavier. On days of high humidity, with high moisture content in the atmosphere, it can be seen as that proverbial "white tornado" trailing from the wing tips of the jets as they rotate. It is fascinating to observe. It is also very deadly, and too little is really known about it. Get ten experts together and you will get ten different ideas of what it actually is, where it is and where it is going to be, how long it lasts and what to do about it. Everyone talks about it, studies are done on it, movies are made about it.

Still it is killing people and most pilots know they may encounter it someday, somewhere, and mentally wonder what they will do about it. The chances are far greater that a pilot will encounter wake turbulence than have a midair collision. Yet the midair is the one that really gets the publicity.

Shortly after midnight on a clear, calm

night in Alabama, a DC-9 was making practice approaches, shooting landings, and executing missed approaches. He was under the control of a radar facility located at a military base and he was monitoring the Flight Service Station for airport advisories. The ground visibility was over seven miles. There was a minor inversion which made the visibility near the ground a bit hazy but it was clear aloft.

That same night a Queen Air was approaching the same airport in Alabama to land for fuel. He would use the same runway for landing that the DC-9 was using for practice. The pilot was aware that the DC-9 was shooting landings but was not aware that the DC-9 had executed a missed approach. The separation between the two airplanes along the approach path was almost four minutes.

About a quarter mile off the end of the runway at an altitude of about 200 feet an unseen, unknown, undetectable "something" smashed the Queen Air into the ground. Results — three dead and one severely burned.

In the late summer of 1972, two airline pilots were doing checkout training in a DC-9, shooting touch-and-go's at a major

airport. Besides the two trainees there was a check Captain and one FAA Air Carrier Inspector on board. Another airline was also engaged in pilot transition training in a DC-10 at the same airport.

The DC-10 made a touch-and-go and shortly afterwards the DC-9 was cleared to land on the same runway. He was told "caution turbulence." The DC-10 was climbing out over the far end of the runway as the DC-9 approached the threshold to land. The spacing on this one was about 50 seconds. The cockpit voice recorder revealed that the last word was a screaming, GOD — and then the DC-9 was a scattered flaming mass of wreckage along the runway.

Last year at San Antonio, Texas, a Boeing 707 was required to go around after being cleared to land on runway 12-R because the runway was still occupied by the previous landing aircraft. The companion parallel runway, 12-L, is about 1,000 feet to the northeast of 12-R. It is about a third as long and its threshold is nearly 5,000 feet southeast of the threshold of 12-R. The wind was southerly and not very strong.

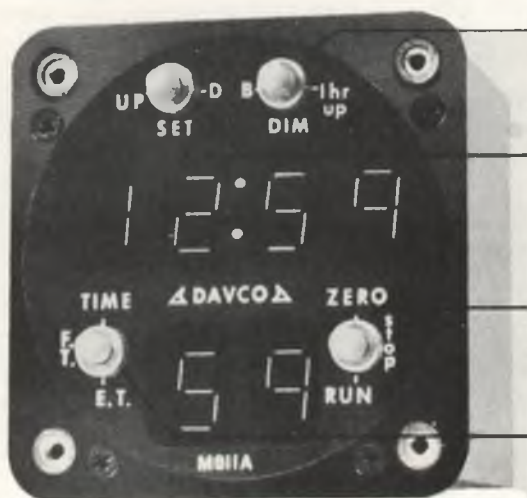
Some two minutes after the 707 had gone around, a Cherokee with four persons aboard was cleared to land on runway 12-L. The pilot did not know the 707 had overflown 12-R. The controller did not advise him of this nor was the statement "caution wake turbulence" used. A few hundred feet off the end of 12-L and some 50 feet in the air, the Cherokee was suddenly observed to go into violent gyrations, convulsed by an unseen menace, roll rapidly on its back and crash into the ground. Results — death to four people.

These are only three representative examples of accidents caused by wake turbulence. One had a time-frame of almost four minutes; one a time-frame of 50 seconds; one a time-frame of two to three minutes. The results of all were the same — death. The one constant in all the reports is wake turbulence. The variables are the circumstances surrounding each.

The Federal Aviation Administration has made exhaustive studies on wake turbulence. They have produced at least two films for showing to pilot groups and which are mandatory viewing for all air traffic controllers. The Department of Transportation is currently conducting in-depth studies at the Transportation Systems Center at Cambridge, Massachusetts, which hopefully will lead to devices which will detect, measure and locate wake turbulence.

Most of the studies up to now have been incomplete and inconclusive. They are made under controlled conditions with limited capability for versatility and cannot duplicate environmental conditions prevailing at an accident. The experts themselves are not sure, as is evidenced by one testifi-

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Continued on page 5

99 profile

Nineteen twenty-eight, and a Mid-West summer of blue skies and gentle breezes made ideal weather for the Goodyear Blimps and their pilots being trained at Akron, Ohio. Edith Litchfield, daughter of Goodyear's President, took every opportunity to accumulate hours at the controls of the first air-yacht, the "Pilgrim" and her sister ships, "Puritan" and "Mayflower." Wellesley College occupied her winters, but by Fall of 1929 she had logged 35 hours and planned to train for her International Free Balloon Pilot's License — a requirement for the issuance of a Lighter-than-air License at that time. But, she met a Purdue graduate working at Goodyear Zeppelin Corporation and beginning his flight training. Edith became Mrs. A. Wallace Denny in October of 1930 and appropriately, the young couple left their wedding reception in the "Pilgrim" Blimp — the first and only time such a thing has happened!

While Wally earned his wings in both Balloon and Lighter-than-Air, Edith gave up her dream, temporarily, of being the first Lighter-than-Air woman pilot in the world and settled down to raising a family of two girls and a boy. On every opportunity she would fly in the Airships, be it hunting coyote in Arizona, sightseeing in Miami or just local flights around Ohio. After moving to Toronto, Canada in 1938, Wally earned his Heavier-than-Air Private license, but let

it drop as Edith's fear of aeroplanes was in exact opposite ratio to her faith in Blimps, and even commercial flights were white-knuckle periods to live through somehow.

In 1958, after a particularly harrowing drive home from their summer cottage, Wally decided to renew his Private pilot's license and buy a float plane, on the condition that Edith at least learn to land it. After seven hours of training, each hour a lifetime of sheer terror, she suddenly started to like the idea. In three months she had her Private License, Float Rating in the Spring of 1959, Night Rating that summer, Multi-Engine Rating by the Fall of 1961, Commercial ticket in 1963 and in 1964 a Class I Multi-Instrument Rating, which she keeps valid, ten years later. She also holds a Certificate of Aerobatic Graduation from Rhodell Aviation, Inc., her training being a gift from Wally for her 58th birthday.

Having become a Ninety-Nine in 1960, Edith Denny set out to locate other women pilots in Canada and encourage others to learn. By 1964 a group of 24 Members-at-Large started procedures with International Headquarters to reactivate the Canadian Section. Edith served as the first Governor for two years, was elected Chairman of the International Nominating committee in 1969, and International Executive Board in 1970 and 1971. She is presently serving as International Co-ordinator.

While traveling with Wally to World



Edith L. Denny Keeps her hand in, flying the Goodyear Airship "Columbia" at Litchfield Park this year. 49 1/2er Wally watches from the right-hand seat. (No dual controls in this ship!)

Scouting Meetings. Edith has met with women pilots in many countries. She established both the Colombia Orchid (South America) Section and the Finnish Section. She has sponsored members at large in Sweden, Kenya, Ecuador, and the Philippines. Edith serves as a Director of the Canadian Owners and Pilots Association (C.O.P.A.) is a member of A.O.P.A., N.A.A., Wingfoot Lighter-than-Air Society and the Australian Airwomen's Association.

The Denny Magic Carpet, Aztec CF-SKY has carried them from the Atlantic to the Pacific, from Northern Canada to Southern Chile, while CF-AWD, their Cessna 185 Amphibian commutes them to their fishing camp on Lake Temagami, 300 miles north of Toronto.

Recognition is long overdue to one of our most dedicated flying members, who has contributed a great deal internationally, within the Ninety-Nine Organization. Edith recently logged her 3,000th hour flying one of her ten grandchildren over Niagara Falls, and is a source of inspiration to us all.

S. Allen

Wake Turbulence

Continued from page 4

ing under oath that wake turbulence "could not possibly last more than 90 seconds" and again under oath stating that it is possible for wake turbulence to last more than two minutes.

The evidence is conclusive. All aircraft are vulnerable to the wake left by another aircraft unless the pilot takes positive steps to avoid it. The little airplane is vulnerable to the bigger one, the moderately heavy jet, as are all other airplanes, is vulnerable to the so-called "heavy" jets.

No pilot should be pressured into taking off until he is confident in his own mind that it is safe and the turbulence has dissipated. Air traffic control has the responsibility for warning the pilot, but the pilot has the responsibility to fly the plane. Two minutes or so is not much to spend when possible death is the alternative. Death is a permanent condition. If the wind is blowing the chance of the turbulence being dissipated rapidly is good, but if the wind is light and variable this unseen menace may hang around for several minutes. No one should be in such a hurry that he couldn't swap a few minutes for a chance

to live a little longer.

It would be a great breakthrough in aviation if we could produce a panacea for wake turbulence. Unfortunately, this does not appear possible yet, but we can derive a few conclusions and recommendations.

1. There is still far too little knowledge about wake turbulence. Governmental and industrial research should continue so that a solution to this problem will be found.

2. There is no way to escape the wake turbulence generated by a go-around except by waiting.

3. Wake turbulence exists in some degree behind all aircraft and will last up to several minutes depending on atmospheric conditions.

4. Controllers and pilots should be made continuously aware of the ramifications of wake turbulence and TAKE NO CHANCES!

5. Controllers should be constantly alert to the parallel runway hazards of wake turbulence, especially on go-arounds.

6. The sin of commission is less than the sin of omission. All aircraft in the mixture must be apprised of what is going on. The FAA should make it mandatory for controllers to advise pilots in every case of possible wake turbulence, not just when, in

the controller's judgement, there *might* be a problem.

7. Pilots should never be pressured to 'expedite' for the sake of a schedule, expediency, or to plug a gap in a landing or departure sequence.

8. There should be continual emphasis on educational programs for pilots and controllers on this subject with particular attention paid to the go-around hazards generated by the heavy jets.

In the interim, only heads-up alertness on the part of pilots and controllers can prevent or eliminate this useless and tragic waste of people and machinery. WAKE TURBULENCE — that unseen hand that renders man and airplane helpless, is there. WATCH FOR IT.

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APT

"99 FACT-O-GRAM"

COMMON MISCONCEPTIONS RE APT PROGRAM

by Margo Smith

IS IT NECESSARY TO HAVE A SEPARATE APT RIDE IF A 99 HAS SUCCESSFULLY COMPLETED A FLIGHT REVIEW AND RECEIVED A CARD FROM AN ACCIDENT PREVENTION COUNSELOR/SPECIALIST?

No. The SOP says an APT ride will be conducted in accordance with the new FAR 61.57.

WHAT DO I DO TO HAVE AN APT RIDE-FLIGHT REVIEW?

You know your proficiency. If you haven't flown for some time, make an appointment for a training session, then have the review (perhaps a combined session). If you fly regularly, just make an appointment and go. It's really painless! Even if you could write a book on checkitis, — the review is **not** a checkride. It's more like taking a special passenger. Remember how great you flew the first time you took another pilot friend for a ride?

WHO IS PILOT-IN-COMMAND ON AN APT RIDE/FLIGHT REVIEW?

That depends. Til now, the pilot, not the FAA examiner, designee or APS, is PIC. If an instructor (who is usually PIC) is conducting the review, you the pilot are PIC — as I understand it.

DOES THAT MEAN I WON'T RECEIVE ANY TRAINING ON THE RIDE?

Not necessarily. The ride may be conducted as a training-flight review session if desired. You might need brushup in some area. Since the name of the game is proficiency (equals safety) you might combine a training session with a flight review instead of waiting til on the ground for a discussion of problem areas. The FAA is leaving much to the discretion of the person conducting the review.

WHAT IF I "FAIL?"

You can't fail. If the reviewer feels you aren't up to an adequate level of proficiency, he/she will refuse to endorse your logbook "has successfully completed a flight review." Get some dual and have another review. Or go to another instructor/reviewer.

I'M NOT A U.S. 99; WHAT DO I DO?

Bearing in mind the intent of the Program and the laws of your own country, let your

conscience be your guide. If you have a question, write your International or Section APT Chairman.

WHAT DO I DO WITH THE FORM AFTER THE APT RIDE?

Discard the top instructions part; send the middle part to your Chapter APT Chairman (first verifying it is filled out completely and **signed**); save the **signed** bottom part (in your logbook, maybe) so you can submit it with your membership renewal next June.

I DIDN'T HAVE THE NEW FORM WHEN I WENT FOR MY RIDE; WHAT DO I DO?

Only the new APT form is acceptable now. However, you may photocopy your logbook, the card you received from the APS — and staple it to the new form. If you had an old form signed, staple it to the new form. Remember; xerox it twice since you need a signature on both parts of the new form.

WHERE DO I GET A NEW APT FORM?

From your Chapter APT Chairman or Section (if no Chapter). You will also receive one with your membership renewal.

IS THERE ANYPLACE I CAN GET THE NAME AND ADDRESS OF MY CHAPTER APT CHAIRMAN QUICKLY?

NEWS BRIEFS

Direct Relief Foundation

Joan Steinberger of the Santa Barbara, Ca., Chapter, is Chairman of the DRF. Dell Hinn, of the Monterey Bay Chapter, is the original Chairman — the one who really "got the program rolling". The job has been a tremendous one, and so far successful. Many individual 99s and Chapters are contributing in the Wings For DRF. Relays have been set up across the country to bring the needed medical supplies to Santa Barbara, where they are processed and distributed to the sick and needy all over the world. If you aren't part of it, or don't know about it, write Joan at P.O. Box 1319, Santa Barbara, Ca. 93102. You'll be glad you did!

Correction

On Page 9 in the Aug.-Sept. issue of the **99 News** the photo no. 73-NC-26, which indicated that Mary E. Von Mach was receiving a bouquet from Mr. Butterfield — while Mary is a valued Charter Member, it is Nancy Hopkins Tier, Charter Member, to whom the forget-me-nots were presented. Nancy is an active member of the Connecticut Chapter. Betty Gillies, also pictured, and Nancy received the bouquets because they were Charter Members in at-

tendance at the convention, and not as the caption indicated, "the oldest". If you know 'em you know what we mean! A nice note is that all floral decorations and bouquets at the banquet were **donated** by Florists' Transworld Delivery Association.

Chapter Chairmen

Shouldn't our **99 News** magazine be going to prospective members and VIPs in your area? Subscriptions will only cost your chapter \$4.50 per year, and should be made for billing in the name of the Chapter Chairman. Send names and addresses to Headquarters and help start letting more people in general aviation know about the Ninety-Nines.

Museum Trust

The new museum, when it finally becomes a reality, will be located in Dayton, Ohio. Bernice Steadman, Chairman of the Ninety-Nines Museum Trust (an autonomous Board), describes the city as "The birthplace of Aviation". To those 99s who believe in the project — you are invited to contribute whatever you can toward the realization of our "dream".

Congratulations!

The Ninety-Nines can be very proud of the new Membership directory. Thanks for the persistence, patience, and thoughtful hard work of Marilyn Copeland (Kansas Chapter), Pat Miady (Kansas Chapter), and Jan Million (Oklahoma Chapter), we have a beautiful book.



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Be an APT
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International Hot Line

By Shirley Allen
International 99 P.R.



Greetings and salutations to the Latin country of South America and our Colombia Orchid Section, where flying assumes greater proportions of uncertainty, challenge and pilot skills over a hazardous terrain of jungles, rivers and some of the highest mountains on the Continent. Limited radio facilities and marginal weather add to the responsibilities of the general aviation pilot and most of the flying is under IFR conditions, with very basic NDB and radio beacons.

Needless to say the aviation world is extremely limited for women and the men strongly advocate that women belong at home, keeping house or having babies! Our last communication from Section Governor Maria Helena de Botero informed us that the total number of women pilots was eight in Colombia, with three on course. There is one woman Air Traffic Controller and one flying for a Commercial Airlines.

Angelica Chand is the only woman pilot to fly for an Airline in South America. We had the pleasure of meeting Angelica at Convention a couple of years ago and her life story reads something like Robert Ser-

ling's "She'll Never Get Off the Ground". She emigrated to Colombia from Germany 14 years ago and learned to fly in a Piper Cub. She has logged over 4,000 hours and flies DC-4's and Electras for Sociedad Aeronautica de Medellin Consolidada in Bogota, and this year is due for her Captaincy. We sincerely hope that by the time this is in print, Captain Chand is flying that left seat that she has worked so hard for.

Known Flying Clubs in Colombia are the Aeroclub of Columbia, Aeroclub del Pacifico and Club Aero Combiano de la Costa — these Clubs were formed primarily for social affiliations, and the majority of flyers also belong to one of three Civil Air Patrol organizations, that play a very important role in welfare missions essential in this country. Each Section of the Air Patrol utilizes about 40 aircraft, membership comprises anywhere from 100 to 250. The organization flies doctors, nurses, drug supplies to under-developed rural areas. There is also a monthly newsletter to keep members informed of all their activities and missions.

If anyone is interested in learning more about the Patrulla Aerea Civil Combiana,

the address is — Seccional Medellin, Apartado Aereo 250-33 Medellin, Columbia. Another Aviation publication is also published every six months by the Colombian Air Force "The Revista Aeronautica."

Colombia Orchid Section conduct all their 99 business via the telephone, all their meetings are Sectionals, as their Governor quotes "It is easier in some ways, but harder in others, because our activities are limited by our lack of manpower — or is it **woman power?**"

Whatever it is, it's certainly not a lack of determination — although there is much to deter them, they have at least eight, possibly eleven by now, 99 members, any of whom would be delighted to hear from any other fellow 99's. Every contact that is made, strengthens the link in the chain. If you are planning to fly yourself down through the South Americas, do get in touch with Edith Denny or Esme Williams, who have traveled extensively by private plane through that country and could provide some very useful first-hand information. We hope to hear more from this interesting Section later on.

Chapter Personalities



Shirley Otis, of the Deep South Chapter, recently received much good publicity as an army wife who was a Ninety-Nine, a commercial pilot with a single and multi engine rating, a qualified ground school and instrument instructor, and studied for her Airframe Mechanics license (only woman enrolled in Aviation Maintenance Technology) at the Alabama Institute of Aviation Technology, a state technical school in Ozark, Alabama. She has also raced in the PPD. Among her other enthusiasms is judo and jujitsu, which she instructs, and holds a black belt in jujitsu. Her husband, Captain Eugene Otis, is the one who encouraged her interest in aviation.

Frontier Airline's Emily Howell, the first woman pilot to be hired by Frontier, today received the 11th annual Amelia Earhart Memorial Award as the year's outstanding woman in U.S. aviation and air travel.

Baltimore Luggage Company, maker of Amelia Earhart Luggage, has been giving these awards each year since 1963 to outstanding women in aviation. Ms. Howell is the first Coloradan to receive the award, which was presented to her on the 75th birthday of famed aviatrix Amelia Earhart.

At the ceremony, held in the Brown Palace Hotel, Joseph Rivkin, president of the Baltimore Luggage Company, presented a plaque to Ms. Howell and a permanent plaque, which is inscribed with the names of past winners of the award, to M. E. O'Neil, Vice President-Flight Operations, Frontier Airlines. Frontier will keep the plaque until next year's winner is chosen.

Frontier hired Ms. Howell as a Second Officer on the Boeing 737 jet airplane in January, 1973, and since then she has recorded more than 250 flying hours with Frontier. She has been flying since 1958 and has some 7,100 hours in her logbook. Before joining Frontier, Ms. Howell was employed by Clinton Aviation at Arapahoe County Airport. There she held positions as flight instructor, assistant flight school manager, flight training specialist, flight school manager, chief pilot and FAA Examiner Designee.

Ms. Howell, the daughter of Mr. and Mrs. John W. Hanrahan of Denver, lives with her son Stanley in Aurora, Colo.

Past winners of the Amelia Earhart



Shown are Mary Neil, Colorado Chapter 99, representing 99's and Emily Howell, Frontier Airlines Second Officer, as Emily received the Amelia Earhart Memorial Award from Joseph Rivkin, Pres. of Baltimore Luggage Co., makers of Amelia Earhart luggage.

Memorial Award have included Mrs. Loretta Foy, first woman member of President Nixon's Aviation Advisory Commission; Ellen Church Marshall, the world's first airline stewardess; Jerrie Cobb, pilot and first woman to pass the astronaut tests; Fay Gillis Wells, pilot and Washington, D.C., news correspondent, and film actress Susan Oliver, Powder Puff Derby winner.

Powder Puff Derby

by Marion Andrews

Now that the winds have just about subsided from the 27th Powder Puff Derby, the AWTAR Board is ready to pull into position for the 28th.

Kay Brick has had a major overhaul in a New Jersey Hospital and is now home tuning up for the role ahead. Lois Fairbank, a former board member, and one who has continuously worked as though she never left it, has also had a major. She is still hanged in a local hospital. We wish both of them a speedy return to the line.

Peg Davidson is about to lose one of her king pins. Her son is getting married in October. The rest of us are just checking our mags after a busy summer.

The 1974 Powder Puff Derby will start from Riverside, Calif. on **June 29th, a revised date.** Orange County will be the

Hostessing Chapter with Thon Griffith start chairman. The terminus will be July 2nd at Boyne Mountain, Mich., professed to be one of the most beautiful sections of the country. The Michigan Chapter will hostess the Terminus with Winnie Duperow as Chairman of the event. The awards banquet will be a 4th of July celebration.

Hazel Jones is our new AWTAR-99 Fund Raising Chairman. Our many thanks go to Helen Shropshire for her past dedication in this function. A supply of posters of the top 10 1973 Powder Puff Derby winners has been sent to all chapter chairmen and Governors as listed in the 1972-1973 Roster by Champion Spark Plug Co. Send your clippings before they are mislaid to Powder Puff Derby Headquarters, Teterboro Airport, Teterboro, New Jersey 07608.

PPD Notes

by Shirley Allen

Next to Convention, the best place to meet International 99 members is the Terminus of the Annual Powder Puff Derby. If the Start or Terminus, or even a "must-stop" is anywhere in your vicinity, it's a great opportunity to get to know and meet some of the most colorful women pilots in the world — get caught up in some of the excitement and make a host of new friends.

We felt we had known Australian Robin Miller for a long time, after reading her book "Flying Nurse" — then we discovered at Elmira that there was a sequel to the story with a happy ending — she had just married her doctor friend and flying companion — Dr. Harold Dicks. They were ferrying another Beech Duke after the Race back to Australia for the Royal Flying Doctor Service. Governor Rosemary de Pierres and her husband were also combining business with pleasure, extending their trip after Convention, on to Europe. Both mem-

bers had co-ordinated many activities around the race dates to justify their journey half way around the world.

It was good to meet the South African Section Governor, Ingrid Heinz and Kucki von Gerlach — particularly as our correspondence had been rather sketchy — they were flying their second Derby, also a very long way from home.

Mutz Trense and Brigitte Hoeck from Germany were in high gear when they checked in at the Registration Desk and divulged a little "Hot Line" information. (Earlier this year we had hoped to extend my European Tour to include Germany, but unfortunately budget would not permit). There are presently around 350 women pilots in that country and a National Association as we know it, with about 90 women pilot members, called "Vereinigung 6 Deutscher Pilotinnen". 99 members-at-large number at least seven in our 1972-3 Directory.

What a vote of confidence in an Organization — and a Race — for all these women to travel so far to compete in the United States. A tremendous effort — so many obstacles and details to work out. Whether they win, place or just show — they are to be congratulated — these are the women who make the Ninety-Nines and the Powder-Puff Derby INTERNATIONAL.

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Coming Events

Nov. 2-4 — Sixth Annual Kachina Doll and Roadrunner Proficiency Air Races, a 250-300 mile round robin, sponsored by the Phoenix Chapter.

Nov. 3-4 — Mechanics for Pilots Course sponsored by Los Angeles Chapter.

Feb. 12, 13, 14, 1974 — FAA Flight Instructor Revalidation Clinic (Instrument & Airplane) at Rochelle's Motel & Convention Center — entrance to LGB Airport — 3333 Lakewood Blvd., Long Beach, CA. Sponsored by Long Beach Ninety-Nines. Fee \$35 includes materials and lunch. Contact Rita Gibson, 5505 Fidler Ave., Lakewood, CA 90712. (213) 866-8419.

May 24, 25, 26 — Annual Illi-Nines Air Derby, Champaign, Ill. Sponsored by the Quad City, Central Illinois, and Chicago Area Chapters.

Special Notice to all Governors and Chapter Chairmen — The By-Laws Revision Committee wants your recommendations now! Please send one copy to each of the following:

Miss Virginia Hash, Chairman
340 East Earll Drive
Phoenix, Arizona 85012

Mrs. Ingvar Johansson
300 Greenwood Avenue
Lake Forest, Illinois 60045

Mrs. Daniel Stowell
1635 South Highland
Arlington Heights, Illinois 60005

Mrs. Paul Young
6512 Northwest 20th Street Drive
Oklahoma City, Oklahoma 73008

Miss Irene N. Wirtschatter
Apartment No. 909
2301 E Street N.W.
Washington, D. C. 20037

(ED. Note: The heading NEW HORIZONS reflects the belief that death is a horizon toward which we all fly, even though this new adventure is brought about by diverse causes. In a sense it is a flight from the "bonds of earth" to unknown "New Horizons")

Flying On To New Horizons

Minnie Stewart, member of the Maple Leaf Chapter of the East Canada Section, died this summer in a training flight crash.

Ripley Miller, member of the Eastern New England Chapter, killed late evening, Sept. 23rd, making an approach to Boston's Logan Airport (Please see Eastern New England Chapter's column this month for details.)

ALOHA CHAPTER

Lorette Zirker, Reporter

Winners of this year's Apuepuelele received their trophies at a dinner in their honor on the night of the contest. Vivian Ing in a Cessna 150, won first place. Lorette Bilkiss at the controls of her beloved twin was second, as Connie Sales helped in the right seat. Third was Sally Hall with Rose laea as copilot. For those who joined us late, the Apuepuelele is a proficiency test, requiring accurate estimates of time enroute, and gas-consumption.

Betty Miller has returned safely, and glowing, from the women's helicopter competitions in England.

Minette Learned did another stint at FAA School in Oklahoma City. Now she continues her work as FAA Flight Inspector with the Honolulu FSDO. Minette had a chance to do some just-plain-flying the other day, with Jane Kelley and the aerobatics club. A whole day without giving a flight check!

Lenny Muttick is a wee bit discouraged. Her swell job as copilot for a tour-flight company is in jeopardy because of the company's economic difficulties.

Trippi Ahrens, Pat Coates, Betty Skold, and prexy Florence Beamon are attending the Fall Southwest Sectional. Our plans for the Spring Sectional continue. Aloha!

BAY CITIES CHAPTER

Kathy Walton, Reporter

Indian summer is giving us beautiful flying weather. Taking advantage four of us winged to Van Nuys for the Southwest Sectional. Joyce Wells flew her plane with Vivian Harshbarger, Ruth Rueckert and Kathy Walton as passengers. The San Fernando Valley girls really put on a nice weekend for us, including a beautiful sunshiny day for take off with beautiful visibility of the whole basin.

Our September meeting was held at the home of Vivian Harshbarger. Ruth Rueckert told us about the happenings at convention and caught us up on the new rules, dues, etc.

Your reporter is trying something new (to her) this year at school, teaching an eight week elective class for 6, 7, 8th graders called Let's Fly. I had to turn students away the first quarter so will now offer it again. I'm offering a basic introduction to all aspects of flying which will include two field trips to the airport. Never have I had a class where the students are so enthusiastic. If you are a teacher you ought to try it.

We have until Dec. 31st . . . Are you APT for 1973???

EL CAJON VALLEY CHAPTER

June O'Neill, Reporter

The ECV Chapter meeting in Vi Chambers' lovely mobile home brought the remark from a guest that we were a busy group of 99s.

Under discussion were the banquet menu for the Aircraft Mechanics Clinic; recruiting of workers for the Gillespie Aircade's 2-cent-a-pound flights; cookie-baking for the Pacific Air Race hospitality committee; presentation of the chapter's group picture to the San Diego Aerospace Mu-

seum; donating blood at Grossmont Hospital, entertaining guests from India — Mohini Schroff and Chanda Bubhabhatti; recapping Lynn Coulthard's Australian adventures; selling automobile-antenna windsox; the So-Cal Aviation Breakfast Club's Sunday brunch aboard the Queen Mary; and perhaps sewing blue smocks for PAR workers. When Cay Hatch unrolled the 9-foot-long bandage she knitted for leprosy patients for DRF, she proved our diversity of endeavors beyond doubt! Cay heard about the need for hand-knit bandages last fall during Dell Hinn's presentation at Casa Miguel, and went straight to work. Here is the 'recipe' should anyone else want to begin: Use boilable white crochet cotton, and No. 1 needles. Simply cast on 25 stitches, and begin knitting . . . and knitting . . . and knitting (no purling — it spoils the elasticity).

We welcomed guests Judy Ross, Rusty Kent and Charmaine Anderson. We look forward to Vi Chambers' complete recovery from surgery at Mercy Hospital.

Committee chairmen for 1973-4 are:

Aerospace Education — A.E. Scholarship, Sue Clark; APT, Margaret Walton; Airmarking, Dottie Campbell, Lynn Coulthard; Museum, Doris Ritchie; Contest, Helen McGee; Flying Activities, Dottie Campbell; Legislative, Dorothy Ledbetter, Leah Liersch; Nominating, Boo Christensen; Publicity, June O'Neill; Scrapbook, Cay Hatch; Telephone, Virginia Renn.



El Cajon Valley Ninety-Nines gather for installation dinner — (Back Row) Left-to-right, Doris Ritchie, Helen McGee, Freda Breise, Margaret Walton, Linda Gaylord, (Front Row) Leah Liersch, Dottie Sanders, Sue Clark, Dottie Davis, June O'Neill, Boo Christensen, Vi Chambers, Doris Taylor. Photo Credit — John Rauch.

FRESNO CHAPTER

Betty Martin, Reporter

Fresno Chapter met on September 7 and the big thing on the calendar for this month will be September 30. We have rented a Cessna 172 for that date and all members and their 49 1/2's will have the opportunity to become APT and receive their safety pins from the FAA. Bob Asbury, retired from the FAA has volunteered his services and we will also have Jack Patrick from FAA. We expect 100% turnout of members who do not already have their pins.

Plans are well underway for our money-making project for the year — a Halloween Dance to be held at Chandler Field in Fresno on October 27. Dennis Awes, owner

of Denair Aviation has generously offered to let us use his hangar. Dennis is our "Mr. 99" for this year and is always there when we need assistance.

Seven members of our chapter will participate in the Pacific Air Race in October and we wish them all the best of luck.

A good percentage of our membership will attend Fall Sectional in Van Nuys this weekend and those who don't attend will miss a good time for sure.

Fresno over and out.

GOLDEN WEST CHAPTER

Jeanne Abramson, Reporter

Welcome home, Heather McNeil, who is back with us and enlivening chapter meetings with tales of her two-year tour with the Air Force Nursing Corps as a Captain stationed at Fairchild Regional Hospital in Spokane.

Highlighting her service experiences was the opportunity to take a four hour trip with the Washington Air National Guard in an F-101. Preparation for the round robin Spokane to Seattle via Portland flight included a mandatory three-day altitude

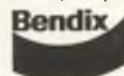


In cockpit under open canopy of F-101, Heather McNeil, member of the Golden West Chapter, listens intently to pre-take-off briefing. (Ace of spades under harness strap and pliers visible at mid-right unexplained but intriguing!)

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A-OK! Heather McNeil had her turn on the controls at Mach One Plus and termed it "a most thrilling experience".

chamber course.

Although Heather was able to try her skills at flying the Mach One Plus machine, she made the transition back to single-engine piston aircraft in time to join Toni (Kuhns) Levitt in the Pacific Air Race.

Other PAR entrants include Pat Forbes with 66er Lynn Ingalls, Rae Gilmore and Kathi Wentworth, and Barbara LaPoint, teaching co-pilot duties to 18-year-old private pilot Gay Baldwin, a prospective 99. Winners all, but we'll know for sure just about the time this reaches the typesetter.

HI-DESERT CHAPTER **Eva Conrad, Reporter**

The Hi-Desert Chapter welcomed new member Helga Deeke whose formal address is in Los Angeles, but whose heart is in her desert home near El Mirage. Helga started off right by planning a meal for the 99s and their families with proceeds to go into the treasury.

Four Hi-Desert gals took in the Fall Sectional in Van Nuys Sept. 21-23. They are Marty Harstad, just back from the International in Milwaukee and from participating in the Palms to Pines; Marlene Kniss; Yvonne Koepke, and prexy Margaret Bolton. The latter three gals were joined by their 49 1/2ers for the banquet.

LONG BEACH CHAPTER **Jean Pyatt, Reporter**

Congratulations to Jean Schiffman who received the second place trophy for the Southwest section's "Woman Pilot of the Year" award. Jean was with her husband, Pat, at the Reno Air Races and her award was accepted by Marie Hofer. It was a big thrill for all in attendance at the sectional meeting held in Van Nuys: Joan Dilley, Susan Greenwald, Marie Hofer, Joyce Jones, Nina Laughbaum, Emma McGuire, Betty Neser, Mary Pinkney, Juanita Thompson, Claire Walters, Margaret Ward, and Mary Wenholz.

Margaret Calloway and Emma McGuire received their Commercial Glider Ratings at Elmira, New York, following the Powder Puff Derby. Gene Fitzpatrick has added Instrument Flight Instructor to her C.F.I., and Juanita Thompson attended A.O.P.A.'s week-end course to prepare for the C.F.I. written, which she has passed.

The September meeting was held at Colene Giglio's Eagle Aviation at the Long Beach Airport. Betty Gabrielson presented a fascinating slide lecture which she has prepared on hang gliding. Her husband is

an avid participant and Betty has tried it once. We have a new **Sky Tales** editor, Jean McConnell. She follows Joan Dilley who retires after a year of service in this very demanding and time consuming position. Kay Anderson continues in her position as typist. Jean McConnell and husband, Bill, flew to Northern Wyoming for a week in August. Daughter Sherry returned with them on her first cross country in a light plane. Joan Dilley and Milan combined a DRF run and the Flying Pharmacists meeting in Santa Barbara in September.

Chairman, Joyce Jones, begins another busy fall season working days at Rose Aviation and four nights a week teaching ground school at Torrance, Redondo, and Westchester. Kay Woodson is working at Rolling Hills Aviation and gets to fly a variety of aircraft there. Sounds like fun. We will certainly miss Edna Lavezzaria who will be transferring to the Tucson Chapter. At the same time we welcome to our group Bonnie Zrust, who is sponsored by Juanita Thompson; and Nina Laughbaum, who just received her Private Certificate, and who is sponsored by her Instructor, Emma McGuire.

The Chapter wishes to extend its heartfelt thanks to the San Joaquin Valley, Sacramento, and Columbia Cascades Chapters for their part in the success of our fourth annual Palms to Pines Air Race. Rita and Paul Gibson came up to Independence for Inspections and then flew on to Seattle in their Bonanza. Juanita and Mark Thompson will return to Independence to give some instruction to some of the hosts. International Ninety-Nine, Zipora Alterman, arrived from the Convention in Milwaukee just in time to fly in the race with Betty Neser.

Mary Pinkney was hostess to Indian Ninety-Nines, Mohini Shroff and Chauda Budhadhatti. They have expressed a great need for aviation materials and the Chapter discussed taking this on as a project. Pat Kelley Shearer from Hawaii has also been a guest of Mary's this summer.

Susan Greenwald was our lucky member who received an invitation, along with eleven other Ninety-Nines, to fly the DC 10 Simulator at McDonald Douglas. Fran and Ted McLin visited Ninety-Nine, Virginia Huidekoper, in Jackson Hole in a Baron. Dorothy and Ken Waltz will attend the International Airline Transport Association meeting which is being hosted by Olympic Airlines in Athens in October.

Our entries in the PAR at press time include: Wally Funk and Irma Orcino, Georgia Lambert and Joyce Jones, Alice Maynard and Juanita Thompson, Emma McGuire and Nina Laughbaum, Betty Neser, Mary Pinkney and Katee Moscow, and Marilyn Twitchell and Jean Pyatt.

The Christmas party will be held on Sunday, December 9 at the Navy Officers' Club at Terminal Island. Marie Hofer is Chairman of the Awards Committee. The Awards are for upgrading certificates and new ratings as well as other contributions to the Chapter and are presented annually at the Christmas party.

MARIN COUNTY CHAPTER **Rahn Simon, Reporter**

We may have "left our hearts in San Francisco" (and our stomachs over Van Nuys Airport), but our thanks for the warmest of welcomes and the happiest of

memories we leave with the San Fernando Valley Chapter, our International President, and all the other 99's who made our Charter presentation at the Southwest Sectional such an exciting event.

Five MC99's (a 50% attendance for our Chapter) flew down. Chairman Karen Kahn (now CFII rated) gave Cyd Fougner her instrument cross-country to and from Van Nuys in a Cardinal RG, with Helen Kampe and prospective 99 Audrey DiMarta as passengers. Your reporter, her 49 1/2-er Harry, and Barbara Kolehmainen VFR'd it in a fixed gear Cardinal.

We'd like, also, to express our thanks to a "Wonderful Guy" known as Bill (a mechanic from Wayne Airframe, Inc., Van Nuys), who drove from Canoga Park on the Sunday of our departure to answer an emergency call from the VFR group. In his best Sunday clothes, he spent one hour flat on his back underneath the Cardinal repairing the carburetor heat control connection to the engine, which had jammed in the "on" position. Bill, will you marry us?

Karen Kahn, employed by Sierra Academy of Aeronautics in Oakland as flight instructor, spent the first day on the job with two CFI and one Commercial student ... and her ticket only three weeks old.

We found the ATC (Analog Training Computer) 510, an instrument flight simulator guaranteed to drive you happily crazy in the privacy of your own home. The same size as a large TV, it sure beats Watergate for thrills and excitement! On loan to 66 Thea Lowry, she invited us over to test our skills. Fun and good experience for all!

Kathy Miller recently returned from her fifth trip to the South Pacific this year. Highlights included flying the right-hand seat of a Cessna 310 out to the coral islands of the Great Barrier Reef (Australia), to the Outback in a Comanche, and then a low photographic reconnaissance flight near Darwin (Northern Territory). Kathy may well be our only radio-active member, as she returned with Australian uranium samples. In Indonesia, Kathy visited one of the three women pilots in that country, Meitie Dewanta, the wife of the ex-Commanding General of the Indonesian Air Force. All that time in the right-hand seat, gave Kathy that old familiar "itch" (unless it's the uranium) and she has signed with the Piper Club at Gnosss Field and is busy checking out in a Cherokee 140 and practicing touch-and-go's which, to those who know Gnosss' crosswinds, can sometimes mean "touch-and-woes" ...

Ann Morrissey hopes to obtain a multi-engine rating soon, thus enabling her to "commute in her work." This will beat fighting the freeways!

ORANGE COUNTY CHAPTER **Darlene Brundage, Reporter**

Our August mayhem was generally conducted by Ginny Flanary (vice-ch.) in the mostly-absence of Shirley Cote. She was, however, aided by such good-old standbys as Margo Smith, Darlene Brundage, Esther Grupenhagen, etc. who know all about what someone else should be doing. Amid the mess somehow our guest, Pat (Kelley) Shearer, from Hawaii was introduced and put in a most exciting plug for attending Spring Sectional in Honolulu. By the time she finished with us we were all, at least mentally, on our way.

Announcement was made about our

plans for the High Altitude Chamber and physiological training visit to George AFB November 5 (contact Sylvia Paoli). We heard generally what happened at International Convention from Margo Smith, Ginny Flanary, and Thon Griffith. Thon is again International Board Member and Margo Smith will be International APT Chairman again.

Beverly Allen and Sharon Goodwin received their membership pins and immediately volunteered for respective jobs of chapter scrapbook chairman and Cooking Maneuvers chairman. We hereby issue double welcome to them. We soon hope to welcome guest, Betty Farrar, who has been around working hard for the chapter and on her brand new license! While presenting the APT pin to Mary Ann Jamison, Margo Smith remarked that she, Margo, is now APT for 6 consecutive years, Ginny Flanary for 5 years and Darlene Brundage for 4 years.

Our September get-together was again more-or-less conducted, this time Shirley Cote, our chairman, was there. Late but there. As this is our annual meeting, we were invited back to celebrate, to the law offices of Lawton, Christensen, Fazio & McDonnell who did our incorporation for us.

We voted to donate \$100.00, to Direct Relief Foundation, of the money already collected from the sale of our patches. It had previously been determined that proceeds from the APT, Airmarker, and Wings for DRF patches would go toward the 1974 PPD Start in Riverside with a percentage of the DRF patch proceeds to be donated to them.

Chapter APT Chairman, Barbara Stewart, announced for presentation, APT pins for members: Bev Allen, Nadine Barish, Betty Ackerman, Thelma Mickelson, Esther Grupenhagen, Ginny Flanary, Maggie Burch, Zona Appleby, Nell Connolly, Darlene Brundage, Margo Smith, Delia Neff and Dorene Christensen.

We had several entries in the Palms-to-Pines race this year and we finally had the WINNING TEAM — Shirley Cote and Nadine Carpenter in the Rockwell 112! The rest of the gang enjoying that great race were: Thon Griffith, Marty Harstad and Terry Darch, Elizabeth Shattuck, Esther Grupenhagen, Sylvia Paoli, Lynn Newton and Barbara Ward, and Avery Gray and Mary Olsten.

PALOMAR CHAPTER

Mary Pearson, Reporter

A new Ninety-Nines year is underway.

We greeted our most recent 99, Betty Turner. She's a new private pilot, the owner of her first airplane and a heck of a good helper on the Derby start!

Palomar Ninety-Nines and air racing — synonymous!

Our racing thing was the All Men's Palomar Air Race, completed September 29th. There were 30 entries, one of whom scratched before the start, and if you can believe for SUNNY SO. CAL. — it was! As usual, the secret course was revealed at the briefing only an hour before the 1030 takeoff. All the planes had completed the 383 mile course to Lake Havasu (London Bridge) and return to Palomar by 1530 — and, lucky us with a friendly computer and programmer, we had the results by 1830 martini time! At a banquet following the appropriate amount of elbow bending, trophies

and cash prizes were awarded to the following:

1st — Scott Rafuse, Dave Miller, +21, Citabria 7GCBC

2nd — Ralph Millhone, Marion Reed, +17, American Traveler

3rd — John Scholtens, Bill Ross, +16, Cessna 172

4th — Dick Reinhardt (solo), +15.9, Cherokee 140

5th — Art Ferugia, Stan Parker, +15.2, Beech Sierra

No 49 1/2ers in the top 5 — mine was busy riding a HORSE in a parade! However, you can see the fine hand of the gals, because those top five are former students or flight instructors of ours. We hope the fellows plan on the sixth AMPAR in '74!

The Pacific Air Race on October 13 completed the '73 air racing season — at least for Palomar racers. Sue Adler (solo), Mary Pearson and Harriett Booth, Pam van der Linden and daughter Jean Schultz (Congrats, Jean — any friend of Snoopy is our kind of people!), Ethel Robinson and Mary Moons — a formidable group who raced. I was doubly pressed, since I raced the Citabria that won the Men's Race. (Results next month)

I can feel the piercing eyes of the kindly Mardo — she's gonna' kill me if this doesn't hit the mailbox RIGHT NOW! Happy Ninety-Nining.

PHOENIX CHAPTER

Claire Ellis, Reporter

The sixth annual Kachina Doll and Roadrunner Proficiency Air Races will be flown Nov. 2-4. Fun and CAVU are the rule of the day (and night) for this year's 250-300 mile round robin. Co-chairmen, Millie Dawe and Sue Harper have a lot of surprises in store for all pilots.

Phoenix Chapter girls who attended the South Central Sectional meeting in El Paso, Texas are Millie Dawe, Sue Harper, Claire Ellis and prospective member, Libby Pruett.

Eighteen members were on hand for Oct. meeting along with four guests. New members voted on were Lona Atkinson, Julia Rausch and Maxine Swinehart. Fred Bolender, Hazard Control Officer for the U.S. Postal Service in Chandler, Arizona, spoke on his personal interview with Amelia Earhart shortly before her final flight. He presented copies of his personal photos, notes and the newspaper article to the chapter. Mr. Bolender cited her "basic good sense and adventuring spirit" as the qualities that impressed him the most. Her statement that "The love of flight is the love of beauty" gave Mr. Bolender an insight into her feelings.

Our girls who attended the Fall sectional in Van Nuys were Aggie Liljegen, Maxine Swinehart, Sue Harper, Millie Dawe, Carol Borgerding, Mary McPhearson, and Mary Vial.

See you at the Races!

REDWOOD EMPIRE CHAPTER

Nina Rookaird, Reporter

Anita Worel and 49 1/2 Jack, and Nina Rookaird had the enjoyment of attending the Sectional. The San Fernando Chapter had everything organized so very well — except for the overturned gas truck that burned in front of the hotel and caused major traffic problems.

The business meeting proved very interesting. The trip to Busch Gardens was

fun. Vivian Harshbarger of Bay Cities and I are planning a return trip on the flume ride.

Nina Rookaird flew down PSA, but jumped at the chance to fly back in the American Traveler with a new 99. Fran Zanzotto of the Mount Diablo Chapter.

Anita Worel of our chapter and Kathy McNamara of the Fresno Chapter were seen comparing ideas for their participation in the PAR.

Janet Allbeck and Nina Rookaird made a practice run to Porterville in the smog. We found the transponder a very useful addition in the poor visibility — that is, with the assistance of Castle ATC. We hope we can find all airports in the PAR, too.

RENO AREA CHAPTER

Hazel Hohn, Reporter

It's Reno National Championship Air Race time once more, and again Reno Area 99's worked in Race Headquarters, registering race pilots, selling Victory Banquet tickets and Pit Passes, delivering messages to race pilots and crews in the pits, and answering questions such as "How many G's do the Formula I pilots pull?" and "How old is Bob Hoover?" (those are 2 that I got) One of the fun things is saying Hi to the many 99's that come from near and far to see the races each year. The list in our 99 Registration Book at Headquarters is so long that I can't include them all, but they were from such distant places as Hawaii, South Africa, Florida, Kansas City, and Illinois, and from as close as California and Colorado. Then there's one entry which reads, "John Dudley, Reno, Adopted." John recently finished building a beautiful Formula 2 type racer at Carson City Airport.

Mary Boles was Chairman of the 99 Contest Committee for best dressed race crews. Those who judged the crews at the Air Race Parade in Reno were: Jerry Gardiner, Mary Boles, Doris Eacret, Lois Williams, and Nancy Frybarger. At the Victory Banquet Mary Boles looked lovely as she presented the awards to the winning crews: Lyle Shelton, Unlimitecs, Dave Forbes, Formula 2, Jim Stevenson, Formula 1.

Doris Eacret says she got APT on June 30th, one day before deadline. Doris and her sister flew to the San Juan Islands which are north of the San Juan de Fuca Straits, Washington. They flew from island to island, and stayed with relatives on Blakley Island, in the San Juans. Doris says this area is very beautiful and lush, with excellent fishing, crab potting, and clam digging.

Reno will be the site of the June 13, 14, and 15th 1974 WASP reunion. Fran Gustavson and I are on the committee. Fran is Chairman.

Jane Logan is working on her Commercial and Instrument at Tonopah Airport.

Kam Vass of the Greater NY Chapter was with us again for the races. Kamala stayed with Kathy and Wug Gray in Reno, and helped out at the registration desk. Husband Ted, former United Airlines captain, is now Director, Contract Negotiations for Pilots with Pan Am.

De Baer attended a flight instructor's clinic in Reno recently and got her flight instructor's rating renewed.

Phyllis Ahlsweide, who moved to Las Vegas last year, was back for the races, and we all enjoyed seeing her again.

Elaine Brown says she went out to the airport and patted her Cessna 175 so it wouldn't feel neglected. After all, if plants

respond to TLC. why not planes?

Kathy and Wug Gray hosted the 99 air race party again this year, and as usual, a great time was had by all. We 99's were also invited to the Sparks Nugget party for race pilots and crews. At the Victory Banquet, the Reno Area 99's were praised by several speakers for their help in making the Reno Air Races a great success over the past 10 years.

SACRAMENTO VALLEY CHAPTER

Barbara Foster, Reporter

Sacramento Valley members seem determined to use the good summer weather right down to its last gasp. In so doing some of them have received new ratings. Marie Morgan now holds an instructors ticket and will be working for a fixed base operator at Executive Airport. Sandy Case has added Multi-engine to the string of ratings she has achieved. Denny Tocher and Mary Elliot have passed their private check ride and will soon be full fledged 99s.

A little tree, flown to Sacramento by Jeanne McElhatton and Marion Banks, was presented to Airport Manager, Norm Coad. Darlene Kelley and Shirley Lehr were on hand to represent our chapter. Executive Airport has been chosen for the site of the Capital City's part in the Friendship Forest portion of the 99's bicentennial program.

A champagne reception marked the occasion of the installation of new officers. Past Chairman La Rue Brown installed Shirley Lehr, Chairman; Barbara Goetz, Vice-chairman; Gail Bomar, Secretary and Audrey Snovel, Treasurer. Thelma Cull presented Darlene Kelley with a token of appreciation for being our Chairman during the past year.

The lure of fun, fellowship and flying took three of our members down the big valley and over the hill to San Fernando for the Southwest Sectional meeting. Barbara Goetz, Thelma Cull and Shirley Lehr Report having had a delightful weekend. They

pulled a sneaky on the rest of us and learned to do the Hukilau in anticipation of the Spring Sectional in Hawaii. I hope they know they are going to have to do some tutoring.

Judy Marquart has been piloting a political hopeful to some of his campaign stops. It seems this gentleman finds a light plane to be just the ticket for getting to some of the less accessible cities in California. Besides, it isn't everyone who can arrive with such a pretty pilot.

SAN DIEGO CHAPTER

Marilyn Eimers, Reporter

Busy . . . busy . . . busy is the best way to describe San Diego Chapter Ninety-Nines during the month of September. Committee chairmen for the 10th annual Pacific Air Race sponsored locally by the San Diego and El Cajon chapters were preparing for this year's race and praying for good weather. Also highlighting this month were the AOPA Plantation Party and the Southwest Fall Sectional, both of which were hampered by unseasonal bad weather.

The AOPA Plantation Party was acclaimed a success by those participating. Susan Bond attended the soaring ground school but reported that actual soaring experience was minimal due to daily low overcast at Brown Field. The bad weather had some favorable points. Member Betty Lambert was kept busy teaching several instrument ground schools while visitors participating in the instrument refresher courses logged hours of actual experience as the San Diego weather was IFR almost the entire week. Groan . . .

Following the Plantation Party, Marion Banks and Wanda Cummings flew to Texas to observe the dedication of the Dallas-Fort Worth Regional Airport, the largest in the world. The four days of dedication activities were highlighted by the landing for the first time in the United States of the French-Anglo Concorde supersonic jet. Afterwards, Wanda flew on to Waterloo, Iowa to retrieve her Cessna 182.

Maxine Smith was hostess for the September general chapter meeting. Guests present were Mary Wilson, recent transfer to San Diego from the Fresno Chapter, Sheryl White and Mary Williams.

Lois Bartling flew Ruth Ebey and Boo Christenson of El Cajon Chapter to Buchanan Airport, Concord, to finalize terminus arrangements for the Pacific Air Race.

Penny Lowe and her 49 1/2 John attended the exciting Reno Air Races.

Shirley Wolf is spending more time in Baja than in California, or so it seems. New member Diane Stocklin recently accompanied Shirley and the Flying Samaritans on a rewarding weekend to a medical clinic in Mexico. Diane was very enthused about her first flight into Mexico and is anxious to support the medical team.

Shirley Wolf was recently installed as chapter treasurer. By error, it was announced last month in the **99 News** that Laura Little was re-elected. Laura served the two previous years as treasurer, managing to balance the books every month.

SAN FERNANDO VALLEY CHAPTER

Bonnie L. Seymour, Reporter

The Southwest Sectional is now a montage of feminine faces, glowing words, laughter, flowers, food and fun. San Fernando 99's were proud to hostess this

year's Fall meeting. We were doubly honored to have our International President, Susie Sewell, and Southwest Governor, Mary Vial in attendance for the week-end. It was inspiring to meet and talk with the women officers of our organization. It was a reaffirmation of the fact that women who fly carry responsibility with aplomb yet maintain their femininity and good humor.

Friday evening a large group of 99's attended the Dean Martin television show taping. After the Saturday business meeting and luncheon many 99's visited Busch Gardens for bird watching and beer sampling.

The highlight of Saturday's business meeting was the Chapter reports. Each chapter had a chance to tell in brief of their year's activities. All had done much to further aviation. We were especially proud of our own accomplishments: We airmarked three airports for a total of 5,945 sq. ft. We airlifted 10,000 pounds of medical supplies to Santa Barbara DRF headquarters. Our training program for wing scouts, CAP's and 99's daughters was a major endeavor, providing free ground school (with books and computers) and flying through solo for our selected women students. San Fernando Valley participated in the Van Nuys Air Show and sponsored a Gama Safe Pilot Seminar. We had flyins galore and had a Poker flight. Our chapter was well represented at both Spring and Fall Sectional and our Chairman attended the International convention.

We participated in the Palms to Pines, Pacific Air Race, AWTAR, and Mini Derby. We were proud to note that member Marge Morong took First place in the Mini Derby. Also the following accomplishments by local gals: 1 basic ground instructor rating, 4 commercial writtens passed, 2 commercial check rides passed, 6 instrument writtens passed, 4 instrument check rides passed, and three instructors revalidated at the Van Nuys clinic.

Our Sectional Chairman, Libby Svenson's planning and excellent management resulted in a Sectional that will be hard to beat.

Saturday night awards banquet honored those chapters with the most flying time, square feet of air marking, and the Woman Pilot of the year. We were number two in flying time, and in air marking and woman pilot of the year.

International President, Susie Sewell presented a charter to Marin County Chapter during the evening. Our newest chapter may also be our "youngest." We were all pleased to meet member at large, Mohini Khubchand Shroff, from Bombay, India. Mohini is in the U.S. temporarily and will work to complete her commercial rating while here. The Southwest Section has awarded her a special scholarship to help towards the expense of completing the commercial rating.

Installation of officers October 1st will begin the year for Beverly Woodward, Chairman, Shirley Thom, Vice Chairman, Marjory Robbins, Recording Secretary, Gerry Vickers, Corresponding Secretary, and Delores Pynes, Treasurer.

SAN GABRIEL VALLEY CHAPTER

Eve Hunt, Reporter

The Chapter opened the fall meetings with a luau at Carleen and Glenn Hargett's lovely home. Ilsa Cook presented an outline of fly-ins for the year and Marion Jir-



Sacramento Valley installs new Officers. Seated, Shirley Lehr, Chairman. Standing L to R. Barbara Goetz, Vice-Chairman; Gail Bomar, Secretary; Audrey Snovel, Treasurer.



Sacramento Valley Chapter members and 49 1/2ers paint the runway at Trinity Center Airport.

chefske won the drawing for \$100.00 scholarship to be used in upgrading flying abilities. Marijane Nelson enlarged upon her experiences in Haiti where she flew "co-pilot" for Turks & Caicos Airways in their de Havilland twin Otter and Britten-Norman Islander. She also flew in a Cessna Skymaster from Port-au-Prince to Grand Turk and back. Early in September she attended the John J. Montgomery Memorial Hang Glider Championships at Jacumba, and she went to the AOPA Plantation Party and Exhibition in San Diego.

Marion Marriott, Joan Winter and Carleen Hargett attended the fall Sectional in Van Nuys. Margaret Lawson and Jean Gillingwaters were there for the business meeting.

Joan Winter flew to Santa Barbara with two officers of The Christian Pilots Association. She went along to fly because she has an instrument rating and the weather was bad. Joan is also working on her commercial rating.

Margaret Lawson has soloed two more students and has flown to Phoenix twice. She made an emergency landing safely. Jo Ann and Ed Miro recently flew to the Grand Canyon and on to Gallup, New Mexico. They took a jeep trip to Canyon de Chelly, then a stop at Oak Creek Canyon and home. Naomi and Jim Wilden plan to fly to Page, Arizona, to spend the weekend on a houseboat. Their local trips have included Hemet and lunch at Giant Rock. Marjorie Loomis has taken advantage of the poor weather to get in some instrument practice.

Dorothy and Ed Monsanto flew to Carefree, Arizona, and found the temperature there to be 103° F. Dorothy had low score on this golfing expedition.

Peggy Marsh and Beverly Mahoney are preparing for the Pacific Air Races. They had a dry-run to Gillespie and ended up eating lunch at Yucca Valley. Beverly and husband, Mickey, flew to Columbia, Calif., for a vacation. They rode the white water of the Stanislaus River and then went to Tahoe. On another trip they flew to Albuquerque, New Mexico, and to the Carlsbad Caverns.

Carleen and Glenn Hargett treated some friends to a plane trip to Bakersfield and lunch there.

SAN JOAQUIN VALLEY CHAPTER

Charlotte Morrill, Reporter

Chowchilla hosted our September meeting. Four planes and many cars brought seventeen members and guests together at the Red Top Airport for lunch and then to the home of Trixie Clayton for our business discussion. This month we greeted two new members to the Chapter, Imogene Anderson of Chowchilla and Darlene Wynn from Ripon.

Laverne Gudgel reported flying a plane of deer hunters to Alton, Wyoming and returning the same day, such stamina! Our Chairman, Shirley Miller and daughter Debbie, flew to Hoopa, California, for some fishing and relaxing. Between the two of them they "pulled in" fifteen fish. Lee Roesch and 49 1/2-er Francis zipped up to Wyoming for part of their vacation - were weathered in and had to proceed to Denver commercially — an all too familiar happening — frustrating, yes?

Attending the Southwestern Sectional in Van Nuys were: Shirley Miller, Laverne Gudgel, Helen McDonald McGee, Dorothy McAllister and myself. A very well-run and

fun weekend. The San Fernando gals worked long hours to make everyone welcome and comfortable — our personal thanks. The business meeting was most stimulating, which isn't an easy thing to attain. We all returned home with firm resolutions to do more for our individual chapters and also to help promote the cause of General Aviation.

As our pilots for the trip, Dottie McAllister and Laverne Gudgel had a good instrument workout both coming and going, with smog, fog and generally unsettled weather in the Bay Area making for a real challenge.

Hopefully our next meeting will find us air marking the Columbia airport, which should please General Aviation buffs all over California.

SANTA PAULA CHAPTER

Adrienne Nater, Reporter

Norma Williams, Evelyn Perry, Sally Allen, Jill Williamson, and Betty Johnson attended the Southwest Sectional in Van Nuys last month. As weather would have it, they were forced to drive the forty miles and missed the excitement of flying into Van Nuys Airport. This was the first time for the Santa Paula Chapter to be recognized in attendance at such an event.

At our last meeting, Joan Steinberger of the Santa Barbara Chapter and chairman of the Direct Relief Fund gave an enthusiastic presentation for DRF. John Olmstead, who represents the International organization explained the operation and concluded his talk with an excellent film depicting the full scope of the operation. By September 29th, two of our members, Norma Williams and Barbara Deeds, had already embarked on a flight to San Jose, California, to pick up a load of supplies for the depository in Santa Barbara.

Five members of the Chapter, Sally Allen & Jill Williamson, Norma Williams and Barbara Deeds, Adrienne Nater and Jan Wood (San Fernando Chapter) will be flying the Pacific Air Race, October 12th. As part of the post-race activities, more supplies will be picked up in San Jose for DRF by the girls.

During the month of September, several weekends were spent by many of the members counting take-offs and landing at Santa Paula Airport for the airport authority.

In the works now are plans to co-sponsor a Safety Clinic with Mugu, in Santa Paula. Plans tentatively schedule the event for the first of next year.

Betty Johnson is off to an exciting trip to Baja, California with 49 1/2-er Ken. They plan a route that will take them from Mexicali to La Paz and then to Cabo. Their hotel, the beautiful Cabo San Lucas is on a promontory overlooking the ocean. They will be flying a Bonanza, with Betty pilot-in-command.

Betty, our newest member, who has just only resumed her flying career after 25 years of family rearing, was originally trained to fly in the WASP. Now she is working on her Commercial license and was checked out to fly aerobatics in a Citabria.

Norma Williams and 49 1/2-er flew to Reno for the Reno Air Races, September 15, 16th.

Barbara Deeds completed her safety check ride last month.

Prospective members, Barbara Niles,

Jackie Ross, and Carol Riley attended their first meeting in September.

TUCSON CHAPTER

Jayne Hunter, Reporter

\$7,000.000 worth of flight simulator equipment operated by the 355th Air Squadron and two dozen 99's and prospectives came together for an outstanding October meeting. Joan Johnson and her 49 1/2-er, Dave, an instructor at Davis-Monthan Air Base, arranged for our Chapter to meet and dine at the Officer's Club and then to tour the Simulator Center, where we were allowed to pilot the simulators. Even those who "crashed" were thrilled by the experience.

The chairman introduced some promising guests and announced very good membership news at the dinner. Mirza Clark, recently re-joined, was welcomed back. Lynn McGrew, new member, is working on her CFI at Arizona Frontier Aviation, newly organized flight school operation at Tucson International co-owned by "Lum" Edwards, spouse of one of our staunchest, Virginia Edwards. Jo Ann Hanson, newest member, with a Ph.D. in microbiology, has a plane — sitting back in Albuquerque due to "weather." Private pilot, Hilde Peterson, has joined our Chapter.

Our two scholarship recipients, Nancy Engebretson and Sharon Hargrave, were present. Nancy, a U. of A. student, recently earned her license with our aid and her Summer employment with an FBO, and will now exercise her privilege to become a 99. Judy Preble and Maggie Schock have done a great job in selecting these Bob Schmidt Scholarship applicants, utilizing our funds to best advantage.

Norma Wilcox is busy in the pattern at Ryan Field and at Nogales with her students. Terry Robertson, our Chapter's favorite 66, is bearing down in pursuit of her private ticket and nothing will better please her husband, doctor and Debonaire pilot "Dunc", than having Terry make it and become a 99. Barbara Welsh and Virginia Edwards, both with their Instrument writens out of the way, will concentrate on the flying aspects with the advent of cooler weather. Janet Robertson and Aldine von Issar are working on respective advanced degrees at U. of A. Our secretary, Dot Jenkins, works on weekends at an FBO to support her Tri-Pacer, she says.

Phyllis Courtney is taking ground school for Commercial. She's handled reservations for our October Fly-in to Guaymas, where our member, Pat Nolen, was hostess. Pat divides her time between Tucson and Mexico and now holds a Mexican pilot license. All enjoyed a beach barbecue, swimming, water skiing, boating, and EATING.

Barbara Welsh was hostess for the regular October meeting. Jean Servass heads a committee already planning our Christmas festivity. Jean is our newly elected member-at-large. 12 are signed up for the Orchid Special Flight to Hawaii next April so far. Excitement is running high in anticipation, especially since the mood-building party hosted by Pat Shearer at the Cooks' in August.

UTAH CHAPTER

Jane Patterson, Reporter

Fall has invaded Utah with all the beautiful flying weather. The colors of the trees in our mountains are spectacular this year. For pilots this is an ideal time of the year to fly and hopefully next fall when the South-

west Sectional is in Utah the weather and colors will be just as lovely.

Our fly-in to West Yellowstone on the third weekend of September was cancelled because of weather at Yellowstone. Utah 99 Julie Jacobson and her husband have extended the invitation to next spring for the 99s to visit them at their cabin home on Lake Hebgen.

The September meeting was held at Vivian Yardley's and the main order of business was the planning of the birthday luncheon of the Chapter. It was decided to extend an invitation to all new students and pilots and also all former members of the chapter.

Lila Fielden has been taking trips to Arizona and New Mexico in her Cessna Skylane.

Nancy Reuling is instructing an aviation class at Westminster College this year in addition to her flight instructing.

Charter member Lucile Christopherson during the last year has made two tours of Alaska, fourteen trips to the Hawaiian Islands as well as a tour to Florida and the Bahamas. These tours are in other than their Beech Bonanza which they use when they are in town.

Barbara Whitaker, our APT chairman, reports that so far five members are APT. They are Barbara, Julie Jacobson, Jane Patterson, Joan Barton and Vivian Yardley. Several instructors in the group have volunteered their services so all members with airplanes available should be able to get APT.

Northwest Section

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

COLUMBIA CASCADE CHAPTER

Joan Pratt, Reporter

Our annual Pancake Breakfast, held August 26 in Barbara Daufel's Hangar on Dietz Airpark, Canby, Oregon, was a big success — blessed by sunshine, fun and many friendly fliers. We served 165 breakfasts of ham, sausages, eggs, hotcakes, buckwheats, juice and coffee. An unexpected added feature was the inflation of two big balloons at the field, to start their race to Aurora.

On September 19 we met for a lively meeting at the Quay Restaurant in Vancouver, Washington. Outgoing chairman Lillian Wagner turned over the gavel to our new chairman, Billie Dutcher. From the sound of things at that meeting this will be a busy and active year for all of us. Barbara Daufel and Lillian Wager are planning a surprise flying party to include our hus-



Columbia Cascade Chapter at their annual Pancake Breakfast.

bands at the next meeting — October 13. When those two gals are involved we're all in for it!

EASTERN IDAHO CHAPTER

Carole B. Depue, Chairman

Our meeting was held at American Falls, Idaho Airport in conjunction with the Grand Welcoming of the new airport manager Melvin Miles, a super A&P who makes all kinds of parts and pieces for EAA aircraft, specializing in Starduster Twos. He has offered to hold a modified Mechanics course for interested pilots, which we hope to hold as an annual occasion along with our planned Pinchhitter Course. Mr. Miles moved here from Los Angeles, where he was a teacher at Northrup Instit. and held some weekend courses for 99's down there. We welcomed prospective new member Shelley Jacobs of Pocatello. Shirley is a student of Carole DePue and will have her Private License by October.

Plans were discussed to participate in Wings for DRF — flying medical supplies to the placement center in SBA, Cal. American Falls airport was earmarked by Lois Bauer and Carole DePue in August. It only took three hours to outline and paint the numbers 3-21. Our next project is to plan to raise money for the 99 Int'l. Convention in Coeur d'Alene in August '75. The Eastern Washington Chapter needs table decorations, sponsors for luncheons, dinners, activities and money. The theme is Wild Western of course. For now — start planning for Int'l. Convention in August '74 to fly to Puerto Rico.

Our Vice Chairman, Elaine Partridge is back teaching at ISU this year. Ann McDougal and Ike have been politicking across the states all year in their Cherokee 6. Past Chairman, Margaret Stanford and Pat Dukich and Shirlee Johnson flew to the joint EAA-99 fly-in at Alton, Wyo. to enjoy the tour of the Pitts factory.

Pat Chase gave her plane to her son, anyone want to vote her as CRAZY?? Now what are you going to fly Pat? Treasurer Betty Jones flies their Cessna 210 back and forth to SLC on business. Secretary Glenna Linderman spoke at an Aviation Seminar at ISU this summer. Glenna is an Instrument Ground Instructor and we hope she'll give us an up-dater course this winter. Our Ex-Governor Mary Kilbourne has been flying all over the U.S. and world this year. She was our only member to fly to the NW Section meeting in Anchorage, Alaska in July. Our new newsletter reporter and membership chairman, Laura Dillon has just returned to Idaho State University for her summer encampment in Tucson, Ariz. with the Civil Air Patrol. She will be assuming her duties next newsletter. We have lost two good members of the Ninety-Nines recently because of the increase in dues, specifically, Onita Hoff our original charter member and Virginia Filkenburg, another original member. We have retained these girls on our Chapter Membership and we hope to regain their 99 membership if we can get support for our proposed resolution to obtain some benefits such as insurance, discounts on car rentals, etc. such as all other associations have. We will be sending our proposal around to all chapters for ideas and support.

PUGET SOUND CHAPTER

Betty Curran, Reporter

The Jet Deck at Paine Field was the place of our September 1, 1973 meeting.

Our next meeting will be a fly-out to Bellingham, Saturday, 1:00 p.m. October 6, weather permitting. If the fly-out is cancelled, we will meet at the Snohomish Airport. Marilyn Hughes is now flying more often and this gives her more to hanger talk about. Marilyn likes to fly a Cherokee 140. Marchine Dexter will fly to Bellingham in a Piper Cub or a Cessna 172. Marilyn Hughes is the first in our chapter to receive APT qualifications. All of our chapter members are planning on becoming APT. Betty Curran is working on hers with her instructor son, Russ. Betty and her husband, Vic, will be leaving tomorrow for a two week trip in their Beechcraft 285. Flight plan has been ready for three weeks. Marilyn Hughes and her husband will be flying off to Montana again soon. Marchine is back to mountain climbing again.

SOUTHERN OREGON CHAPTER

Shirley Haussler, Reporter

The September meeting of the Southern Oregon Chapter was held at the home of our newest member, Marion Carter, in Roseburg. There were five members and eight guests present. We hope to persuade some of these gals to join us in the near future. Marion and Rose Ellison showed the souvenirs and pictures they had taken while at the Northwest Sectional which was held in Alaska this year.

Ginny Walsh and Aline Sharp are working on their instrument ratings and both have already passed the written test. Radina Tucker received her commercial rating and plans to begin work on her instrument ticket.

Congratulations go to Aline as she finished 11th in the Palms to Pines air race this year. Congratulations!

Our chapter presented Rose a gift in recognition of her work as Chapter Chairman for the past two years. Her efforts and hard work were appreciated. New officers were installed: Chairman, Aline Sharp; Vice Chairman, Betty Glines; Secretary Treasurer, Shirley Haussler; and News Reporter, Ginny Walsh. In the event that anyone might wish to exchange ideas with our chapter, here are our new committee chairmen: APT & Flight Activities, Ginny Walsh; Membership, Maxine Pike; Air Marking, Radina Tucker; Air Education, Marion Carter; and Scrapbook & Public Relations, Rose Ellison.

Our October meeting is scheduled for the 4th and we all hope to meet in North Bend weather permitting.

WESTERN WASHINGTON CHAPTER

Anita Morrison Baker, Reporter

Priscilla Cook and family, the Widgeon and Super Cub flew to British Columbia for two weeks fishing and exploring in August. Priscilla's son, Wyatt, got his twin engine rating on a Piper Apache and rating in their Gruman Widgeon — he's a high school senior.

Elli Cunningham has enjoyed taking right-seat trips in her father's new aircraft, a Cessna 421B. Elli along with Fran Bryant of the Greater Seattle Chapter and Jan Mitchell, a neighbor on Crest Air Park in Kent, tried to fly down to Eugene in Elli's Cessna 172 for lunch and shopping. Due to bad weather, they diverted and spent the afternoon in Portland, it was a fun trip anyway for them.

Judy Nesland has only ridden as passenger this summer with fellow 99's. This included the week-end fly-in to the Nut Tree

in May, and flying the San Juan Islands with the Washington Pilots Assn. Group. This summer, without being able to finance flying, Judy concentrated on camping escapades in the Cascades including a fly-in campout sponsored by the Western Travelaires.

Della Koss and 49 1/2er, George, and four future 99's had a great summer flying. They flew to the Evergreen Antique Fly-In, also flew down to Aurora, Oregon and then over to Pacific City on the Pacific Coast to visit friends.

Doris Wolfstone, and her 49 1/2er, Harold, made two flying trips in their Bonanza to visit with her family in Nampa, Idaho. They also flew to Rosario, in the San Juan Islands, for a fly-in breakfast with the Washington Pilots Association.

Southeast Section

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

CAROLINAS CHAPTER PS, Reporter

Usually our "Beach week-end" in the fall is all play and sun and seafood. Not 100% so this year, though, when the Carolinas and the Kitty Hawk chapters met together at Crescent Beach, South Carolina. We had some important business, too, like Convention '73 report and duties for Convention '74; our section is the hostess and we want to do more than our bit for Fun Galore in '74 in Puerto Rico.

The Kitty Hawk Chapter is hostess for the Spring Section meeting which is to be, where else? Kitty Hawk, in the shadow of the Wright Brothers First Flight monument.

Good weather, for a change, despite the forecast of lousy, brought in 10 members of the Carolinas, plus two guests and recent transfer Bunny Foley. Thank you, Central Pennsylvania, for her! She's a good one. Kitty Hawk was well represented with seven members, practically their whole chapter, and a whole covey of husbands.

Our two chapters are charged with the air transportation duties for Convention '74. Many of us have signed up already, by pre-paying the charter seat fare of \$89.57 from and back to Atlanta. Two of our very active operators, Frances Miller and Sylvia Roth, plan to Aztec down. The rest of us, so far, plan to leave the flying to Eastern's charter.

Sylvia was hit by Friday the 13th surgery. The 13th of July she's back fine.

Chapter chairmen Nita Hudman (Carolinas) and Annette Rogers (Kitty Hawk) schedule their next meetings in conjunction with the Fall Section meeting at Callaway Gardens.

FLORIDA SUNCOAST CHAPTER Dotty Birdsong, Reporter

The Suncoast Chapter regular meeting was held September 12, 1973 at Naples in the home of Doris Boritz. Twenty-three were present including seven month old Robert Pearman, Jr. Guests were Selma Marlowe, Joyce Wood, Dianne Stephens, Harriett Gosoline, Doris Herndon, and Barbara Hicks. Hostesses Doris Boritz, Joan Jenks and Sue Pearman served a delightful lunch after the late arrivals were able to depart from the fogged-in airports during the earlier hours.

Chairman Betty Hood conducted the business meeting. Beautiful Past Chairman

Pins were presented to the past Chairmen who were present. These were done through the efforts of Betty Hood and Ethel Gibson. A report was given on International Convention at Milwaukee by our delegates.

Ten Suncoast girls attended a three-day instrument training course last week-end. Twenty-one were registered in the class, several of whom were 49 1/2ers. Barbara Sharrit has earned her instrument and commercial ratings. Her latest is the twin rating for the new Beech Baron she and husband Joe are sporting. Barbara was taking her instrument instructor test following the school along with five of the girls taking the instrument test. Three instrument rated girls were taking the school refresher.

Dotty Birdsong and Sally Tanner will be flying the Alabama Petticoat Derby September 28-29-30 at Huntsville. Ethel Gibson and Dotty Birdsong did not do very well (with all the wind song and hoo-doo pins) in the Powder Puff Derby but we did take a load of DRF material all the way to California as last year — it wasn't a total loss!

It is great to have Leah Warren back with the group. Alma Parker was another welcomed member who works and does not have the opportunity to attend many meetings throughout the year.

The Southeast Section Meeting will be October 19-20-21 at Calloway Gardens in Georgia — south of Atlanta.

Our next regular meeting will be October 10th at Hidden River near Sarasota. Gladys Henderson will be our host.

MEMPHIS CHAPTER Nancy Miller, Reporter

Members and friends of the Memphis Ninety-Nines participated in air marking DeSoto Air Park (near Memphis) this month. Artists included Chris Brown, Jean McCarthy, Gladys Estes, Netta and Doug Holden, Fern and Chuck Mann, Jana and Bob Norrell, Mary Oliver and June Pentecost. Working guests were Doris Taylor and Betty Gatti. This was our first experience and commendations were abundant. The week after our successful venture, DeSoto sponsored an open house (First Annual). Several Ninety-Nines participated in the weekend activities.

A new flying group in this area, Fly-In Memphians, recently sponsored a Poker Derby. Fern Mann placed third but commercial pilot Jean McCarthy won the best prize for her fourth-place finish — a complimentary flying lesson.

Fern and Chuck Mann recently judged an aerobatic contest sponsored by the International Aerobatic Club in Morris, Illinois. Netta and Doug Holden and the Manns plan to fly to Sherman, Texas to join other spectators in watching the National Aerobatic Championships.

Next month we will have a "new" news reporter — that is if Betty Rockwood can hold onto her return ticket after a visit to San Diego, Seattle and Las Vegas. I'm looking forward to your return, Betty!

MISSISSIPPI CHAPTER Ede Brandon, Reporter

The Mississippi Chapter of the 99s held their September meeting in Grenada, Mississippi in conjunction with sponsoring "Aviation Safety Day", September 15th. Jack McDonald, FAA Accident Prevention Specialist and 99 Peggy McCormick were on hand to give proficiency flights to the many general aviation pilots who attended.

Dr. Jim Edwards from New Albany,

Mississippi, in his Pitts Special "Dentist The Menace" put on a fine air show. Other attractions included parachute jumps and a spot landing contest, which was won by Wanda Garson's 49 1/2er, John Garson, now of Meridian, Mississippi. The prize was a clock radio.

Tommy Patterson, Grenada Airport Manager, held drawings and gave away lots of prizes.

Members attending the meeting and Safety Day were: Ernestine Mahan, President, Peggy McCormick, Wanda Garson, Berniece Kelly, Kitty Green, Caroline Cheek, Ede Brandon.

The regular meeting in October will be cancelled, due to the sectional meeting to be held at Callaway Gardens, Georgia.

NORTH GEORGIA CHAPTER Vernita George, Reporter

The 1973-1974 Ninety-Nine year officially began for North Georgia on September 7 with our annual installation banquet. Honored at this banquet were our pilots of the year Jean Voyles and Doris Engerrand. This is generally a one woman show but the only fair way to handle a tie is to give two trophies. Chapter recognition was given to Peggy Husby, our A.E. Scholarship winner. As is customary on this occasion, we recognized our friends from the F.A.A. and their wives.

New Chapter Chairman Kay Guice had us all in tow by Saturday the 22nd. The scene — our semi-annual rummage sale in Bremen, Georgia — another success!

A few of us managed to squeeze a few flying activities into a busy month. St. Simons Island, Georgia was a popular place. Jean Voyles and Doris Engerrand flew over in Jean's 210 and Rick and Vernita George in a 172. After Denise Blankinship ferried a 172 for her father from San Antonio to Atlanta she decided there had to be a faster and better way to travel so she got her multi-engine rating.

TENNESSEE CHAPTER Ruth W. Thomas, Reporter

Tennessee 99s flew into Campbell County Airport, LaFollette, for the last meeting of fiscal year 1972-73. The number of airplanes on the ramp sparked a wish from the FBO — a wish that the FAA would come by to make a count and decide that LaFollette needed a direct line to the FSS in Knoxville. Jo Wood arranged transportation to the Cove Lake State Park Lodge for the meeting and lunch. Oops! Wrong word? Sorry, but the Tennessee Chapter flies to a different airport each month and since the regular meeting time is 12 noon, what else can one do but eat? Besides, by having a meal we get a comfortable meeting room free of charge. So...

The agenda item of greatest interest was a report of the Milwaukee Convention. At the announcement of increased dues all eyes and general laughter was directed toward Phyllis Stien, our new member.

By-Laws for the chapter are in the making. Chairman Donna Bower cited the size and growth of the chapter in recent years as the main reason for By-Laws/Standing Rules. Her second reason was the need to put on paper the unwritten policies and traditions by which the chapter has been operating all these years.

For a summer roundup: Jo Chandler took her parents to the Washington-Oregon area for visiting and sightseeing. Sarah Duke spent six weeks in Austria with a dozen or

so CAP Cadets and had time for some soaring and a check out in a Cessna 150. Judy Cox and her J3 Cub spent much, much time in the air ... not necessarily getting anywhere ... just in the air.

Middle East Section

DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA
WEST VIRGINIA

CENTRAL PENNSYLVANIA CHAPTER Mary Galbraith, Reporter

A beautiful day for air marking the Piper Lock Haven airfield on September 9. Naomi Stahlnecker had outlined the letters the day before. Recognition for a job well done goes to Carol Windsor, Hazel Bartolet, Debbie Bartolet, Ronnie Johnson, Martie Pool, Boots Husted, Marty Owens, Flo Shirey, Alice Fuchs, Naomi Stahlnecker, Mary Galbraith, Carolyn Harbolis, Betty Harlan and 49 1/2er Bob Harlan.

Our regular meeting followed, conducted by our newly elected Chairman, Carol Windsor. One prospective member, Ann Lyon, was introduced by Alice Fuchs.

Carol Windsor and Ronnie Johnson met recently with Caroline Smith of the Chicago Chapter, discussing the activities and ideas practiced by the Chicago Chapter.

Ronnie Johnson is off to Marco Island, Florida for the Piper Sales Meetings with hubby Ray.

Carolyn Harbolis and family recently completed a trip to Canada and to the Lurray Caverns in Virginia.

Alice Fuchs flew to Charlie Brown Flying Service in Virginia on a business trip for Piper. She edits "The Right Seat", a Piper flight instructor publication.

Naomi Stahlnecker was on a hunting trip in August in the Yukon. She reports that riding on horseback from Dawson City into the bush hunting grounds for 8 hours a day didn't come easy.

Marty Owens left our September meeting early because she had to fly to New Jersey to pick up hubby, Bob, then continue to Maine to pick up her ill mother-in-law and back to New Jersey.

EASTERN PENNSYLVANIA CHAPTER Judy DeMarco, Reporter

Ann Shields, who works in flight service at P.N.E., flew to Minneapolis to attend the National Air Traffic Control Specialists Convention. She said the local 99 chapter was involved.

We finally had our rally (postponed from June) and it wasn't a bad turn out. Twenty-two souls in all were there. First place went to Jack Tayman! Enough said about him.

Next three places went to our members, Marianne & Bill Herstan, Gale & John Lingo and their cute son; then Orvill Rice, next Adel Parson.

A member we have not seen lately was Edwina Hansen, who with her husband, did some foreign flying. In Norway they checked out in a SAAB, a 150 H.P., 2 place plane at Christians & S. Airport. Next they were off to a Navion Fly-in & Rally at Fredricksberg. Four prospective members came to the plane rally — Eileen Reider & Cynthia Brestnall from Pottstown, Dafney Hart from Wings and Barbara Ludwig from P.N.E. Thanks to Joan Jones, (have to remember the new name) and Judy DeMarco for the imaginative rally and the

prizes that followed.

Joan Jones, our new chairman, passed the commercial written. She and Joanne Maloney are working on their double I. Mary Robinson, a prospective member, passed her private written. A few more hours and she is our next new member. Nancy Gayner who first had the controls at our penny-a-pound, liked it so much she went right on to solo!

Joan Bertles who got her A.T.R. on August 1st is Chief Flight Instructor at Trenton Aviation.

Hope everyone read the two articles in A.O.P.A. about women pilots, and watched Billie Jean King. She made her point. Let's hope we can all do the same about the 99s. Women can and should fly.

GREATER PITTSBURGH AREA CHAPTER Sophia M. Payton, Reporter

Our September meeting was held at the Holiday Inn, Butler, Pa. with our new chairman, Helen Davidson, presiding, and 90% attendance.

We would like to welcome new members: Mary Lou Waite, and Dot Bisceglia.

The membership is going to airmark New Castle, Pa. the month of October. Racing: Helen Davidson and husband; Mary Lou Waite and husband, and Sophia M. Payton are entered in the forthcoming Michigan SMALL Race. Helen and husband, and Sophia M. Payton and Rae Caudell of Indianapolis flew in the Indiana Fairladies Air Race. Sophia won the Mooney Class and the Speed Class by Zero-ing on her time — 100%.

MARYLAND CHAPTER June Hanson, Reporter

New Chapter Chairman Rene Birch was officially presented the gavel (a crab mallet) by outgoing Chairman Doris Jacobson at the September meeting held at the summer home of Helen and Clark Downs near Rehoboth Beach, Delaware. Flying in were Jeane Wolcott in her Bonanza with passengers Rene, Doris, and Ginny Vogel; Barbara Marder's Cherokee brought her and Mary Beth Jones and Helen Strok; Cleo Sherbow flew in, also, but Sally Williams arrived by auto from Ocean City, Md.

New committee chairmen not listed in roster are: APT — Barbara Feader, MUSEUM — Mary Beth Jones, DIRECT RELIEF — Tommie Strauss, AEROSPACE EDUCATION — Joan Bates, FLYING ACTIVITIES — Kay Bays & Jeane Wolcott, AIR MARKING — Connie Ball, LEGISLATIVE — Kathy Poole, and SCRAPBOOK — Lenora Eaton.

Doris Jacobson received a note from Australian 99 Bozena Vrla written from Europe on her around-the-world trip; hope we meet again someday!

Ginny and Steve Vogel flew their Lake amphibian to Maine for a vacation and Jeane Wolcott went back to the Bahamas in her Bonanza, yet they had something in common. When they were ready to come home, the people came and the aircraft stayed! Remember that long period of severe pollution on the East Coast? Guess who will be the next pilots to get Instrument Ratings as soon as possible?

Barbara Marder, Cleo Sherbow, and your reporter were present at the Pilots Association of Maryland meeting in early September — getting organized slowly but surely.

Tommie and Stan Strauss flew Alaska in

their Cherokee this summer. Tommie says, "The flight to Anchorage was really wonderful! We enjoyed the flying time most of all so, as a result, we didn't stay long in any town. We flew down to Yellowstone which has a fine airport. Another stop we made which I would highly recommend is Kentucky Dam State Park on the Tennessee River at Gilbertsville, Kentucky. It has an airport with a 4000' paved-lighted runway and EVERY recreational facility you desire."

October meeting scheduled at Cumberland, Md., for a day of SOARING with our only glider rated member, Dolores Eirich. Hope the weather cooperates this time. Sectional meeting the 27th at Philadelphia; inside sources say International President Susie Sewell and Page Shamburger will be there.

Sold so many 99 Seals at Convention we had to order a new supply — but we have them and can fill orders now. Same price as listed in roster.

VIRGINIA CHAPTER Elizabeth J. Villa, Reporter

Like autumn leaves blowing in the wind, the skies were busy with the coming and going of aircraft at Shannon Airport in Fredericksburg, Virginia, roosting place for our September meeting.

In attendance, where topics included the International Convention in Milwaukee, plans for next year's convention, and Chapter plans for future meetings, were Mary White, Marty Pearce, Imel Timberlake, Fran Van Stavern, Carol Matthews, Linda Hollowell, and Virginia Riley.

Minutes of the last meeting and the Treasurer's report were noticeably absent since Juanita Davis (Secretary) and Lucy Thompson (Treasurer) along with Elizabeth Villa and Jeanne Dunlap were in one of several planes turned away as the field was closed for an airshow. (Field closing was omitted from NOTAMS announced by Flight Service.)

Mary White will co-pilot for her husband on a trip to Mexico in October. Mary has been instructed to make wise use of her camera to share her experiences with us in November.

Imel, Fran, Carol, Lucy and Elizabeth have contracted a plane and instructor to get their seaplane ratings in early October.

Charlottesville, in the beautiful Shenandoah Valley, will be the site of October's meeting.

New York-New Jersey Section NEW YORK - NEW JERSEY

GARDEN STATE CHAPTER Dolores Jane Zilincar, Reporter

Our annual installation of new officers was held at Ocean Acres Country Club, Manahawkin on September 9th. Officers include: chairman, Alma Hitchings; vice-chairman, Dolores Zilincar; recording secretary, Bea Coverdale; corresponding secretary, Diane Shaw; treasurer, Eileen Freeman. Our committee chairmen are: Claire Kurica, APT- Stephana Gredsted, Membership; Judy Meltzner, Aerospace; Janice Blackburn, Airmarking; Sandy Duma, A.E. Scholarship, Dana Mack, Spot Landing and Direct Relief.

Mr. Jack Lamping, (Mr. Special) presented the new officers with honorary Ocean

County citizenship awards and gifts of perfume. Jack also told us about the fifth anniversary celebration of Miller Airpark and invited our chapter to a luncheon hosted by officials of the airpark and county.

Alma announced the winners of the spot-landing contest — Jerry Roberts won for the 99s and August Zilincar (my 49 1/2) won for the fellows. The contest is really gaining in popularity and is great fun. Our new "chief Judge" is Bill Cramer. He replaces August Zilincar who did such a marvelous job last year. You'll be proud to know that we have 17 APT members. We also have five new prospective members: Ruth Cassidy, Wanda Mammel, Phillis Eckert, Roselyn Lavin and Dorothy Smith.

Alma reviewed our accomplishments of the past year. We voted to allocate the funds raised from our highly successful GARDEN STATE 300 towards prizes in next year's proficiency race. Grace Maguire was chosen as chairman of the '74 GARDEN STATE 300 and she already has most of the ground work under way.

Our New York-New Jersey Section meeting will be held on October 6th at the Governor Morris Inn in Morristown, New Jersey. We look forward to seeing our friends from other chapters. Governor Jerry Roberts promises lots of news too. Claire Kurica is the latest member of the Water Wings Club. She acquired a sea-plane rating this summer while vacationing in Vermont. Claire thinks it is the best way to land on a lake.

Grace Maguire ocean-hopped to England this summer. She visited one of the most famous airplane museums in the world — The Shuttleworth Collection of Historic Flying Machines at Bedfordshire. The feature that makes it so famous is that nearly all the airplanes in the museum are originals, some dating back to 1909, and these planes are still kept in full flying condition. Grace says the museum has its own aerodrome which is large enough for operation of the historic aeroplanes in the museum. The Bleriot monoplane (1909) — the original — is flown on special days during the summer season. As the old planes fly over, Grace reports all eyes on the farms and country lanes are turned their way. It must be indeed a sight to see, say a 1917 Bristol Fighter skimming the countryside!

Genieve Carmarda and her Joe took off on a second honeymoon across our beautiful country. It was a moonlight departure — destination San Diego, California for a Flying Physicians Convention. Genieve says they had such a fun trip that it would be very easy to get used to that kind of life. Stephana Gredsted is planning a solo cross-country to California this fall and preparations are under way — like checking out her mascot — a terrier named "Trouble."

WESTERN NEW YORK CHAPTER

Diane Mudd, Reporter

Rita Kardash and 49 1/2er flew in a Cherokee 6 to Prince Edward Island during the Labor Day weekend. This past spring and summer they have flown to Calgary, British Columbia, and to Florida twice. Rita is currently flying a Cessna 172 to acquire the needed hours for the Cherokee 6 check out. Rita's 49 1/2er has also been busy with a new instrument rating.

Doris Culp and her 49 1/2er (another instrument rating) have listed visits to

Alabama, South Carolina, Florida, Nantucket and the Amelia Islands (off Jacksonville) this past summer. They also fly to see their children at Purdue University in Indiana and the University of Michigan at Ann Arbor.

Shirley Havice and Diane Mudd drove 800 miles round trip to show their 8000 mile Alaska flying trip to friends. Bad weather kept them on the ground between Buffalo, N.Y. and Kalamazoo, Michigan. The trip movies showing the enroute views taken from the Tri-Pacer were projected.

Kathy Potoczak has been having a real workout becoming APT for her commercial license. She has been letting a private pilot back-seat her workout.

Ethel Fedders has been alternating her time between flying in a Cessna 182 and going commercially. In her travels she has developed a real appreciation for the type of thunderstorms encountered between Detroit and Milwaukee.

Terri Pirrung brought Ellen Reis, a prospective 99 member to our Sept. meeting. Terri introduces her students to the 99s while they are still in training for their private license. Terri reported that the Lockport Radio Station WUSJ will tape a 15 minute program in November on women who fly.

Piroska Rohosy landed her J3 on a neighbor's 1600 ft. grass strip on a farm pasture.

Arlene LoPresti is flying her "electric vacuum cleaner with a long extension cord." (She hopes to be checked out in a Mooney soon.)

Ellen Reis, Terri's student pilot, has been flying with her husband all over eastern USA.

Congratulations to the newly formed Rochester Chapter. Members from Buffalo and its suburbs went to Rochester to be on hand for the Charter meeting.

Our Western New York members have been flying quite a variety of aircraft. A September survey showed 10 different types for 14 members. Out of the 10 types, two tail draggers were included with 6 different high wingers and one twin.

The number of 99s flying each type of plane are as follows: Muskateer, 1; J3, 1; Mooney, 1; TriPacer, 1; Cessna 150, 3; 172, 3; 180, 1; 182, 4; Cherokee 180, 1; Apache multiengine, 1.

New England Section

CONNECTICUT - MAINE
MASSACHUSETTS - NEW HAMPSHIRE
RHODE ISLAND - VERMONT

CONNECTICUT CHAPTER

Claire Ball, Reporter

After flying around in haze all summer, it was a joy to fly into Brainard Field for our September meeting with over 15 miles visibility. Flying in with Bobbie Herbert, was Nina Hetmanenko and guest, Audry Sweet of Darien.

Nancy Hopkins Tier and the Kitty Hawk at Saskatoon are pictured on page 114 of **The Ford Air Tours 1925-1931**, a new book by Lesley Forden. It is a complete narrative and pictorial history of the seven national air tour competitions for the Edsel B. Ford Reliability Trophy. Nancy flew the 1930 tour, 4,814 miles through 14 states and 3 provinces of Canada.

Peggy Davidson as President of the Con-

necticut Aircraft Pilots Association (New Haven Area) helped organize the 2nd Senior Citizens Day at New Haven recently. Over 112 senior citizens were taken on scenic tours and were thrilled by the flights!

Now that Mary Scribner has her new 112 Aero Commander, she is able to combine pleasure and business flying. On the business side of things, she is using the plane to take aerial photos for her real estate company and is also doing a traffic program for radio station WTIC. For one pleasure trip recently, she and her 49 1/2er, Charles, flew up to Green Lake, Maine, to join the six Scribner children already there.

EASTERN NEW ENGLAND CHAPTER

Judy Gillis, Reporter

It is with deep sorrow that we report the loss of one of our true leaders among women in aviation — Ripley Miller. In the late evening of Sunday, September 23, the Baron she was piloting for Corporate Air of Hartford, Connecticut disappeared on an approach to Boston's Logan Airport and crashed into Boston Harbor. The plane and pilot were recovered on Thursday, September 27 after an almost constant search. Ripley had been flying nightly runs between Boston and Bradley, Conn. since June of this year.

In lieu of our usual column, we wish to offer the following:

"Those of us who saw Ripley within recent weeks were struck by how relaxed and happy she was. Her enthusiasm at working for Corporate Air as a company pilot made it clear she had finally found a place in aviation that was challenging and rewarding for her. Ripley earned her success. She instructed for several years at Tew-Mac Airport, occasionally flying charters. She got her multi-engine, instrument rating and finally the CFII by finding hours in the day most of us didn't know existed. Through it all she retained her femininity.

"I talked with Rip almost weekly during her training in the Baron in June. She expressed a compelling need to succeed, not just for herself, but for all of us. She knew that in a way she was representing women pilots and she didn't want to let us down.

"Ripley's service to the Ninety-Nines was steadfast. She had just begun her second year as New England Section Secretary. She served as Chairman of the ENE Chapter during a period of major growth. She was Operations Chairman for the 1973 AWNEAR. Her 99 friendships spanned continents.

"To those who didn't know her, Rip often seemed to be very efficient and rather aloof. Capable she was, but her poised exterior covered a warm, sympathetic person with a marvelous sense of humor. She always had time for others. Her joie de vivre and love of flying — so very evident in these past weeks — were inspirational.

"Husband Ken said of her that she was a good pilot and a very good wife and mother. Those who knew her can add that she was also a caring friend." **Virginia Bonesteel**

NORTHERN NEW ENGLAND CHAPTER

Anne Good, Reporter

Eleven members of our Northern New England Chapter 99's met at the Senator Owen Brewster Municipal Airport, Dexter, Maine, on Sept. 8, 1973, with our Governor, Jean Batchelder present and Martha

Barnes, chairman, who arrived with an armload of information and rules for the AWNEAR (All Woman's New England Air Race), scheduled for May 23-24, 1974 at Manchester, New Hampshire.

Coffee and doughnuts were served at the terminal building, then the group went to Jackie Tempesta's home for a delicious luncheon and a business meeting.

Martha Barnes as chairman directed the business meeting, at which time each 99 agreed to take a part of the work load to make the air race a success.



September meeting N.N.E. 99's. Starting at 6 O'clock position clockwise, Rae Tally, N.H., Mona Morrill, Me., Lois Chesterley, N.H., Jackie Tempesta, Me., Elizabeth Anghinette, Me., Jean Batchelder, N.H. N.N.E. 99's Governor, Shirley Rudman, N.H., Lucille Richards, N.H., Martha Barnes, N.H. Chairman, N.N.E. 99's, Anne Good, Me., and Claudette Carr, Me.

South Central Section

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

ALBUQUERQUE CHAPTER

Becky Lutz, Reporter

Approximately ten girls attended the Sectional in El Paso on October 5, 6, 7.

We were pleased to have one of our Albuquerque Chapter charter members, Harriet Nye at our meeting last month. Harriet learned to fly in a Fairchild and earned her license in 1936 although she first started to fly many years before that. She became a 99 that year, but because of a scarcity of women pilots in New Mexico at that time, the Albuquerque Chapter was not yet organized. Harriet can probably claim to be one of the first (if not the first) licensed women pilots in New Mexico.

Kathy Fox has returned from flying trips with Ralph in their Mooney from Kansas City; Oak Ridge, Tennessee; Burlington, Iowa; Orlando, Florida; and Cape Kennedy. They're not finished with their fall flying as they are planning a flight to Baja late in October for their vacation.

Our two flight instructors, Claudia Beckner and Lola Madden, report a busy schedule. Claudia found the Flight Instructor's Seminar held last month an informative one. Lola has been instructing at Mid Valley Airpark in Los Lunas. Micki Collins has been logging some time in her Bellanca attending more cat shows. Linda Swann reports she is hoping to get back to flying after an absence of several years. Becky Lutz is logging some "under the hood" and night time hours in anticipation

of that commercial license. We regret to receive a request for transfer from Peg Noltensmeyer. Our loss will be the Kansas Chapter's gain. Peg really worked hard as chief timer for the ABQ stop of the PPD. Roz Kinlen, busy editor of the **New Mexico Flying Review** and board member of the New Mexico Aviation Association, continues hopping from one meeting to another. Several 99s attended the New Mexico Aviation Association party honoring Col. Hughes and Col. Runyon, ex prisoners-of-war pilots.

COLORADO CHAPTER

Mary Neil, Reporter

At our Chapter Dinner meeting Thursday, Sept. 13, 1973, new officers were installed as follows: Eulalia Nichols — Chairman; Joye Baker — Vice Chairman; Dolly Gibbons — Secretary; Mary Baker — Treasurer. Retiring Vice-Chairman Faye Green, and Treasurer Helen Pustmueller, deserve great praise for their devoted efforts.

The Colorado Chapter congratulates member Emily Howell, second officer for Frontier Airlines, on receiving the Amelia Earhart Memorial Award on July 24, 1973. This award is given annually by the Baltimore Luggage Co., maker of Amelia Earhart Luggage. It is always awarded on Amelia's birthday — this was the 75th. Karen Thomas, Colorado 99, is also public relations for Frontier Airlines, and did an outstanding job covering this event. Currently she is preparing Frontier's snow storm of publicity on the ski season. Pun intended — sorry.

Pat Luther reports that at the Fifth Annual Awards Dinner, Sept. 29, the Colorado Aviation Hall of Fame will honor two women, Doris Langher (Col. 99) and Dorothy Young (former Col. 99 now Oklahoma). They are the first women to become members of Colorado's Hall of Fame. Six men will also be honored; Frank Kingston Smith will be the speaker.

Deedo Heise feeling better after a bout in hospital this summer; Donna Myers is new Vice-Pres. of Antique Aircraft group; Dolly Gibbons passed instrument written — taking more courses at Denver Metropolitan College in aviation and checked out in the club Mooney which she will fly to El Paso for the Section meeting next month.

New member Lucille Vessey and 49 1/2 Don flew to Portage, Wis., over Labor Day for the Dells festivities and to visit relatives. IFR extended the visit several days.

Joye Baker and family "jetted" to Sweden this June. They came back in time to fly their Skylane to Oshkosh, Wis. for the EAA Fly-In. Joye reports that the Mooney Mite rebuilding that she and husband John have been busy with for over a year has "turned the corner". They are now putting together instead of taking apart.

Mary Rothlauf had a nice visit over coffee in the Salt Lake City tower one day because the former airmen manning the tower recognized the Lowrey Aero Club call letters and invited her up. Before she could pre-flight for return trip, Grace Mayfield in her faithful 180, taxied up. Grace was on her way to Yellowstone and Jackson Hole. Mary also took her sister for her first small plane ride and impressed her brother-in-law with a few maneuvers on their way to Pueblo for breakfast. Cheryl Johnson Ferryman, former Oklahoma 99 (1958-61), has decided to reinstate now that

she and husband Neil (Col. USAF) are back from Germany. Cheryl got her L-1 sailplane license while in Germany and also A, B, and C ratings from Germany. She was outstanding woman pilot at the NIFA Air Meet in 1963. Both Cheryl and Neil are graduates of Oklahoma State University and are flying back to Stillwater for the 25th anniversary of the OSU Flying Aggies. Cheryl is currently working as a contract administrator at Honeywell.

DALLAS REDBIRD CHAPTER

Fulla Grace, Reporter

Formality was the password for the Dallas Redbird Chapter during the month of August and September. Hazel Jones spoke to the Zonta Club about our trip to Milwaukee for convention. Helen Wilke, Kathy Long and Pat Jetton attended the luncheon, quietly and formally.

Next on the schedule was our little Leslie's (Willson) wedding. The Chapter attended en masse.

"The largest airport in the world", the Dallas-Fort Worth Regional, was dedicated on Sept. 22nd and attending were Hazel & Roys Jones, Helen Wilke and Pat Jetton. The out-of-towners, Pat McEwen and Lois Feigenbaum, stayed with Helen while here for the festivities and we had our chapter meeting at Helen's so all could get together with Pat and Lois. We talked to Marian Banks on the phone while she was here but didn't get to see her. Helen and her houseguests met Lou Timken and Lillian Snyder for lunch one day.

As to the flying — Kathy and Hazel flew up to Sherman for some airmarking. Elinor Johnson took her Bonanza with a couple of Dallas Chapter members. Helen flew husband Ed and another couple down to Monterrey, Mexico for one weekend of golfing. Pat Jetton bought another debonair but the instructors won't let her fly it yet.

Elinor and Hazel attended the Flight Instructors Revalidation Clinic held this month. Bryant Hutchinson has been ALL over. Every time we talk to her, she has just returned or is just going.

Next weekend we'll all be in El Paso for Sectional.

FORT WORTH CHAPTER

Jean Bishop, Reporter

Members of the Fort Worth Chapter had an exciting weekend September 22 and 23rd when they assisted with the dedication of the new Dallas-Fort Worth Regional Airport, the largest airport in the world. Anne and Genie Cozart, Auleen Hall, Carolyn Merrithew, Helen Morris, Malena Richardson, Verna Stubbs, Lorraine Waddell and Jean Bishop manned information booths and cheerfully told thousands of people where the Concorde SST was parked and how long a walk it was to the next terminal.

While we mingled with the crowds, Auleen Hall's 49 1/2er Al, American Airlines Manager of 747-707 Pilot Flight Instruction, mingled with the VIP's. Al was at the controls of the first 747 to land at the new airport. Among his 300 passengers were John Connally, principal speaker at the dedication ceremony, and Mrs. Connally. Other special guests were Senator Lloyd Bentsen, Senator John Tower, Governor Dolph Briscoe, Dallas Mayor Wes Wise, Fort Worth Mayor H.M. Stovall, Mr. J. Erik Jonsson, chairman of the airport board, and their wives. Mrs. Anne Armstrong, special White House advisor, was aboard.

Our September monthly chapter meeting was preceded by a tour of the Kimball museum in Fort Worth. Chapter member Yvonne Turner, a Museum docent, conducted the tour. A collection of Russian art was on display at the museum.

Betty Jo Parsons and Auleen Hall jetted to Milwaukee for the Convention. Juanita Waddell flew up in her 172. Congratulations to Juanita for becoming APT. 49 1/2er. Joe Ed Parsons flew to the Convention Friday in the Parsons' 182. Verna and Johnnie Stubbs recently returned from San Francisco. Malena Richardson and her husband honored their 24th anniversary by taking a trip to Tulsa where they visited the World Museum. Carolyn Merrithew and family flew by Comanche to Jackson Hole, Wyoming, and Glacier National Park, Montana. Tony Page spent a week in "merry old England" with the Whirly Girls at the World Helicopter Championships. The American teams were women with the exception of Mike Meger of the R.J. Enstrom Corporation. Nancy Armstrong and her husband Jim, a retired Braniff pilot, are going to Puerto Rico for the Air Line Pilots Association golf tournament.

Roger Coon, Diane's 49 1/2er, and Tom Bishop, Jean's 49 1/2er, are staying home building BD-5's. Genie Cozart now has her commercial license. Mary Kahak, Edna Gardner Whyte and Al Hall attended the Texas Aeronautics Commission FAA Flight Instructor Refresher Course in Arlington, Texas.

GOLDEN TRIANGLE CHAPTER **Ellen VanDeventer, Reporter**

A total of 31 99s, 49 1/2ers and kids accepted an invitation to the Arkansas retreat of Wayne and Jo McCarrell. Because of the rains, most of us drove in. Our monthly meeting was held during the dishwashing and clearing of the tables. While the men were hunting, the rest of us took a hay ride and enjoyed the beautiful scenery. Thanks to Jo & Wayne for showing us their corner of the world and feeding us for a weekend.

Saturday, September 15, we journeyed to Springtown to air mark. We enlarged the numbers from 10 feet to 15 feet. After the taxiway is resurfaced, we will return to paint the name.

The following Thursday night, we met with the personnel of the Regional Airport to discuss activities for the dedication ceremonies. Saturday and Sunday, we operated the various information booths on the terminal aprons. Besides viewing the world's largest airport, the Concord made a special showing before departing for Washington, D.C. on Sunday.

Next month is Fall Sectional in El Paso. October is going to be another busy month for our chapter.

HOUSTON CHAPTER **Stephanie Vickery, Reporter**

Houston 99s and their 49 1/2ers enjoyed a delicious Texas barbecue at the home of Joyce and Larry Johnson in September. Among those attending the barbecue-meeting were eight guests and seven prospective members. The Houston Chapter welcomes transfers Bonny Feather of the Far West Chapter and Shirley Ann Roberts of the All Ohio Chapter.

A group of 13 Houston 99s reported having enjoyed the International Convention at Milwaukee. For those who weren't lucky enough to win the beautiful

hand crocheted afghan raffled at Milwaukee, another afghan will be raffled at the Fall South Central Sectional in El Paso. Thanks to the crochet hooks and knitting needles of Adelle Baker, Betty Fritts, Sally Gluckman, and Marge Hutchinson.

Among those planning to attend the El Paso Fall Sectional are Adelle Baker and 49 1/2er Jerry who afterwards will join the All Texas Air Tour in their P-51. Other travel news of 99s include a trip to Midland, Michigan, in Dow Chemical's Windecker Eagle by pilot Billie Joyce Wyche and copilot Stephanie Vickery.

Vivian & Joe Bennett have a new 172 to replace the one lost to an Oklahoma tornado . . . Mary Jane Norris is writing an aviation column in the new biweekly magazine *Interest* . . . The open house of Thunderbird Airways (Trudy Cooper's Lear Jet Charter Service) was a big success . . . Houston 99s are busy preparing for a rummage sale and a two-penny-a-pound-ride . . . and for the Spring Sectional in Houston . . . Don't forget March 29-31, 1974!

KANSAS CHAPTER **Carolyn Westerman, Reporter**

Pat & Owen McEwen opened their home to us for our September Meeting. We held our meeting poolside until the rain began, then continued in the poolside playground. Our flyins were rained out. This was an overnight meeting with approximately 16 persons spending the night. The children enjoyed swimming even though it was raining. I caught a 3 lb. large-mouth bass from the spring-fed lake. There was trampolines and horseback riding. The adults and children enjoyed Pat & Owen's herd of deer. 49 1/2ers Owen McEwen & Jim House, head chefs, with several assistants charcoaled hamburgers and wieners. The 99s brought covered dishes and everything was delicious. A fun time was had by all.

Good news received from 99 Marty Paulson. She spent two weeks at the Acme School of Aeronautics, Ft. Worth, Texas, where she received her instrument rating in a 172 and multi-engine rating in an Aztec. Also, Marty became engaged to a flight instructor there, Jim Pope, and plans to be married in December.

Our Kansas 99 APT members are Garnett Nance and myself. At the same time I became APT, I was checked out in a Beechcraft Bonanza.

LUBBOCK CHAPTER **Beth Covey, Reporter**

Our September meeting was held September 17 in the home of Rosemary Stidham. It was an Introduction Party, with six guests from the area who are prospective members, or who are working on "that license!" Angela Boren presented a slide program of the Intercontinental Air Race and some of the chapter's previous activities.

Betty DeWitt, our Chairman, is also the President of the South Plains Safety Council, a group of civil and Reese Air Force Base personnel, who get together quarterly to help promote the fine relations which exist between the two aviation groups in this area. Betty reported that the next meeting is tentatively set for November 26 at 6:30 p.m. The highlight of the program will be a tour of the mobile tower used at Reese. All people interested in aviation are invited to attend.

Keep flying SAFELY — Flying is More Fun!

OMAHA AREA CHAPTER **Shirley Risk, Reporter**

Our September meeting was held at the 89 Club in Omaha, and featured the installation of our new officers, Rosemary Block, President, Barbara Krejci, Vice President, Shirley Risk, Secretary, and Suanne Townsend, Treasurer.

Our chapter has completed four airmarkings in less than three months. A special note of thanks is due the South Sioux City, Nebraska Chamber of Commerce, who appreciated our airmarking so much that they were on hand to greet our girls, and to their wives who furnished a delicious pot luck dinner.

We congratulate Dianne Pickhinke, who received her private pilot certificate on September 11th and we are very happy to welcome her to our Omaha Area Chapter.

Connie Jarvis, daughter of 99 Betty Jarvis, and one of our nicest and most hard-working 66s is starting to school this fall. She will work toward a degree as a registered nurse.

Cheri Smetana and 49 1/2er Lou Smetana have just returned from an enjoyable trip to the annual A.O.P.A. convention in San Diego, California. Letters to our congressmen and senators on the Cost Allocation Study were discussed and every 99 and 49 1/2er should carefully consider the following: Have your letters to your congressmen or senators on the C.A.S. been answered by a form letter which states "I am aware of the problem and will keep informed on it." If so, another letter may be in order, pressing for a commitment on the question "If this C.A.S. is acted upon, how will you vote?" This is the meat of the question, and as officials, elected by us, we have the right to know how they will vote and why.

Please keep informed on all proposed legislation and keep in touch with your congressmen and senators. We absolutely must work together to protect our right to fly!!

PIKES PEAK CHAPTER **Marlon Hein, Reporter**

Could the first man on the moon just as easily have been a woman? Perhaps, if the 13 women pilots who went through the initial Mercury Astronaut Candidate Testing Program had been allowed to remain in the space program. Rhea Allison Woltman was one of these pilots, in fact, was selected as one of the six best suited for space travel. Suddenly, in July, 1961, Rhea received word that the NASA had canceled further testing on women. Rhea and the other 12 candidates are the subject of a Ms magazine article, "The 13 Who Were Left Behind." No answer was ever given why the female astronaut training program was mysteriously scrapped, even though it was reviewed by a Congressional subcommittee at the request of Mrs. Hart, wife of a U.S. senator, Jerrie Cobb of Oklahoma City and Jane Hart of Michigan.

The art of soaring is gaining in popularity especially in our area, at the foot of the Rockies. Shirley "Sam" Marshall, tow pilot and bookkeeper for Wave Flights, Inc., of the Black Forest Gliderport, Ginny Sayer, Hannah Duncan and Janie Oesch, were featured in a recent newspaper article entitled "Women Reach New Heights of

Peace and Quiet While Soaring Away On Silver Wings of Glider." Shirley Marshall related some of her experiences, she now has 2200 hours of flying time. We all remember with pride Janie Oesch's unbroken women's high altitude record of 28,600 ft. over Pikes Peak. Mountain air waves present ideal conditions year round for glider enthusiasts.

SHREVEPORT CHAPTER Dot Lindsey, Reporter

Forty-six miles southeast of Downtown Airport lies Red River, the appropriately named Coushatta Airport, not too far from the east bank of the winding Red River.

This was the destination of the SHV 99's for their September afternoon meeting which was hosted by Mary and "Dr. Larry" L'Herisson at their Coushatta home. All 49 1/2s were invited and we all enjoyed the festivities which were concluded by a special added attraction — an air show by Bud Ports. We always enjoy his shows.

We have been making plans for attending the Sectional in El Paso; air marking — when the weather gets cooler; meeting with representatives of the Angel Derby as SHV will be a stop for this event in 1974 and planning for the arrival of the Louisiana Air Tour on or about April 25, 1974.

Sandi and Dale Jones are the proud owners of a new Travelaire — Wisconsin is their destination at the moment.

Two of our members have recently moved to neighboring states: Mary Wheelock westward to Texas and Jenny McWilliams eastward to Mississippi. We miss you both and hope you will fly in often.

Helen Hewitt, APT Chairman, has certainly performed her duty well — she reports we are ninety-eight per cent APT!

And to Helen Wray — the August-September "Aero Space Education-99 Style" was great. We are sure all readers thoroughly enjoyed it.

Keep flying!

SOUTH LOUISIANA CHAPTER Nancy Fontenot, Reporter

Our September meeting was held in Lake Charles, Louisiana at the home of Sandra Rice. Baton Rouge members Gloria Holmes, Pat Ward, Eleanor Loury, Shirley Bernhardt, Polly Baughman, and Nancy Fontenot drove over in Pat Ward's new Dodge van (seats 18) because the weather forecasts were not too promising. However Fran Sallis and her husband did fly to the meeting, but weren't able to make it back to Baton Rouge that night. (They were forced to stop in Opelousas, but didn't really mind as they had business there.) Sandra, along with Dee Wilson, also from Lake Charles, had a wonderful "Lasagna Lunch" for us. Bev Tetzter and Cal Meredith came over from Houma to the meeting, also.

Bev Titzer reported to us on her trip to the 99 International Meeting. Pat reported on her plans for the bicentennial celebration in Baton Rouge. Polly is helping her research the history of aviation in Louisiana Air Tour. She also presented the group with some ideas about a new air race for couples, which she and her husband are currently working on.

Some of our members have been sewing new uniforms for the 99's. The uniforms are made of flame proof powder blue wool, and were modeled in a style show sponsored by

the Second International Burn Conference in Baton Rouge. They really looked sharp!

In October we plan a meeting in Abita Springs, for lessons in a glider. Sounds wonderful. Also in October, some of our members will be traveling to the fall sectional in El Paso, Texas. Will see many 99's from the other chapters then.



(L to R) Mary Unick, Jane Kimball, Polly Baughman, and Molly Stockwell at the Second International Burn Conference in Baton Rouge. Jane and Polly were modeling uniforms made of flame proof powder blue wool. (South Louisiana Chapter).

WICHITA FALLS CHAPTER Virginia Holmes, Reporter

We had a good turnout for our August meeting at Marilyn O'Neil's home. Lou Ellen Foster, our delegate to National, filled us in on all the business details and gave a picturesque report on the fun and sport. She made all of us who didn't go feel like we really missed something!

A special executive board meeting was held September 5th to select the nominee for the Jimmie Kolp Memorial Award to be presented at the South Central Sectional Convention in El Paso in October. We had so many fantastic nominees that it was next to impossible to select just ONE.

Our regular September meeting was held at Lou Ellen Foster's home. Many 49 1/2ers came to try out her new ATC 5-10 simulator. The men kept it so busy that some of the gals didn't get to fly it — but they were so-laced by all the goodies Lou Ellen served. We'll have to repeat that meeting one more time — sans goodies.

Marilyn and Pat O'Neil have taken up sail planing. Pat has already chalked up fifteen hours and is hoping to start a club. His problem is that his Navaho doesn't make an ideal tow plane. They are off for a cruise in the Greek Isles in October after they return from Sectional.

Elaine and John Edwards have just returned from a trip to Denver in their Beech Travelair.

Shirley and Perry Wesbrooks had an exciting, hairy-weather flight to Virginia last month.

Dorothy Warman is having fun flying her Cherokee 235, and Ruth Renton is flying to classes at the University.

North Central Section

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

ALL-OHIO CHAPTER Anna Johnson, Reporter

Anne Esselburne has been made a designated examiner for the Columbus, Ohio

GADO. Anne also passed the Power Plant Mechanics written exam. Barbara Baron passed her Instructor written. Helen McCahan received her Instructor and Instrument ratings in September. Caroline Snell received her CFI rating in July. Joan Feibel received her Instrument rating in May. Erma Kovach recently passed her Commercial Instructor Glider, and we welcomed Erma back into the fold of the 99's. Congratulations to all these 99's!

More of our 99's are influencing their 49 1/2s to take to the skies. Jeanette Dudek and Marcia Greenham's husbands have reached the solo point.

Our members have been busy keeping themselves current by taking trips. Thelma Miller, 49 1/2 and daughter to Minnesota to see the new grandson. Kathy and Walt Talalas to Idaho, Washington and points west via Bonanza. Jane Weislogel and family to Wyoming and then over Labor Day with her Mom (99 Carol Ferris) and Dad to Maine. Louise Muranko & 49 1/2 Dan to California. Doris Gill solo in Cessna 150, without radio, to Milford, Nebraska. Clara Tharpe and friend flew a Cherokee 180 to San Francisco, out the southern route, back by the northern route stopping off at the International Convention in Milwaukee.

Margaret Wellington has organized flights for Friends of Probationers for Crawford County and also flights to take friends to see their Prisoners. This is strictly a voluntary program under the Court Services Committee and involves many pilots from her area.

Judy Morris became Mrs. Randy Williams the 1st of July and we're hoping she can convert Randy to become a flying 49 1/2.

Connie Luhta and Pat Collier at last made the top ten in the 1973 PPD. Ninth place! Perfect weather and wonderful help all along the route.

Marge Gorman and Nancy Mills are baby-sitting the Jean and Doc Bonar's Bonanza while they are on a round the world trip so they flew it to the September meeting in Middletown to give it some exercise.



Marcia Greenham, (R) pilot and Doris Gill, (L) co-pilot flew Marcia's Cessna 172 in the Michigan Small Race the first week-end in October. This was the first race for both pilots who both hold private pilot ratings.

CAPE GIRARDEAU AREA CHAPTER Charmiane W. Freeman, Reporter

New officers of the Cape Girardeau Area Chapter assumed their official duties as of September 8, 1973, when a business meeting was held at the Cape airport. Present were: Mary Boyd, new chairman, Gene Williams, vice-chairman, Millie Limbaugh, secretary, and treasurer, Charmiane Freeman. Other members there were Nell Rice, Sue Burford, Charlotte Pennick, Evelyn Braese. Two months had elapsed since our last meeting, which was a fun meeting held at the new restaurant at Reelfoot Lake Air Park. Everyone reported a busy summer with various activities during the summer.

Evelyn Braese and Millie Limbaugh were Terminus Timers for the PPD at Elmira, New York in July.

In Cape during July, Sue Burford flew for penny-a-pound rides, sponsored by Cape Central Airways, then in August, the local pilots' club NPA sponsored their annual race, with Sue their president. She reported it as successful.

Mary Boyd, accompanied by 49 1/2er, Joe, attended the International Convention in Milwaukee, took their children to Northern Michigan, returned to Dyersburg, then off to Rapid City, S.D. for two days, direct to Michigan for a few days, then back home to Dyersburg via Holland, Michigan, where they stopped for a lunch break with relatives. Only by flying could they have survived travel like this, but in their Bonanza it was a pleasure!

Gene Williams attended the Bonanza Society convention in Dallas during August.

This reporter has had a very enjoyable summer, as after working for two years, I finally got my CFI.

Here's hoping everyone will have good year ahead.

CHICAGO AREA CHAPTER Sandy Klock, Reporter

45 of our Chicago Area 99s made it up to International Convention in Milwaukee in early August. We were delighted to be hostesses for the Amelia Earhart luncheon, and even more pleased by the many complimentary letters from you gals out there afterwards. The credit for this very successful event goes to all Chicago Area 99s attending, but especially to Ellen O'Hara for coordinating and emceeing the luncheon, Marge Thornley for the lovely table decorations, Bobby Johansson and assistant Elsie Wahrer for manning (womanning?) the Knick-Knack Room all during Convention, and Diane Cozzi for heading up jewelry sales, which did wonders for our treasury.

On September 12th, our chapter sponsored an FAA Pilot Educational Clinic at the United Airlines main office facility, which played to record crowds.

Juanita Harr has her instrument rating, and Sylvia Harper her new multi-engine rating.

Gail Goldthorpe and husband Tom are now running a flying club at Midway Airport (T & G Aviation).

Sandy Klock, membership chairman for IAC Chapter 1, was starter at the Blackhawk Classics aerobatic contests held at Morris, Ill. Labor Day weekend. It was exciting to send the competing pilots off to "do their thing." Memphis 99 Fern Mann and her 49 1/2er were there.

Prospective Karen Irvin has just been hired by the City Colleges of Chicago as an instructor for two aviation courses.

Chicago 99s flying in the Indiana Fairladies Race were the teams of Bob & Ruth Franz, Dan & Pam Stowell, Julia Konger & Elsie Wahrer, Norma Freier & Mary Stroh, Ralph & Gerry Krause, Charlene Falkenberg & Sue Gatlin, Walt & Joan Kerwin, Judy Suit & Ellen O'Hara, and John & Polly Gilkison.

We are sorry to report that Gen Bowman, a staunch member since 1965, is now ineligible for membership because of illness and resultant inability to pass her medical.

N9174P, with Barb Silagi at the controls, flew into Farmingdale, Long Island, IFR. Barb says the controllers were not very helpful — NY Center did not issue an approach clearance until aircraft had the airport in sight.

Tracy Pilurs participated in the Antique Airplane fly-in at Blakesburg, Iowa on July 13th and won first of class with her Pretty Purple Puddy Tat. Tracy, with Bob & Pat Friedman, attended another fly-in at Ottumwa, Iowa Labor Day weekend. They lunched at such unique places as the Amana Colonies, Keosauqua, and Herman's Pea Patch (?) — a sod farm that was like landing on a carpet!

GREATER KANSAS CITY CHAPTER Dorothy Stratton, Reporter

Sherry Quinlan and husband Mike were guests at our September meeting held at Mr. C's Restaurant. Ruth Stafford's husband Sheldon gave us a very interesting account of his trips to Tel Aviv and Nairobi delivering Cessnas — 210's and 207's. Ruth is getting checked out and they plan to fly two planes soon.

Billie and Charles Bordner and Joan and Art Zink flew with members of the Missouri Pilots Association to Wichita and went through the Beech plant.

Herb and Pauline Clendenning, Al and Jean Wilson flew to Milwaukee in Al's Baron with Jean as the pilot. Bobbie Miller, Becky Hosfield, Lois and Ralph Willy, Kathy and Lee Zimmerman were also in attendance at the national convention in Milwaukee in August.

After a cloudy morning with low ceilings the weather cleared by noon and the Air Show our chapter sponsored at McComas Airport, Lees Summit, Missouri Sept. 9th was well attended. Ruth Stafford arrived in a Glider and for part of the program her husband flew a tow plane and towed her out and she demonstrated a landing. Loretta Jones' husband, Garnett "Jonsey" Jones flew a Bellanca Decathlon for an aerobatic performance. The rest of the afternoon was filled with Spot Landing and Bomb Dropping contests. We sold hot dogs, pop, cotton candy and balloons.

Our second project was a booth at the Lawrence, Kansas Air Show on Sept. 23rd. We sold sweatshirts, Tee shirts, cookbooks, sunvisors and miscellaneous merchandise.

APT chairman, Janet McCullough proposed combining APT and the FAA safety pin requirements. Those people not APT provide the buffet dinner so let's get flying.

GREATER ST. LOUIS CHAPTER Rose Mary Roth, Reporter

Joe Harrington, Accident Prevention Specialist from the St. Louis GADO, installed our new officers at a dinner ceremony September 22nd. The new officers are Betty Board, Chairman; Doris Kuhn,

Vice-Chairman; Alice Jackson, Secretary; and Nelda Lee, Treasurer.

On Saturday, September 29th, our chapter was given a special briefing and tour of the Lambert Field Control Tower by Tower Chief, Willard Reazin. Lambert Field is slated to be a Group II by December, 1973. At this briefing we were given an opportunity to ask the kind of questions we can't ask while airborne because of tying up communications. Controllers assured us that they really weren't trying to give us the St. Louis scenic tour when we utilized Stage II radar in coming into and out of Lambert Field. It was a most enjoyable and educational day.

On Wednesday, October 17, we once again co-sponsored a safety clinic with the FAA. This clinic was planned to place special emphasis on aircraft inspections. On October 19, all interested pilots obtained a free 30 minute inspection by 2 licensed A & P mechanics who gave each plane a thorough inspection. These inspections do not qualify as a 100 hour or an annual. Over 13 St. Louis area maintenance shops offered their services for this clinic.

New Ratings: Jean Lennertson and Shirley Troeller — Instrument Ratings. Rose Mary Roth — ATR written passed and checkride is scheduled.

Flying Activities: Two very successful fly-ins — one to the Lake of the Ozarks August 24th and the other to Kentucky Lake, September 12.

On Tuesday, October 2nd, Valera Johnson flew Jim Long, a representative from the Missouri Air Conservation Commission, around the St. Louis area to inspect possible air pollution sites. Each Spring and Fall the commission calls upon our Chapter to provide air transportation and we are very glad that we can help in this way.

IOWA CHAPTER Gerri Walker, Reporter

In spite of the rain, Reno Air Races, Iowa's First Football game of the season, a large group of Iowa 99's flew to the Amana Colonies September 15th, landing on the turf at Hursh field adjacent to the city of Amana. Mr. Hursh, a native of the Amana Colonies was on hand with warm greetings and visited with the group about his crop dusting and spraying business.

Following a family style dinner at the Ox Yoke Inn, Superintendent of the Amana Society Schools, Charles Sizer, related the history of the Amana Colonies to the group.



Jean Ellingson, daughter Kim and husband Lem load the plane for departure from a Saturday meeting of Iowa 99's at the Amana Colonies in Amana, Iowa. A bit of shopping as well as touring was enjoyed by all.

followed by a tour of five of the seven villages. Stops were made at the old open hearth bakery, the broom and basket shop, a century old store, furniture factory, winery (yes they do give samples), bakery and woolen mill.

KENTUCKY BLUEGRASS CHAPTER

Skip Gumbert, Reporter

For several months our meeting dates have not had the cooperation of the weather, however, several of our members have taken advantage of the good days to become current. Others have involved themselves in air races, attending the International Convention, taking ground refresher courses, and giving talks on aviation to various civic and school groups.

Diane Stafford has turned over her duties as chapter chairman to Pauline Barrier. It is always interesting to see what type plane Diane will be flying, however the beautiful Chipmunk always brings them down from the tower and out of the hangar for a closer look. Her enthusiasm and interest in the 99's has greatly benefitted the Ky. Bluegrass Chapter, and we are most grateful for her efforts.

As our new chairman, Pauline Barrier got off on the right heading by becoming APT and attending the International Convention.

Dee McCollum made one last check on the weather before pushing her plane back into the hangar and driving to MKE to the convention. Enroute she picked up Pauline Barrier, Diane Stafford, and Virginia Chamberlain. All admitted they had "rather be flying", but had a most enjoyable and enlightening experience. Dee and her husband, Bruce, are the FBO at Cynthiana, Kentucky. She keeps busy with the flight operations as well as towing gliders and hauling parachute enthusiasts.

With five out of sixteen members participating, Ky. was well represented in the Indiana Fair Ladies Race. Entering this event were Pat Paulsen and her 49 1/2, Dot Arnett and Jo Ann Kinnison, and Dee McCollum and Virginia Chamberlain.

Betty Moseley did such a good job as chairman of Aviation Week in Ky. last year that she was asked to accept the position again this year. Using the format and experience of the previous event, the Ky. Dept. of Transportation was able to relieve her of many of the responsibilities. The week consisted of fly-ins at airports over the state, promotion of aviation through newspapers and TV, and seminars on aviation safety.

Still pushing for 100% APT, our chapter has added Sheila Wagner and Kaye Bohannon to the list. Sheila has enjoyed making two trips to the Bahamas, and Kaye's enthusiasm has spread to her stepson, who is working toward his private license.

LAKE MICHIGAN CHAPTER

Evelyn Boral, Reporter

On September 8, 1973, the home of Eloise Smith was the setting for the presentation of the Charter for the Lake Michigan Chapter! There were 21 members present that day, plus several from the Michigan Chapter. Due to weather conditions, Rita Orr, North Central Governor, and Amy Laws, Vice-Governor, were unable to attend our presentation ceremony. The Charter was presented to Maisie Stears, our Chapter Chairman, by Mary E. VonMach. Mary is one of the Charter members of the

Ninety-Nines with License No. 4117, and we were so happy to have her at our party. She is a very interesting person and recounted some of her experiences on the 1929 Cross Country Race.

Mary Gardanier and Eloise Smith flew their 260 Bellanca to Yellow Pine, Idaho, for a week of horseback riding. Had a great time, they report. Marian Newman and Maisie Stears and Mary Clark attended the International Convention in Milwaukee in August.

Several girls flew in the Indiana F.A.I.R. They were Maisie Stears, Esther Bennett, Gloria Wildbur, Nancy Brandon and Winnie Duperow.



Presentation of Charter at Eloise Smith's home, in Kalamazoo, Michigan, on September 8th, 1973.

MICHIGAN CHAPTER

Patricia Domas, Reporter

Our summer has been a flurry of activity. The Poker Run in June and the Powder Puff Derby stop at Flint in July, brought out many of our chapter members to help. Bette Crook hosted our July meeting at Hidden Valley.

Early August found International Convention delegates. "B" Steadman, Jean Reynolds, Leah Higgins, Winnie Duperow, Claire Ojala, and Pat Domas, hard at work debating the many issues at hand. Behind the scene, Marge Hatfield, banquet coordinator, finalized preparations for the Saturday Convention Banquet. Loma May was toastmistress, with "Jennifer C. Gull" as honored guest. Bertha McMenemy arranged the decorations and Lillian Snyder invited several Washington dignitaries as speakers. Chapter Chairman-elect Suzanne Whyte flew to the convention with Dr. Joseph Novello, a featured banquet speaker, Dr. Youseff, his colleague, and Marge Hatfield. Our chapter won the attendance trophy for the North Central Section meeting.

Lillian Snyder flew to New York with Louise Tinken in her Lear Jet to a midnite reception for the LaGuardia Tower personnel on June 16th.

Edith Steiger Phillips has published a book, "My World War II Diary," a tale of a Red Cross girl and her experiences in Europe, attached to an airborne unit, during World War II. In the form of a diary, it echoes the heartaches of men at war by telling of one girl's efforts to listen and smile through her tears. A true story, it mirrors the life of soldiers as rockets fall and burst and as thousands of parachutes drift earthward at sunset. Mrs. Phillips, who became a liberated woman before it was fashionable, currently teaches advertising on the college level. She still attends 82nd Airborne chapter meetings.

MINNESOTA CHAPTER

Clara Johansen, Reporter

Our able chairman, Dorothy Bolander, hosted all retiring and incoming board members and committee chairmen at her

home on Sept. 12. We evaluated past events and planned for future ones. Thanks to Dorothy and her board for a good year. Our next year should be CAVU.

Our APT Chairman, Shari Mills, and 49 1/2er Jim celebrated their wedding anniversary by flying their Cessna 170 to Rockton, Illinois, Aug. 1st for the Cessna 170 International Convention. They noted more than 60 planes from various states and countries including Jamaica and the Panama Canal Zone. They met 99 Louise Bickford and husband Myrl, from Houston, Texas, who were also going to the 99s convention in Milwaukee. Thanks to Shari's reminders, 21 of our chapter members are now APT.

The exciting accounts brought back by our members from the 99s International Convention in Milwaukee made those of us who didn't go wish we had. Our members and 49 1/2ers who flew their own planes or went via airlines to Milwaukee were: Rita Orr and Burt, Dorothy Bolander and Dave, Betty Kuechle and Bill, Ruby St. Onge, Joyce Francis, Florence Robinson, Jean Sommerfeld and Gene, Eileen Barbarisi, Marion Lutes and Dick, Caroline Olson and Ray.

When the National Association of Air Traffic Specialists convened in Minneapolis, September 19-22, our 99s and 49 1/2er Rocky Ryan were on hand to help register and transport the delegates and guests who came from all sections of the U.S. including Alaska and Hawaii. We were especially happy to greet Ninety-Nine Anne Shields, Eastern Pennsylvania Chapt., a delegate to the convention. Our Rita Orr, Gov. of the North Central Section, took part in a panel discussion. At a luncheon arranged by the 99's, the wives of the specialists and our 99's had an opportunity to share some of our common concerns. We became more aware of the Specialists and their families on a personal level and were able to tell the ladies some of the things our chapter and the 99's as a whole are accomplishing.

In spite of rain showers, members of our Minnesota chapter flew across the border into Wisconsin for our Sept. meeting. Route of flight took us 25 Nautical miles from Grantsburg VOR on 57° radial to the strip at Voyager Village, where we landed and enjoyed their excellent facilities for Golf, swimming, hiking, and dining. We held our business meeting which included installing our new board: Betty Kuechle, Chairman; Ruby St. Onge, Vice Chairman; Jean Sommerfeld, Secretary; Dorothy Ryan, Treasurer.

Once a month the 99s who can, fly out to some point in the state for lunch. The time and place are predetermined but as we all know the weather isn't. The Aug. date was "no go" to Breezy Point. We're keeping our wings crossed for our next fly-out which is to Holman Field, St. Paul, for a Picnic in the City. Some of us who live in adjoining Minneapolis could drive there in 15 minutes on the freeway while a drive to our hangar, preflight, and the actual flight will maybe take an hour, but the object is to get in the air. These fly-outs are a good incentive for those of us who wind up as co-pilot or plain passenger in a flying family to get out and fly on our own.

QUAD CITY AREA CHAPTER

Jo Anne Walker, Reporter

The Quad City 99s and 49 1/2ers rolled up their shirt sleeves and washed airplanes

at the September 15th meeting. After 14 air-planes, everyone was exhausted, but had to admit it was fun. We are grateful to Straley's Flying Service at Davenport, Iowa for the use of their ramp and water.

Later in the day a meeting was held and the following new officers were installed: Chairman, Gigi Katz; Co-Chairman, Von Alter; Reporter and Secretary, Jo Anne Walker; Treasurer and Amelia Earhart Scholarship Chairman, Phyllis Woolley; APT and Flying Activities Chairman, Carolyn Pobanz; Public Relations Chairman, Fern Rathe; NIFA Chairman, Ellen Thiel; and Museum Chairman, Clara Gilbert.

Roger and Norma Smith and two daughters flew to Delavan, Wisconsin last weekend. Von Alter accompanied husband Charlie on a business trip to Toledo this week in their Cherokee. Von has recently passed her commercial written.

Our chapter will be hostesses for an FAA Safety Seminar on November 19th at the Davenport Airport.

Our Oct. meeting was a visit to the Chicago Center Radar Facility in Aurora, Illinois.

Von Alter, Neil Pobanz and Jo Anne Walker attended the Illi-Nines Air Derby Board Meeting on September 23 in Neil's 170 at DuPage Co. Airport.

WISCONSIN CHAPTER

Betty Willmore, Reporter

Since our chapter agenda was heavy with convention plans for the past several months, the gals attending the Sept. meeting at Mosinee called time out . . . no business meeting for Oct. . . just fun and flying. A one month Poker run was planned beginning Sept. 16 and terminating Oct. 14 at West Bend with a spot landing contest and a 'hangar feed.'

Who can keep up with Peggy Mayo! Back from South Africa and now living in Longview, Washington (with time spent in Pittsburgh and Wisc. in between) Peggy flew to Washington. 22 hours air time!

Since April, when they purchased a 182, Joan and John McArthur have been 'up in the air' 200 hours. Most of the time was spent on instrument training with 2 new instrument ratings as a result. Joan and instructor Field Morey took 1st place in speed category in the Nebraska Air Race Aug. 25th. John and Carolyn, Morey's wife, took 2nd place in the proficiency category. Good going, McArthurs!

Dee Kluppel has a brand new commercial license. Dee found a clever way of beating the cost of instrument instruction . . . she is marrying her instructor, Bob Vetter, on December 23rd! Ah, those cozy cockpits!

Our Toney, Florence Toney, received the Airport Operator of the Year award at the Flying Farmers convention in Aug. The Milwaukee Sentinel published a nice article about her. Congratulations, Toney.

Margaret Holman and her 49 1/2er probably fly more than all of us put together. They're off again in their Mooney on one of the Air Tours. This time it's the 25th Silver Anniversary All Texas Air Tour. (Oct.)

French Section

From Marie-J. de Beauregard, Governor

In purpose to show that a single engine can be easily operated intensively for business or even for tourism, French 99's Clau-

dine Sobol tried to fly the longest distance through Europe in the shortest time.

She flew 4,740 miles in four days, alone on board of a french-built all metal four-seater H.R. 100/210 from Avions Pierre Robin. She flew a total of 37 hours in those four days (July 2/6). First day she went from Paris to Biarritz, in the south of France; and then to Porto, in Portugal. Between Paris and Biarritz, she was running a town-to-town FAI record. Second day, she flew non-stop from Porto to Nordholz (Northern Germany) where she had to land on a German Navy Base because of the increasingly bad weather conditions — civilian airports were on strike and closed to VFR traffic that day. That took her 8h 35mn. The following day, she took off from Malmo (Sweden) and flew north to Kemi (Finland) where she stopped for refueling and then flew south to Gronningen (Netherlands). In that day, she flew 14 hours with only one stop.

Claudine, aged 25, is an aviation writer for "Air et Cosmos" and flies both for business and pleasure. She is about to become professional. In that trip, she was flying VFR and had no autopilot. *See photo.*



East Canada Section

FIRST CANADIAN CHAPTER

Barbara Brotherton, Reporter

In July we had an opportunity to learn about and try our skill at soaring. Prospective member Beryl Scudellari attended this, her second meeting, with 49 1/2 Norm. Simone Bruekel outdid us all by persuading her instructor to demonstrate aerobatics — beautiful, silent loops and spins. She only came down because a thunderstorm with lots of hail approached.

Barbara Busby joined us too. I learned she works in her husband's office now. Dr. Busby specializes in aviation medicine and after years with the air lines has recently set up private practice in Malton. Anyone for a medical? Good to see Gerda Frieberg and Margaret Marland there also.

Lois Apperly, on a night flight to Hamilton, heard Elizabeth Lane's clear English accent on the radio. Then Edna Joel on a trip to Belleville heard Elizabeth again. Now we know, neither the chick nor the EGG came first, they tend to fly together.

Our August Fly-In to the Siftons at Brockville was weathered out, but I know at least Brigitte Schulze, Julia Trent and Shirley Allen made it via wheels.

Hope you are all planning to attend the East Canada Section Meeting in London on October 19-21. Hilda Devereux, our Governor, promises a great weekend for all.

See you at Section.

EAST CANADA SECTION MEETING

October 19-21, 1973

London, Ontario

Howard Johnsons

on Wellington

We plan to make October in London as

famous as April in Paris. Come join us at our Fall Section Meeting.

From the Friday night party to the Sunday morning Fly-away Breakfast, the Maple Leaf Chapter has planned a Fun Week End. Come Communicate.

MAPLE LEAF CHAPTER

Hilda Devereux, Reporter

Our June Poker Run took place in what turned out to be impossible weather conditions. However, those who were unable to finish the run by flying did so in cars and still had a lot of fun. Our profits were cut in half, but the important thing was that our players who show up every year were not disappointed. A scorching hot July day saw three of our girls air marking Tillsonburg — Nancy Rand, Marilyn Schaubert and Helen Wilson. The town of Tillsonburg, the press and television turned up and our three workers had to make like a crowd of 99's. This is really one of our best fun days of the year **when enough workers show up**. In August Ann Hider and myself traveled to Milwaukee and Convention. It was a most enjoyable one, with the writer having the distinct pleasure of introducing the international members at the International Fun Evening and receiving a lei of orchids from Hawaii.

Our Chapter Annual Fly-In Meeting at Port Elgin was the best of the year with 15 present. Ginette Senechal (our A.T.C. girl in Sault Ste Marie) and her room-mate flew in from the Soo in a 150; Joan Corbett made the trip from Maple before breakfast in LPX; and Marilyn Schaubert flew a Lark Commander with Ann Hider as co-pilot from Stratford picking up Carol Gosling and friend in Listowel. The beautiful fall day at Cedar Brook Lodge, with meeting, lunch and introductions to prospective members was enjoyed. Peggy Smith was invited to join our group.

During the summer, one of our Chapter members flew on to new horizons — Minnie Stewart was a member for a little over a year, but for two years previous she attended our meetings and worked on our projects through many delays until she finally received her license. She died as a result of a training flight crash. Minnie exemplified the spirit of 99's in her determination and love for flying.

We are now busy preparing to host the East Canada Section Fall Meeting in London, October 19th to 21st. We have added 6 new APT members to our Chapter this past year and look forward to an active and interesting schedule. Robbie Taylor tells us there is a student in Thunder Bay working diligently on becoming the second 99 in that area.



Maple Leaf Chapter Annual Fly-In Meeting Port Elgin, Ont., Sept. 8/73 (L to R) Carol's Guest, Joan Corbett, Bonnie Jeffery, Carol Gosling, Ann Hider, Hilda Devereux, Marilyn Schaubert, Ginette Senechal, Ginette's Room-mate, Nancy Rand, Ann Judd, Peggy Smith.

New Members September, 1973

MEMBER AT LARGE

Ali, Shukria
Pakistan International Airlines
Midway House, Karachi Airport
Karachi, West Pakistan

FRENCH SECTION

Minard, Marie-Joseph
155 Avenue de Lardenne
Toulouse 31, France

SOUTH CENTRAL AFRICA SECTION

Wotherspoon, Kathleen A.M.
11 Letaba Road, Emmarentia
Johannesburg.
Republic of South Africa
41-8275

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Owens, Barbara Anne
341-6 Avenue, Box 459
Wainwright, Alberta T0B 4P0
Canada
403-842-4846

Saskatchewan
Forseth, Magdalena Leocadia (Ronald E.)
Pine Drive, Box 1537
Nipawin, Saskatchewan S0E 1E0
Canada
306-862-5162
Harbicht, Alice (Alvin)
Stanley Mission
Saskatchewan, Canada

NEW YORK-NEW JERSEY SECTION

Finger Lakes
Markham, Judith Adams (Harold)
3494 Brockport-Spencerport Rd.
Spencerport, NY 14559
716-352-0621

Garden State
Alper, Bernice M. (William) RI
33 Robin Rd.
Moorestown, NJ 08057
609-235-8427

Western N.Y.
Smith, Harriett Jean
1719 West Creek Road
Burt, NY 14028
716-778-9416

MIDDLE EAST SECTION

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Bartolet, Deborah K.
620 W. Prospect Avenue
State College, PA 16801
814-237-2153

Gir. Pittsburgh
Waite, Mary H. (Paul N.)
1410 Hazlett Rd.
Pittsburgh, PA 15237
412-364-8595

SOUTHEAST SECTION

Tennessee
O'Kelley, Genie Rae (G. Davis) RI
8228 Corteland Dr.
Knoxville, TN 37919
615-693-1253
Swander, Karen K. (James E.)
3412 Sprucewood Rd., NW
Knoxville, TN 37921
615-522-2501

NORTH CENTRAL SECTION

All Ohio
Kovach, Erma Jean (Ralph J.) RI
2561 Lafayette Rd.
University Hgts. OH 44118
216-932-2389
Mintz, Rosemarie (Ronald)
5 River Stone Dr.
Moreland Hills, OH 44022
216-247-5072
Muranko, Louise G. (Daniel H.)
15341 Colebright Dr.
Strongsville, OH 44136
216-238-6053

Central Illinois

Andrews, Ruby J. (Victor) RI

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217-442-2584
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312-355-0621
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Hanover Park, IL 60103
312-289-7649

Gilkison, Pauline (John S.)
131 Walker Ave.
Clarendon Hills, IL 60514
312-323-1138

Harris, Marilyn T.
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Wheaton, IL 60187
312-682-0996
Muka, Myrl Dorothy (Lee)
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Roselle, IL 60172
312-529-5931

Rippy, Linda Lou (Richard R.)
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Algonquin, IL 60102
312-558-5229

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812-392-2811
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317-362-4912
Nichols, Mary Katherine (J.K.)
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812-379-2451
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812-336-3364

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712-568-2010

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515-843-3646

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Schoolcraft, MI 49087
616-679-4593

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865 Wendover
Muskegon, MI 49441
616-798-1293

SOUTH CENTRAL SECTION

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Liberal, KS 67901
316-824-5055
Shore, Nancy Ione (John G.) RI
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Johnson, KS 67855
492-2428

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Denver, CO 80232
771-4700, X643

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915-592-1378

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817-284-2004

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McGrew, Lynn Adell (Maurice C.)
8423 E. Baker St.
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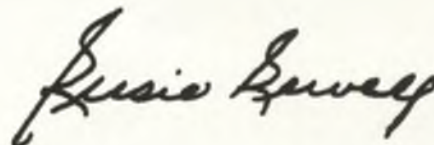
President's Column

Continued from IFC

over the North Pole in the Aztec and many other flights resulted in over 100 world class records. The Lady Hay-Drummond Hay-Jessie Chamberlain Memorial Trophy was presented to Sheila and her response was warm and sincere. Time was short and I took leave of the group to return home from the shortest long trip yet.

Revitalizing your chapter this fall?? There are a number of ways to build interest in the programs supported by the Ninety-Nines. Stronger direction, intensified personal leadership and more recognition of achievement will help. Those who are working out in the boondocks and those who may feel "left out" because they are not a part of the organization's mainstream activities — our international members — or smaller groups isolated from the larger cities — are especially in need of recognition and reward for their efforts. Also, we must energize the more experienced members who sometimes feel they are out of tune with the times and discover the roles they can play, if given a chance.

Does your group have a clear sense of direction? We must ask ourselves to what purposes should we dedicate our efforts and — does the use of our time truly reflect our priorities? Be sure that your priorities include using your airplanes, upgrading proficiency and having fun — going places and doing things for aviation!



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