

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

# 99news



**Top spots in WACOA go to 99's**

DECEMBER 1973



# the 99 news

## THE NINETY-NINES, INC.

Will Rogers World Airport  
International Headquarters

Oklahoma City, Oklahoma 73159

Return Form 3579 to above address

2nd Class Postage pd. at North Little Rock, Ark.

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Published monthly, except bi-monthly July-August and January-February. Annual subscription rate is \$4.50 and is included as a part of the annual membership of The Ninety-Nines, Inc.

### MAILING ADDRESSES

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Oklahoma City, Oklahoma 73159  
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**About the Cover** — Patricia McEwen (L) and Ruth Renton (R), new chairman and vice-chairman of WACOA. See story page 1.



It was great to have sunshine on arrival at Philadelphia, meeting place for the Middle-East Section October 26-27, after a flight delayed by fog and airplane switching. I had the pleasure of flying with Jerry Roberts (Gov. N.Y.-N.J. Section) from the International airport to the Noarth PHL airport and the scenic tour included a good look at the Philadelphia Navy Yard as well as her family-owned lumber yard. I also learned that the big gas storage tanks (with the extra steel structure on the outside) are expandable with the need for capacity.

Much hangar talk went on during the informal Halloween party that evening and some of the costumes were on an early aviation theme, others the latest in stewardess dress. Disguises gave us many surprises and laughter. Fay Wells (charter 99) arrived late, straight from President Nixon's press conference, and played tapes since most of us had missed it on television. Jacqueline Scott (Governor Middle East) had just returned from a trip around the world and told us about some of the countries visited.

A chairman's meeting with the Governor and other Section officers preceded the business meeting next morning. This type of session allows for an excellent exchange of ideas between chapters and all sections should give it a try. The section business was concluded early for a program presented by Mr. Dick Washburn, FAA Accident Prevention Specialist from the Philadelphia General Aviation District Office (GADO). A study of the new Part 61 of the Federal Air Regulations, comparing present requirements to the new ones, was all too short but most comprehensive. We were urged to respond to NPRM's (Notice of Proposed Rule Making) circulated by FAA and to continue to support of the Accident Prevention Program, although the pilots who really need to attend are never there. The greatest benefit of 99 involvement in Safe Pilot Programs is often the influence toward change of attitude of all pilots participating. A brief talk on the 99 participation in the Bicentennial celebration was followed by our luncheon speaker, Louise Sacchi, who spoke about her most recent overseas aircraft delivery flights and it was educational and amusing. This outstanding 99 has made over 212 Atlantic crossings and is recognized by professional pilots the world over as "fantastic!" If you have much experience and want to join her ferry company, get in touch; she's looking for pilots who want to fly overseas.

The Board of Directors of 99's arrived in OKC for the Fall meeting Nov. 1-3 and were joined by Membership Chairman Pat Shearer (Hawaii) the first day. We reviewed action taken since convention (by memo), approved a number of chapter items for sale. In depth discussions on membership, chapter and section formation, membership-at-large resulted in final revision of standard operating procedures (S.O.P.) on these subjects before reprinting. A handbook for new members will be compiled by Pat Shearer and will include a glossary of 99 terminology. It was recommended: that a "big sister" be assigned to a new member for guidance for one year; that a post card be designed for use by airport operators to advise chapters of new student pilots; that a poster be placed at general aviation airports about 99's, listing local membership chairman. A statement of policy is being refined which will define the association approach, rather than the "sorority approach" for new members. This will enable us to grow in number as well as being more effective in the aviation community.

Theme of the meeting was a look ahead, planning for the future, using our knowledge and past experience. We met with architects and headquarters committee to review preliminary data and see sample materials. Our time was well spent on analysis of our needs for the future, projections of costs of operating for our organization, based on historical data. The 99 NEWS magazine was studied, its objectives — past, present and future — advertising policies and their effects on the reader as well as benefit for the advertiser. An extension of the feature and article content will take shape soon, with six such issues per year approved. The initiation of interim bulletins, "99 News Notam," will also begin early next year, and will be programmed to include such informational data as 99 News Briefs; Calendar of Events; and, Summary of 99 Business requiring organization attention. A section devoted to "classified member-only ads," at attractive rates, is under consideration.

Numerous recommendations were prepared for the Bylaws revision committee

Continued on page 13



Susie Sewell

# Two Ninety-Nines to Lead FAA's WACOA

by Betty Hicks

Kansas Chapter's Patricia Z. McEwen, assisted by Wichita Falls' Ruth J. Renton, is immersed in her chairmanship of the FAA's Women's Advisory Committee on Aviation as the gavel-wielding team prepares for WACOA's bi-annual meeting in Washington, D.C. Announcement of the appointment of Mrs. McEwen to the chairman's post and of Mrs. Renton's selection as WACOA vice-chairman was made by Administrator Alexander P. Butterfield last spring.

Pat replaces outgoing WACOA Louise Timken, while Ruth has assumed the duties previously performed by Ruby Mensching. Scarcely a newcomer to the aviation world, Pat has flown in 10 Powder Puff Derbies and participated in International Air Races, Sky Lady Derbies, Dallas Doll Derbies, and Fair Lady Derbies. Seemingly her only problem in flying is to select which of her three airplanes to fly. She can choose among her Beech Bonanza, Bellanca Champion Citabria, or a Czechoslovakian Zlin. An acrobatic buff, in addition to utilizing her CFI on a part-time basis, Pat has 5,000 hours in her logbook.

Exuberant, dynamic Patricia McEwen, undaunted by the pressures of her responsibilities as a Wichita civic leader and as International Ninety-Nines vice-presi-

dent, already had met some cherished obligations which any of us would label an enormously full-time job — that of wife and mother extraordinary. She and husband Owen McEwen must count their children on two hands, the seven ranging from 23-year-old married daughter Coe, down through Kevin, John David, Heather, Brian, and 12-year-old twins Clay and Drew. Owen is president of Steffen's Dairy Food Company.

When Pat finds the time to sing in the St. Stephen's Episcopal Church choir, or to work for the Wichita Symphony Society, the Wichita Art Association, Wichita Junior League, International Flying Farmers, the International Women's Air and Space Museum, and the Acrobatic Club of America is inexplicable.

Pittsburg native Ruth Johnson Renton is a graduate of Carnegie-Mellon University. Her multi-faceted activities parallel those of the chairman she assists on WACOA. Married to neurosurgeon Dr. Paul N. Renton, Ruth is the mother of a teen-age son, Paul, Jr., and 12-year-old Susan Lynn.

Ruth, with 2,000 hours in her logbook, is airline transport pilot certificated, AMEL, and holds an ASEL with commercial privileges. She is also a CFI qualified for both airplane and instrument instruction, and

holds a ground instructor certificate as well. She has been selected by her Ninety-Nines chapter as both chairman and treasurer in the past, still serves as a trustee of the International Women's Air and Space Museum, and works for the Civil Air Patrol. Her memberships and associated interests run a gamut remarkably reminding of Pat McEwen's. She belongs to the Women's Airline Transport Pilots Association, National Association of Flight Instructors, Flight Safety Foundation, Junior League of Wichita Falls, Wichita Falls Museum and Art Center, and is treasurer of the Wichita County Medical Auxiliary. As though this did not cram her calendar full, she also teaches celestial navigation and astronomy on a part-time basis, and is now teaching special classes in ecology for the Wichita Falls Public School System.

The chairmanship duo promise to combine their talents to continue WACOA's dynamic role as its tenth anniversary year approaches. Safety, a major theme of WACOA meetings, is destined to be emphasized, as both the new chairman and vice-chairman are FAA Accident Prevention Counselor. Scarcely to be neglected either, will be WACOA's task of advising the Administrator on attention-commanding items in the vast areas of committee members' aeronautical expertise.

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## Air Age Education — 99 Style

by Linda Hooker

I would like to begin by thanking Helen Wray for the fantastic job that she has done during the past two years. It is going to be very hard to live up to the high standard of excellence she has established, but I am going to give it the 99 try. Also, I would like to thank our President, Susie Sewell, for honoring me by asking that I serve YOU as International Air Age Education Chairman this year.

Previously my committee was known as Aerospace Education. This year the name only will be changed; our purpose and objectives will be the same. I know of no better way to communicate with each of you and particularly you who are Section and Chapter Air Age Education Chairmen than through our 99 News. You will, however, be receiving mailers throughout the year from me with regard to this most important 99 endeavor.

Right now, many of you are probably saying to yourself, "But I'm not a teacher, how does this concern me and what could I do anyway?" It does concern you and me and everyone else connected with aviation. The general public and youth in particular must be made aware of aviation and all its related aspects for it is YOUTH & AVIATION

which is the future of all of us. I, too, am not a teacher, but let me assure you that the task before us is not impossible and we are limited in Air Age Education projects only by our own imaginations. As your chairman this year, it is my main objective to prepare a "Who, What, When, Where and How" type booklet to be distributed to every 99 chapter. For this, I need **YOUR** help. If you or any member of your chapter has an idea, or ideas, for any type of Air Age Education project, please jot down all the details on a postcard or in a letter and send it to me. I will incorporate all ideas I receive into a booklet for each chapter which I hope to get out in the spring.

In the meantime, to help you get started, I would like to share with you just a very few ideas which my chapter, the Golden Triangle Chapter, has done in the last few years.

1. Collect an assortment of last month's issues of aviation magazines and take them to the waiting room of a local airport, hospital, doctor's office, school counselor's office, etc.

2. Donate a year's subscription to an aviation magazine to your local school or public library.

3. Arrange with your local school or public librarian to set up a week or month during which you can set up a display of aviation related books available in the library and make a couple of simple posters on aviation to put up for this occasion.

4. Take your local high school aviation class, CAP cadets, Eagle or Wing Scouts, or other interested group to an airmarking. Besides being educational for them, a few extra hands at an airmarking will always make things go faster.

5. Join the National Aerospace Education Association. It is only \$10.00 a year and you get at least that much free material from them. I have been a member for two years now, and I cannot begin to list here the benefits that I personally and my chapter have received from membership in this very worthwhile organization.

I will pass on other ideas in subsequent issues of the **99 News**, but maybe these will help you get started.

Until we meet again next month, same time same place. I wish each of you a happy Christmas and many safe and enjoyable flights. Through Air Age Education projects share with those less fortunate who do not yet know the joys of flight.



# Around the World in Fourteen Days

By Joyce Failing



Mt. Everest's 29,028 foot peak.

Captain William Arnott, United Air Lines, had the idea many years ago that the airplane should be used as a tool for education — to actually take students to the areas they were studying. He got together with Stewart Angle, Director of Aviation at Mount San Antonio College in Walnut, Calif., and turned his dream into reality. Since 1965 they have had an annual Classroom in the Sky, leaving on a Friday, back on Sunday, to fit in with the students' schedule. This year their Classroom in the Sky went around the world, pole to pole in 14 days, and eight 99's from the Southwest Section were fortunate enough to be aboard.

We should have had an inkling of things to come when Captains Arnott, Ray Lahr, Howie Mayes and our United Air Lines DC-8 arrived at our point of departure, Ontario, Calif. They made a low pass over the field before landing and tucked inside their right wing was our fourth Captain for the trip, Clay Lacy, and his Lear Jet. Capt. Arnott made a short speech about Bernt Balchen, one of the early day explorers of the North Pole and for whom our airplane was named. Then he placed the flag that we later dropped at the North Pole honoring these men, in the landing light well, and we were on our way.

We refueled at Seattle, crossed over the Arctic Circle, magnetic North Pole and five

hours and fifteen minutes later the Geographic North Pole, setting a new world jet record from Seattle to the North Pole, averaging 582 MPH. They had a display compass in the forward section of the aircraft, and as we approached the pole on our due north heading, we were able to watch the compass needle swing down. Prof. Findley of Mt. San Antonio's History dept. announced over the loud speaker, "There is no more north, everything is south." As we made the turn around the pole for the flag drop, we went through 3 days — from today, a left turn into tomorrow, back over the pole and date line into yesterday, which was really today again and the last time for 14 days most of us really knew what time it was.

The Fjords of Spitsbergen viewed through a broken layer were a big contrast to the frozen tundra we had left a few hours before, but the beautiful green countryside around Oslo, Norway, our next refueling stop, was a welcome sight.

We became complacent watching Sweden, Denmark and the Rhine valley pass serenely below us, when all of a sudden the stark reality that we were in Switzerland struck us. Capt. Lacy decided we should get a real birds-eye view of the Alps, and go through, rather than over them. We circled below and around the 14,000 foot Matterhorn and 15,200 Mt. Blanc.

Our two-day stay in Rome was very busy, and I am sure made everyone a little more humble. The awe-inspiring splendor of the Vatican City, an audience with the Pope, a meeting with Rome's Mayor Clelio Darida, who presented Capt. Arnott and Mr. Angle with flags of the eternal city to be dropped on the South Pole. But mainly to see evidence of a way of life that existed 2,000 years ago, mixed in with a modern city.

We left Rome on June 28th, flew over Naples, Mt. Vesuvius, Pompeii, and the Isle of Capri. We were actually able to make out the toe of the boot of Italy as we crossed over at 33,000 ft., and in the distance Mt. Etna.

Many on board compared the beauty of the Greek Islands with the Bahamas. Turquoise waters and white sands surrounding the emerald islands. We were in Athens only long enough to refuel and get further clearances.

As we passed over the coast of Africa, we were able to see the beginning of the Nile. We crossed the equator the first of four times on this leg while the sands of the Sahara desert below were boiling in a wild storm. Our next stop, Nairobi, was another contrast of a modern city mixed in with an age-old culture. Everyone enjoyed visiting the game reserve just outside the city, driving out over the veldt, and seeing the animals in their natural habitat. The excitement of the impending eclipse of the sun was evident in the hotels, restaurants and streets. We would run into groups of scientists and amateurs preparing to go into the back country for a better view, and we were

anxious to get on, as we were to view it airborne.

Captain Arnott detoured slightly as we left Nairobi to let us get a view of Mt. Kilimanjaro's 19,430 foot peak, and that we did, in fact there were several on board who would bet a month's salary that we were actually inside the crater of Kilimanjaro.

Without a doubt, the eclipse of the sun was the major highlight, and the trip was timed specifically so that we would be over the Indian Ocean during the exact time of one of the longest total solar eclipses in history. At 33,000 feet we had a completely unobstructed view, and for the 50 minutes it took the moon to completely obscure the sun, we were spellbound. First by watching the 161 mile wide shadow race toward us at over 3,000 miles an hour, there was a light blue aura in front of the shadow and a pink aura behind it, which reflected throughout the airplane as it reached us and passed over, then, of course, the darkness of totality, the total eclipse lasted four minutes and 48 seconds. There was a fluorescent flow outlining the eclipse with various streaks of light or "Baileys Beads" (flashes of light that glance through canyons of lunar mountain ranges as the sun becomes totally obscured). Watching the shadow race across the earth on the other side of the aircraft and disappear completed one of the most spectacular shows of nature I am sure any of us have ever seen.

Our short one-day stay in Bombay made a lasting impression on us all. The extreme poverty and courage in the streets, the beauty of downtown buildings, Mahatma Gandhi's home, the temples, and gardens, a contrast difficult to understand.

We left Bombay at 15:30 on July 1st, over New Delhi and through the Himalayas. The tranquil green valley, turquoise lakes, rivers and scattered glaciers in the area of Katmandu, Nepal. It is here that most expeditions to the Himalayas leave from, and finally the breathtaking sight of the world's highest mountain, Everest 29,028 feet, looming 15,000 feet above us. We climbed up and circled around it in both directions, and at one point we were only five miles from the Red China border.

We arrived in Bangkok late that night, and immediately the slow moving culture of this beautiful country began taking its effect on us. We spent the next day and night touring the floating gardens, reclining Buddha of Wat Po, the temples, and the Siamese Royal Palace. Surely a change of pace in this beautiful country and its gentle hospitable people.

From this point on, Capt. Arnott had planned to follow as closely as possible the route of Amelia Earhart's last flight.

Our early morning departure from Bangkok on July 3rd took us over miles of rice paddies, the area of the bridge on the River Kwai and the Bay of Siam. At one point we were 300 miles from Saigon. We flew over Bali, Indonesia, the Australian outback,



Duplicate of flag we dropped at Howland Island.

with a low level look at Ayers Rock, the largest single rock in the world and at one time a sacred place of the Aborigines. In Sydney we were met by the Australian 99's and given a royal tour, including the new Sydney Opera house, a magnificent example of modern architecture.

We left Sydney heading down over the Antarctic shelf, not knowing really what we expected to see, but the endless sea of ice with massive icebergs, all a shimmering translucent blue, kept us transfixed. Of course, this was winter in the antarctic and the farther south we went, the darker it became, and as we made a low level pass to make the flag drop at the south pole, we were able to get pictures of the airplane's shadow on an iceberg due to the sun's position low on the horizon.

Nine hours and fifty minutes after we left Sydney, we flew over Mt. Cook and the South Island of New Zealand, and landed on the North Island at Auckland. Our one-day stay here gave us a short time to rest up, and a whirlwind tour of the city, with its beautiful views on the Tasman Sea.

The 99's on board had been looking forward to this next leg of our trip with great anticipation. Capt. Arnott had asked us to prepare a flag honoring Amelia Earhart and Fred Noonan to drop on Howland Island with all of our signatures. He also suggested that we cut a 99's pin in half and attach one half to the original, and make a duplicate flag with the other half attached to hang in National Headquarters. (Margaret Mead made both flags.) Capt. Arnott tucked the flag in the landing light well and we were off to find an island in the dark Pacific one and one half miles long and a half a mile wide. From the time we



Group picture taken in Honolulu at end of trip. The 99s on board were: (Bakersfield Chapter) Jan Crooks, Edna Long, Pricilla Spencer; (Long Beach Chapter) Fran Bera, Joyce Failing, Margaret Mead, Angela Masson; and (San Fernando Valley Chapter) Lauretta Foy.

first picked up Amelia Earhart's route, and we actually paralleled it for thousands of miles, the 99's on board were doing a lot of thinking and imagining what it must have been like flying that Electra back in 1937 over this route with the limited facilities, radio and navigation equipment they had then. As our DC-8 with all its sophisticated equipment made its low pass over that tiny dot, and dropped the flag, there was a great feeling of awesome respect and admiration of those on board for their great undertak-

ing.

Honolulu and then home, 38,800 miles and fourteen days after we left. We had spent over 65 hours in the air, during this time, and seen things that could be seen in no other way. We feel very privileged to have been a part of Mt. San Antonio's Classroom in the Sky, and to be living in an era where the foresight and imagination of men like Capt. Arnott and Stew Angle can make things happen. Truly the greatest experience of our lives.



## APT by Margo Smith

Isn't our new roster a masterpiece! Thanks to our efficient Headquarters Gang who delivered as promised, not only listing Section and Chapter APT Chairmen, but APT members too. (If you were APT and not listed . . . did you turn in the bottom of your APT form, signed, to HQ on time?) Chapter APT Chairmen, if you aren't listed, do contact your Section Chairman — to say hello and howgozit with your Chapter. Need cards, forms, answers? Let your Section Chairman know.

For the committee year 1973-74, they are:  
EAST CANADA - Mary MacMillan  
MIDDLE EAST - Velta Benn  
NEW ENGLAND - Joan Burley  
NEW YORK—NEW JERSEY - Minnie Ostey-  
ee  
NORTH CENTRAL - Virginia Chamberlain  
NORTHWEST - Dorothy Mercer  
SOUTHEAST - Gladys Estes  
SOUTH CENTRAL - Sondra Ridgeway  
SOUTHWEST - Pat Roberts  
WESTERN CANADIAN - Helga Valousek  
SOUTH AFRICAN - Maryna Hyland  
SOUTH CENTRAL AFRICA - Brigitte Hilde-

brandt

AUSTRALIAN - Peggy Kelman  
COLOMBIAN ORCHID - Helen de Escovar  
BRITISH, FRENCH, FINNISH - none  
MEMBERS-AT-LARGE - Carole Chambers

Did you know that Velta Benn was named Regional Flight Instructor of the Year?

Did you know that many Chapters, wanting a more personal explanation of the FARs and how they can promote safety, have invited their local GADO Accident Prevention Specialist to attend their meeting? Sounds like more fun than reading! If you find the FARs duller than a closed airport, why not follow suit?

A trend is showing in records. Many 99s do take an APT ride on the same date each year — the anniversary of getting the license. (Seeing the same date drives ME crazy — I keep thinking I made a mistake!)

Did you miss the meeting where your Chapter APT Chairman was to present your card? Send her a stamped, self-addressed envelope, if you can't wait til you see her

again.

Do you miss having the APT pin to show? Why not sport an APT patch to show you endorse the program? The patches sold by Orange County Chapter are cute and do help to promote APT. (They are not "rewards.") DRF and Airmarking patches are also available. See page 300 in the roster for how to order.

Wonder if Santa's had his APT ride this year? Check on that when you see him, will you?

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# Kay Brick Honored

Powder Puff Derby Chairman. Mrs. Kay A. Brick, was selected as one of the recipients of the 1972 Paul Tissandier Diploma. It is awarded by the Federation Aeronautique Internationale to honor those serving "the cause of aviation in general and private and sporting aviation in particular by their work, initiative and devotion."

This high international award was unanimously voted for Mrs. Brick "in recognition of her outstanding contribution to women's aviation over the past 23 years as Member and Chairman of the Board of the All-Woman Transcontinental Air Race (Powder Puff Derby) which has become, in

large part due to your exceptional leadership, the foremost and best known women's air race."

Mrs. Brick, of Norwood, New Jersey, is listed in the recent editions of "Who's Who of American Women" and "Who's Who in the East."

Mrs. Brick's award, along with other FAI awards, was presented at the plenary session of the 66th Annual General Conference of the FAI convening in Dublin, Ireland. In her absence, her award was accepted by Brook E. Allen, (Major General USAF (Ret)), Executive Director of the National Aeronautic Association.



Kay Brick receives much deserved Honor from FAI.

## International Hot Line

By Shirley Allen  
International 99 P.R.



It's hard to believe, but another year is drawing to a close, by the time this gets in print, Christmas may be behind us and we may have broken some of our New Year Resolutions already. What a busy, exciting year it has been, for me particularly in my capacity as International Public Relations — a full-time job, but a most rewarding one — I have learned a great deal.

Year's end — we reflect on the happenings of this year 1973, we look forward to the challenge of '74 and a new page in the history of the Ninety-Nines. Life, unfortunately, is full of "if only's" and "I wish I had's." We often say, "If only we had more time." Norman Vincent Peale states in his book "The Power of Positive Thinking" — There are 24 hours in **every** day!

**Communication** — the printed word — how powerful it is! Public Relations is a combination of Publicity and Promotion — the art of interpreting the aims and activities of an organization to the general public. Sometimes our only link and certainly the life-line of any organization. We are judged by what we present to the outside world and yet we still underestimate the importance of P.R., both internally and externally.

A great deal has been and can be done at the local level, WE ARE NEWS, because we are women and we fly — but . . . are we projecting the kind of image that we really want to the world? We sometimes give the impression that we are an exclusive group of women with above average means and nothing better to do with our time than organize races and rallies and fly aimlessly around the sky (perish the thought) . . . "Why, they don't **look** any different to **us**!" was the astounding statement overheard when Angel Derby contestants went up to receive their awards at the Coral Harbour Hotel in Nassau, 1971. These were well-to-do, well-educated women in the 20th Century who commented.

A general survey on the street at the time of the AWTAR Terminus in Elmira this year, brought wild guesses as to what the Powder Puff Derby was — from some sort of female car race to a single plane flying cross-country.

Too often we are guilty of talking our own language, hangar flying, comfortably secure in the company of other pilots, we tend to segregate amongst ourselves, while flying continues to awe, mystify and scare a great percentage of the population. This is a very real fear that is difficult to break through. Only 20% of the general public uses aviation as a means of transportation. Incredible though it seems, there are still people who believe we wear parachutes all the time and when an engine fails, the plane drops to the ground like a rock!

Surely we have had time to enlighten and inform **some** of these people. If we are to promote flying and in turn, general aviation, then it is vital that we communicate and get rid of some of the mystique and mystery that still surrounds the air and the machines that move through it. Women have been known to shape a great many destinies and this is something we **can** do.

It is important that we get involved with outside endeavours, not only Ninety-Nine affairs — on-going commitments, national projects that will be far-reaching and of benefit to all. One of the hardest things to do is to justify our flying; let's use our talents to full advantage. It has been said before, educate your reporters, columnists, Air Traffic Controllers, Ministry and F.A.A. officials. Set up files with the news media, include them in on your flying activities. For every biased or negative article on aviation in your local newspaper, make sure there is one speaking out for it!

This has been my endeavor as your International P.R. Chairman, to reach some of the other 80%. It is a privilege to represent

the 99's. I sincerely hope our Public Relations will continue in a more active, meaningful way. Let's try in 1974 to convince the general public that the future is in the air and the aeroplane is here to stay!

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# Ninety-Nines' Museum Report to Convention

This is a resume of the Ninety-Nines' Museum Trustee's Report given by Museum Trust Chairman, Bernice T. Steadman at the Ninety-Nines' International Convention, August 12, 1973 in Milwaukee, Wisconsin. It also contains a bit of the Museum background to acquaint our newer members with the Ninety-Nines' Museum project.

In 1970, at the Ninety-Nines' Convention, Bretton Woods, New Hampshire, the delegates voted overwhelmingly for the Ninety-Nines' Museum Trust Document. This document charged the Trustees with, as their prime objective, "To create and operate the finest Museum complex obtainable from all sources that shall be available to the Museum Trust," and "That the Trustees shall administer and operate the Museum as an autonomous board having complete discretion and responsibility for achieving the creation of an outstanding Museum."

The dream of a Museum really began several years prior to that 1970 presentation, when Ninety-Nine Headquarters moved into an enlarged, attractive office in the Terminal Building at Oklahoma City Airport. At that time, the Executive Board agreed to use the extra space to display Ninety-Nine memorabilia and to start a research library of women in aviation, and a Museum Accessions Committee was formed.

From this beginning, we have sought and been granted a TAX EXEMPT STATUS. This IRS TAX EXEMPTION CODE dictates that we serve the public interest. At the 1972 International Convention in Toronto, Canada, with the proposal of a Ninety-Nines Headquarters building, to be located on the Oklahoma City Will Rogers World Airport, and to be financed by the Oklahoma City Airport Trust, many members assumed that the Ninety-Nine Headquarters building and a Ninety-Nine Museum building were one and the same. This has caused confusion among many of our members. Important to remember, we would no longer qualify for TAX EXEMPT STATUS if we were to build a Ninety-Nine Museum, solely for Ninety-Nines, therefore, we would have to finance it ourselves.

The Museum Trustees believe that this Museum can be self-supporting and thus

not a financial burden, or strain on our membership. To achieve this self-supporting status means locating where there is a sufficient number of people to draw from, and making the facility unique, to attract attention and thereby obtaining financial support. To this end, a criteria for site consideration was professionally developed.

In January, Chairman B. Steadman, had been invited by the Chamber of Commerce to view the City of Dayton, Ohio as a possible Museum site, through the interest of All-Ohio Ninety-Nine, Doris Scott. Doris is also a member of that city's Aviation Council. At this meeting, Bernice made known our sincere interest in being located near the famous Air Force Museum. In March, at a meeting with the Ninety-Nines' Executive Board, Bernice reported on the progress of the museum and of our interest in Dayton. Both Boards met in Oklahoma City in April and, at that time, the Oklahoma City Chamber of Commerce extended us the same opportunity as Dayton had in March, i.e., to view their city as a possible site. Their choice of site was the land area considered for the Headquarters building, which is approximately five acres and could be expanded to twenty. Our consultants have suggested a MINIMUM of thirty acres.

At the conclusion of this joint meeting the Museum Trustees felt they had the full support and encouragement of the Officers and Executive Board. In May, the city of Dayton was chosen as the site for the Museum, by a unanimous vote of the Museum Trustees. The selection of one site over the other should not, and does not demean the other. The Board of Trustees for the Museum was looking mainly for a location which would offer the greatest promise of fulfilling our requirements and the objective for which we have been charged.

The selection of a site is a prerequisite for PUBLIC fund-raising. We have only asked the Ninety-Nines to donate TAX EXEMPT "seed money." This has helped us get underway with the expenses of studies, the selection of site, and the preparation of material necessary to commence a public fund-raising drive. We do expect the prime support to come from personal, corporate and trust foundations.

Your Museum Trustees have had nine meetings since the first of 1973, with either the entire Committee, or work sessions with a few, and, except for the joint meeting with the Executive Board, we have traveled at our own expense.

To develop this International Women's Air and Space Museum of the Ninety-Nines, your Trustees believe it is necessary that there be a MASTER PLAN which provides for incremental development. Our first efforts will set the image we will live with for a long, long time. We will start a fund drive to build one single building that will perform a particular function. We will work, piece by piece, from the Master Plan, and as we progress, our knowledge and experience may at times redirect our efforts, but our goal will always remain the same — "the creation and operation of a Museum, dedicated to the exploits and contributions of ALL women in aviation."

Dayton, Ohio has opened its arms and welcomes the opportunity to help the Ninety-Nines develop and fulfill these dreams. Dayton, the birthplace of Aviation, a city with an outstanding aviation heritage, is the home of Wilbur and Orville Wright. It is also the home of the first airplane factory, of the first airport and the Aviation Hall of Fame, which honors and perpetuates the memory of aviation leaders. Located in the heart of the city is a new Convention and Exhibition Center with a one-of-a-kind huge mural, a mosaic masterpiece 20x60 feet long, depicting the Wright Brothers' first flight. At Wright-Patterson Air Force Base is the Air Force Museum, which draws over one million visitors a year. Dayton is the crossroads of America, where interstates, running north and south, intersect interstates running east and west, which puts 63 per cent of the United States' population within one day's driving time of the city. This means a hundred million people can drive to Dayton with ease. That is a great attendance potential, as volume attendance is one of the main keys for a successful Museum.

As Chairman Steadman stated when she began her 1973 Museum report — "Here we are four years later and still we don't have a Museum building and, from the Treasurer's report, not an overload of money either, but faith and confidence we have in abundance that what we are doing has merit, and will have a definite part in molding lives and enlightening the public." She pointed out though, "As much as we believe in and want a Museum, that even more, we want a united Ninety-Nine membership."

At the conclusion of the Museum presentation, the delegates gave us a standing ovation. With this vote of confidence, we have launched into the next phase necessary to bring about the establishment of our Museum, and this phase will NEED YOUR CONTINUED financial and moral support.

This Museum WILL bring a closer relationship among women pilots, for it will be to their benefit and to aviation in general.

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Wanda Strassburg, member of the San Luis Obispo Co. Chapter (Ca.), was coerced into flying by husband Don, who had bought an old Aeronca with the hope that she would join in his hobby, and thus overcome her apprehension about flying. Once initiated, Wanda really caught the 'bug' and nothing could stop her. From her Private ticket in 1961, she swept rapidly through the training necessary for the ratings she holds today (with 3,600 hours): CFI, CFII, Advanced and Instrument Ground Instructor, State Credential, Weather Observer Authority, and Gold Seal and FAA Examiner-Designee. Recently she was given an award by Jerry Widmayer of FAA San Jose GADO, for "Outstanding Participation in the FAA General Aviation Accident Prevention Program." Wanda is Chief Flight Instructor for Swift Aire Academy at San Luis Obispo. She admits, "Probably the most fun I have is the 'lecture circuit,' when I have addressed most all of the ser-



vice clubs around here. We are all involved in the battle to save our airport."

Wanda has flown in five Powder Puff Derbies, and many of the smaller races such as the Palms to Pines and the Pacific Air Race. In the 1970 PPD she had an experience which she and her teammate, Ouida Glick, will never forget. It proved without a doubt that Wanda deserved to be called an "exceptional pilot." On the leg from Dyersburg to Morgantown they were startled by a sudden "crack and whomp," and the cowl- ing began to fly off and the plane buffeted badly. They found they had no electric at all. Holding 14" m.p., which stopped the buffeting to some degree, they looked almost hopelessly for a spot to land in the hilly, tree-covered terrain. Flying their Arrow 200 with faultless precision, they saw a postage-stamp size hay field, bisected by a creek. It seemed that no matter how good the landing might be, they were still bound to hit a fence and some sapplings at the end of the field. Also, there was a farmer cutting his hay, who was so stunned at the appearance of this plane landing on this small patch of land, that he didn't make a motion to get out of the way. Circling to line up, Wanda shouted to Ouida to cover her head with a jacket in case their gear collapsed or they hit something hidden in the grass. All Wanda can recall was Ouida's reply, "Darn you, Wanda, you've ruined our leg to Morgantown!" The landing was one of those singular achieve-

ments — the plane sliding to a halt twenty feet from the farmer, well clear of the fence, no damage of the plane except what had happened in the air, and no harm to the freshly cut hay. Inspection of the plane told the story when FAA's Paul French arrived later. It had been a failure of the spinner plate, blowing part of the spinner behind the revolving prop, and into the cowl- ing so that the generator was damaged to failure, too, blowing pieces up through the cowl- ing. Paul French just shook his head at this remarkable "safe" forced landing. (Mr. French is now an Accident Prevention Specialist in Washington, D.C.) He informed them that it was the only field of any kind at all in the area.

Wanda was thinking she'd better get word to her husband (it was their 20th anniversary) and two daughters, before it came out that she and Ouida were no longer in the race.

She and Ouida will fly as a team again in the next PPD. Wanda has only one complaint about the "big" race, and that is the habit of "differentiating between Pilot and Co-pilot. We are all TEAMS, and anyone who has ever flown this race is acutely aware of the fact." Wanda continues her efforts to inform the public regarding aviation. This, in addition to her constant involvement in flying activities. After all, this is what the 99s is all about anyhow, in her opinion. (Note: Some material contributed by Marci Barnet.)

## Amelia Earhart Memorial Scholarship

by Jean H. Pearson  
Vice Chairman

Delegates gave unanimous approval at convention of expansion of the Amelia Earhart Memorial Scholarship Awards to have an A.E. Fund Research Scholarship Award in addition to the current awards for advanced flight training and related aviation education programs. This opens up new opportunities for 99 members.

The A.E. Research Scholar Award will be given for a scholarly contribution to a fund of knowledge about women in aviation — their history, accomplishments, opportunities and barriers to opportunities, and their economic, social and psychological contributions to the development of aviation.

In the presentation to the delegates of the annual international meeting when the research scholarship was first introduced, the A.E. Board of Trustees noted:

"In a scattered, unorganized and, sometimes, buried manner, there is considerable information about the role of women in aviation — past, present and future.

"Such information could be of both historical and practical value in providing women with their just share of recognition and opportunities in aviation if this information were better known, meaningfully organized and more readily available.

"The most logical group to do the research, organization and dissemination of this information is the international organization of women pilots — The Ninety-Nines, Inc.

"It is an opportunity for the Ninety-Nines not only to make a valuable contribution to the total fund of information about aviation

but also to become recognized as the international source of information and research on the subject of women in aviation."

The A.E. Research Scholar Award will not be given annually but only when funds and a worthy application are available.

The current A.E. Memorial Scholarship Awards will not be competing for the funds raised by chapters and individual members each year to make the advanced flight training and related education possible.

As soon as the A.E. Memorial Scholarship Fund Board of Trustees believes it has sufficient funds to present an A.E. Research Scholar Award, it will notify the membership of the Ninety-Nines, provide further details and application forms.



*Auriel Miller of Durban who is South Africa's Champion Private Pilot 1973. She works as a pharmacist.*

## Auriel Miller

*by Yvonne van den Dool, Reporter*

Auriel Miller of Durban has done what none of us have managed so far. She is South Africa's No. one Private Pilot. By gaining the National title she has earned for herself a place in the country's aviation history by becoming the first woman to do so.

The overall percentage of our winner was 92.24%, beating last year's winner into second place. Auriel was one of four women taking part in the finals. It is most gratifying to note that the average percentage marks for the "Powder Puff Brigade" for the championships was 80.65% completely eclipsing that returned by the men, namely 72%.

Auriel captained the Natal team and flying with two other pilots they won the team event. That makes it a triple score for her. Our Champion has been flying for about seven years and was taught by her father at Durban Wings Club. She soloed after 6 1/2 hours and has won every trophy available to women pilots. This year at the championships held at Grahamstown she also won the Shell and BP Trophy and the Brits Trophy for the best woman pilot. With 200 hours experience, she was competing against men with many more hours.

As if this is not enough, Auriel has several other firsts: she is first woman to get her Natal colours for flying; the only person ever to represent her province in four South African championships - and this does not include five other occasions when she flew for Natal before flying was acknowledged as a sport warranting colours. A few weeks back she also won the Durban Wings Club Championships.

When she had only 20 hours flying she went up with a friend. Engine trouble forced them into the sea. Auriel smashed the windscreens struggled out of the aircraft and swam safely to shore. She became the only South African woman to become a member of the exclusive Goldfish Club.

In 1966 with only 55 hours flying she took part in her first national championships and came in second, the winner having over 1000 hours experience.

Our section is very proud of you Auriel and we would welcome you into the ranks of Commercial pilots.

Also flying the Championships were three other women. Our 99 from Bloem-

fontein, Madge Griffiths, gained her place in the Free State team by finishing third in the provincial championships, only 4% behind the winner. Madge also flew this year's State President Air Race in her Beech 58 Baron. The Free State team reserve was 99 Charmaine Klaue who has also done very well for herself in flying. Charmaine used to own a Cessna 172, but has traded this in on a Beech 33 Bonanza which she flew in this year's State President Air Race. A new member, Theresa Marais from Posmasburg also flew the race in a Cessna 172. A non-member, Tricia Owen from the Western Cape, took fifth place in the National Championships. Congratulations all!!

## Ann White-Governor

South African Section, Reports:

Auriel Miller has created Aviation History in South Africa by becoming the first woman to win the National Private Pilot's Competition.

These competitions are held annually by the Aero Club of South Africa (the controlling body of Sport Aviation in our country). In many places, the competitions start at Club level, where pilots are checked out regularly and then compete in the Provincial Championships. Each province selects a team of three people to compete in the National Championships. This year the Ninety-Nines were represented in Natal by Auriel, and in the Orange Free State by Madge Griffiths and Charmaine Klaue (all mem-

bers of the South African Section-Tricia Owen is not a member of the Ninety-Nines, but we are trying to talk her into joining our ranks). Having the girls in the teams is also a great achievement.

I would also like to tell you a little more about the history of these Competitions. Just as the Ninety-Nines realized that the APT program was one of major importance, the Aero Club of South Africa adopted a system of checking pilots years ago. These eventually developed into the Provincial and National Championships. To give you some idea of the all round test, I must also explain the system.

In the Provincial Competition, there is a written paper on the theoretical subjects with an accent on Navigation and the use of a computer for flight planning. This counts for 20% of the marks. The Flight test counts for the 80% and competitors can be asked to do any maneuver that is in the Private Pilot syllabus. He or she is marked on the accuracy of flying, knowledge of the sequence and on lookout and airmanship. In the National Championships, there is a Navigation exercise, a flight of about one hour, and then a further flight test as in the Provincials. The flight test in the Nationals is done by three different judges and each judge must fly with each competitor. In the Nationals, the Navigation test counts for 20% of the marks and the Flight test for 80% of the marks. By the way the flight test is very comprehensive and usually takes about one and a half hours.



*Pictured left to right: Fay Gillis Wells, Charter Member and White House Press Representative for the Storer Broadcasting Company; Elizabeth Sewell, President of the Ninety-Nines; Robert Stanton, Director of the Eastern Region of the FAA; Sheila Scott, W.I.A.A. 1973 trophy winner; Doris Renninger, President of the W.I.A.A. and Vice Chairman of the Ninety-Nines Museum Trust; Blanche Noyes, Charter Member and past President of the Ninety-Nines; Julie vom Saal, Member of the Ninety-Nines Board of Directors.*

## Sheila Scott

The Women's International Association of Aeronautics, New York Branch, awarded Miss Sheila Scott of London, England their 1973 Lady Hay Drummond Hay — Jessie R. Chamberlin Memorial Trophy during the 24th annual tea, September 30, 1973, at LaGuardia Airport, New York. Mrs. Doris Renninger, President, made the presentation to Miss Scott in honor of her solo, round-the-world, record-breaking flights

and her many other noteworthy achievements in aviation.

Some of the previous winners of this coveted award include Mrs. Olive Ann Beech, Jacquelin "Jackie" Cochran, Fay Gillis Wells, Blanche Noyes, "Teddy" Kenyon, Ruth Nichols, Viola Gentry, Jean Ross Howard, Dr. Dora D. Strother, Kay Brick and Page Shamburger.



# Personalities

## Doris Langher and Dorothy Young

On September 29th, 1973, Doris Langher and Dorothy Young became the first women honored by the Colorado Aviation Hall of Fame. Here is some of what was said at that momentous occasion. Dorothy Young — They called her "the little General" in WWII when she was a Squadron Leader in the WASP. But she never held a Private license — she skipped from a student license to a limited commercial when she learned to fly in 1936 in Sterling, Colorado. Her husband, Paul Young, taught her to fly, but wouldn't solo her because as she says "he thought I thought I knew all the answers." She knows a lot of them because she was the first woman in Colorado to hold a Limited Commercial Pilot Certificate, a Commercial Pilot Certificate, a Flight Instructor Rating, Commercial Helicopter Rating, and Helicopter Instructor Rating.

This mighty mite of a gal (she stands 5 feet tall and weighs 97 pounds) has had a great career in aviation and is still going strong. This past summer she was asked to be a member of the U.S.A. Women's team that participated in the World Helicopter Championships at Middle Wallop, England. She couldn't participate because of a minor operation.

Of the about 180 women helicopter pilots in the world there are only a half dozen with over 1000 hours logged in a helicopter. Dottie has over 2000 hours in them. She has flown everything from J-2 Cubs to Boeing 720s and from the Bell 47 G-2 helicopter to a Schweizer 3A Sailplane.

Some of her other firsts are: first woman in the Free World to hold an Airline Transport Rating in Helicopter; first woman in the southwest region to obtain the Gold Seal Flight Instructor Ratings; charter member of the Womens' Advisory Committee on Aviation; one of three women in the southwest region to be designated an FAA Safety Councilor; she was the second woman in the U.S. to obtain a helicopter rating.

Doris Langher fell in love with an airplane in 1933 and had her first ride that year as a Christmas present. Soon she had soloed in an Argo single-engined, open cockpit bi-plane. The following year she went to work for United Air Lines as an accounting clerk in Chicago, at the same time enrolling in the company's home study courses in navigation, meteorology and radio direction finding. She learned acrobatics, spent all her free time at the airport, working at any job that helped defray the cost of 35-cents-a-minute for flying. She bought a half interest in a Great Lakes Trainer and barnstormed for a year. From 1936 to 1939 she competed in over 100 closed-course races, flying anything she could get her hands on. Art Chester, the great Art Chester, was her greatest encouragement in racing.

By early 1941 she had achieved her instrument rating, the first woman in a nine-state area around Chicago. That same year



*Dorothy Young and Doris Langher named to the Colorado Aviation Hall of Fame by James Wilhite, Chairman.*

she was offered a job by United Air Lines instructing in the instrument trainer department. At the same time she was being urged to join Jacqueline Cochrane in building the WASP organization. She chose United, hoping to become the first scheduled airline pilot.

In 1956 she was picked to fly Senator Estes Kefauver on his presidential campaign tour. In the same year she obtained her Airline Transport rating, the ninth woman in the world to do so.

When United moved its training facilities to Denver in 1962, Doris came to the clear, blue skies of Colorado. Working full time in United's Flight Training Center, she spent her free time teaching instrument flying and competing in air races. She has

participated in 18 AWTARS and 8 IARS, coming in only 14 seconds behind the winner to place second in the New Orleans to Nicaragua race in 1970. The following year she was co-winner of the IAR from Columbus, Ohio to Nicaragua.

In 1966 Doris attained her helicopter rating and was appointed to the President's Women's Advisory Committee on Aviation. With over 12,000 hours flying time, Doris also holds single-engine and multi-engine land ratings, balloon and sailplane ratings and all ground instructor ratings. Currently Doris is working on her Learjet rating. An active member of the Ninety-Nines, Doris still loves flying as much today as she did that day in 1933 when she took her first ride.

## Coming Events

**Dec. 16, 1973** — Fort Worth 99's — Wright Brothers Memorial Banquet at Colonial Country Club in Fort Worth, Texas. For further information, contact Auleen Hall, 817-227-4234 or Lorraine Waddell, 817-265-1818 (metro no.). Write: L. Waddell, 20 Country Club Court, Arlington, Texas 76013.

**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 99s. Fee \$35, includes materials and lunch. Contact Rita Gibson, 5505 Fidler Ave., Lakewood, Ca. 90712. (212) 866-8419.

**May, 1974** — 6th Annual Illi-Nines Air Derby, May 24, 25, 26, 1974. Champaign, Illinois.

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# Powder Puff Derby

by Marion Andrews

Due to the earlier than usual race dates, the first day of entry for the 28th Powder Puff Derby will be March 15, 1974. Entries will close April 25, 1974. The date for the drawing of 1st day entries will be announced. Impound deadline will be June 25th and take-off from Riverside, Calif., June 29th. Thon Griffith and Shirley Cote' will be Co-Chairmen of the Start. The Terminus will be July 2nd at Beautiful Boyne Mountain, Michigan. Awards Banquet July 4th. Winnie DuPerow is Chairman of the Start.

The earlier date will mean earlier planning. Please do plan ahead for your Chapter contributions to AWTAR. This year the race was operated at a substantial loss. It does not take a financier to realize that the race cannot survive without better financial support. Send donations to Hazel Jones, AWTAR-99 Fund Raising Chairman. Route surveyors, Barbara Riggs and Marian Banks have scheduled the "trail-blazing" for early December. Special race numbers are now available for reservation — cost \$50.00.

Chairman Kay Brick is still hanged at home recuperating. Visitors can hardly find her fuselage mid planning charts and papers, filed in piles surrounding her. Edith Courson is holding the fort at Headquarters with a hotline to Kay's bedside office. Please send clippings and requests for handicapping to: AWTAR Headquarters, Teterboro Airport, Teterboro, New Jersey 07608.

## Powder Puff Derby Route Announced

Start: Riverside, California

Casa Grande, Arizona

El Paso, Texas

Plainview, Texas

Tulsa, Oklahoma

Lincoln, Nebraska

Moline, Illinois

Toledo, Ohio

Boyne Mountain, Michigan (45 mi. NE

of Traverse City VOR 84° 50' W, 45° 15'

N. Green Bay Sectional)

Start Chairman—Thon Griffith

Co-Chairman—Shirley Cote'

Terminus Chairman—Winnie DuPerow



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# South Central Section Fall Business Meeting

El Paso, Texas, October 5-6-7, 1973

by Linda Hooker

The girls of the El Paso Chapter are to be highly commended for hostessing one of the most well organized and beautifully planned Section meetings ever put on in the South Central Section.

Despite the wretched weather conditions everywhere except in El Paso, there were approximately 200 99's and 49 1/2ers who made it in on Friday (one way or "the other"). Headquarters for the Sectional was at the Hilton Inn located right on the El Paso International Airport. For those flying their own airplanes in, CAP cadets were stationed at the General Aviation parking areas to help transport 99s to the hotel; and for those coming in commercially, it was a short two minute walk from airplane to hotel registration desk. When you registered the El Paso girls had a "goodie bag" (a beautiful leather chart case) waiting for you just filled to the brim with all kinds of nice things.

Friday afternoon was a busy one with a program called "Operation Understanding" and tour of Ft. Bliss starting things off. Next there was a Section Committee Chairmen's meeting followed by a Chapter Chairmen's meeting with our Section Governor, Brenda Strickler, and other Section officers. After these meetings, we just barely had time to change clothes and get to the "Bienvenidos Reception" held in the new El Paso International Airport Terminal Building. The building is so new that we were the first group ever to use the courtyard where the reception was held. The courtyard, in the center of the terminal building, is open to the sky and stars above and has one solid wall of lighted water falls. The setting was completed by a mariachi band, fabulously decorated tables overflowing with the most scrumptious snacks (a side of roast beef, shrimp, meatballs, barbecue and miscellaneous hors d'oeuvres), to be enjoyed by fellow 99s from all over the South Central Section, it was truly overwhelming and just the beginning of more fabulous things to come.

Saturday morning our business meeting started at 8:30 a.m. and continued until time for lunch. The Committee and Chapter reports were very informative and unusual. One was a pantomime and another was a poem of their chapter's activities during the past year. Page Shamburger from the Southeast Section was there to give us a first hand report on plans for the International Convention which they are hostessing in Puerto Rico. Sounds too good to be true. Marilyn Copeland, Headquarters Chairman, gave us the latest developments on our new headquarters building to be built in Oklahoma City. At the conclusion of the business meeting, we boarded buses for lunch and a shopping expedition across the border in Juarez, Mexico. At the Camino Real Hotel we were treated to a Patio Fiesta Luncheon, served buffet style, of a tremendous assortment of Mexican and American foods. One thing for sure, no one went away hungry.

Next was the "Big Event," the Awards Banquet at the new El Paso Civic Center. Guest speaker for the evening was Richard Collins, Senior Editor of "Flying" Magazine. Mr. Collins gave a most interesting talk on what is going on in general aviation today with regard to cost allocation, new FAA equipment requirements for general aviation aircraft and new FAA pilot qualification requirements. At the Awards Banquet, Broneta Eveans was named the recipient of this year's Jimmie Kolp Award given by the Wichita Falls Chapter. The Attendance Award went to the Houston Chapter for having the largest percentage of their membership traveling the farthest distance present. This year, Brenda Strickler, Governor, instituted a new policy of awarding a First, Second and Third place Governor's Chapter Achievement Award to the three most active chapters in the South Central Section. This decision was brought about due to the tremendous response of all chapters in striving to achieve all the objectives of the 99s. 1st place went to the Nebraska Chapter, Golden Triangle Chapter received the 2nd place trophy and Shreveport Chapter placed 3rd.

Sunday morning brought a beautiful, crystal clear day for flying home. A Continental style Fly-Away Breakfast was served at the hotel and then it was time to say good-bye until we meet again in Houston next Spring. It was a truly unforgettable weekend. EL PASO CHAPTER, THE SOUTH CENTRAL SECTION THANKS YOU AND SALUTES YOU FOR HOSTESSING A TRULY SUPERLATIVE FALL SECTION BUSINESS MEETING.

\*\*\*\*\*

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\* *Beauti-FLY-cation - clever thinking of Doris Gill, Clinton Field, Wilmington, Ohio.*

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# New York — New Jersey Fall Section Meeting

Jo-Ann Perko, Reporter

Greater New York Chapter hosted the fall meeting at the beautiful Governor Morris Inn, Morristown, New Jersey.

Governor Jerry Roberts presented the charter of the Finger Lakes Chapter to Chairman Julia Googins. This is our second new chapter this year. We're growing!

Unusual aircraft was the theme of the day's program. Bill Miller, president of Aereon Corporation spoke of his experimental Aereon Aerobody, a wingless aircraft. Mr. Miller introduced Mr. John Olcott, vice president of Aeronautical Research Assoc. of Princeton and evaluation pilot for NASA/ARAP programs. Mr. Olcott performed the first and subsequent experimental flight tests of the Aereon Aerobody;

we were privileged to see a film of one of the test flights. Those interested in knowing more about this unique Aerobody should read "The Deltoid Pumpkin Seed", a book by Mr. John McPhee which tells the story of Mr. Miller's Aeron Aerobody.

A film of the German Powder Puff Derby team flying the 1972 race made interesting watching.

After luncheon the program continued with a gyroplane demonstration by Mr. John Potter at the Morristown Airport.

Saturday evening the charming atmosphere and gourmet dining at Llewelyn Farms added the special touch to a very well conducted section meeting. Special thanks go to co-chairmen Betty Barlia and Jane Sultan.



N.Y.-N.J. Fall Sectional held in Morristown, N.J., with "Unusual Aircraft" the theme. Bill Miller, President of Aereon Corp. (L) holds a model of the Aereon Aerobody, while John Olcott, Vice President, Aeronautical Research Assoc. of Princeton, holds the book which describes it, "The Deltoid Pumpkin Seed," by John McPhee. Looking on with interest is Jerry Roberts, Governor, N.Y.-N.J. Section. (Photo reprinted with the permission of the Newark Sunday Star-Ledger)

## Fall Meeting of Southeast Section

by Virginia Proctor

Beautiful Callaway Gardens, Georgia, was the setting for the Fall section meeting of the Southeast Section of the Ninety Nines, Inc., October 19-21, with Deep South Chapter hosting the event. As 99's registered in the convention lobby, they were invited to the hospitality room where Chairman Judy Hall and other Deep South members greeted the guests.

Chapter chairmen and International Convention chairmen met Friday night to finalize plans for the fabulous Convention 1974, to be held in Puerto Rico next August.

The Chairmen's Breakfast was held at 8:00 a.m. Saturday morning, followed by the regular business meeting at 10:00 a.m., with Governor Cy Beers presiding. The meeting was opened by a moment of silent prayer for Mary Blackwell Joehrendt, who recently passed on to New Horizons. Highlights of the business meeting were: (1) announcement that two Southeast Section members, Fran Sargent and Peggy Bolton Husby, had been awarded Amelia Earhart scholarships; (2) Janet Green, Mississippi Chapter, was elected trustee of the Museum Board; (3) Ruth Fleisher, Florida Goldcoast Chapter, was named Southeast Section Chairman of the Year; (4) Tennessee Chapter won the Public Relations trophy; and (5) Kitty Hawk Chapter had the highest percent of members APT. Sixty-two members answered roll call, plus three visitors. Val Johnson and Amy Laws, Greater St. Louis Chapter, and Virginia McKee, Indiana Chapter.

Incoming Governor, Bee Reid, Tennessee Chapter, presented out-going Governor, Cy Beers, with an engraved governor's plaque and complimented Cy in verse on her very successful two year term. Governor Reid introduced the other Southeast Section officers and named her committee chairmen.

Saturday afternoon 99's and 49 1/2'ers could take their choice of an airshow at

Harris County Airport, golf on four beautiful courses, swimming, tennis or touring the 2500 acres comprising Callaway Gardens.

A sumptuous Buffet Banquet was held in the Holiday Inn Reception Room, with the invocation given by former Ninety-Nine president and present board member, Betty McNabb. Judy Hall was mistress of ceremonies and introduced those at the head table as well as other guests. Herb Schaaf, Accident Prevention Specialist, acknowledged the 99's who serve as Accident Prevention Counselors and made two new appointments, Judy Hall, Deep South Chapter, and Evelyn Trammel, North Georgia Chapter. After an interesting talk by Phillip M. Swatek, Director of the Southern Region, F.A.A., guests were again invited to the hospitality room.

Goodbyes were said at a Fly Away Breakfast Sunday morning. Southeast Section says "Thanks y'all" for a great section meeting.

*(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

Amelia O. Nuessle, member of Greater New York Chapter, died July 18, 1973.



## Angel Derby Bulletin 1

"ANGEL" PILOTS — start planning TODAY!

If you have not flown the central plateau of Mexico, a surprising and pleasant adventure awaits you!

The Mexico portion of the 1974 ANGEL DERBY route was suggested by a professional pilot from Mexico. It was flown "contact" in July over generally medium elevations checked against the charts. Airports and facilities were good, contact navigation was easy, temperatures were pleasant and visibility was more than 25 miles. Flying conditions over this region are reportedly better in April!

ONC Charts H-23 and J-24, DOD Caribbean and South America Enroute Low Altitude Chart 1 & 2 or Jeppesen Latin America High/Low Altitude Enroute Chart 1 & 2, cover the Mexico portion of the route. All, plus the DOD Caribbean and South America FLIP Manual would be required for a good perspective, but we learned they would still be incomplete. Therefore, radio facilities (LF & VHF), fuel, etc. information will be included in the race kits.

Suggestions from 'ANGEL' pilots flying previous races have been incorporated in the 1974 race and we think you will like them. They include relaxing the 10 year age restriction on aircraft and increasing the upper horsepower limit to 570 maximum. Other changes will be outlined in BULLETIN No. 2, included with the race kits.

Can you miss the opportunity to see a delightful new region of Mexico; to visit the two jewel cities of two oceans—while flying for cash prizes and trophies?

2468.76 Statute Miles

ALL WOMEN'S

INTERNATIONAL AIR RACE

6121 Cypress Road

Fort Lauderdale, Florida 33313

# Pacific Air Race



(L) Emma McGuire, Long Beach Chapter, presented an Award for having entered the most PARs during the past 10 years, by "Boo" Christensen, PAR Chairman.



(L) Jeanne Rumm and Jan Dreyfus, San Fernando Valley Chapter, 2nd Place, with a score of 25.9735, in a Cherokee 180.



Shirley Cote, Orange County Chapter, 1st Place Winner in the PAR, with a 26.2173 score, flying solo in an Aero Commander 112.

The 10th Anniversary of the Pacific Air Race from Gillespie Field is now history, having had a record of 77 entries with only one cancellation. With thanks for the cooperation of all chapters involved, including El Cajon Valley, San Diego, Mt. Diablo and Southern Sierra, it was a great success with Boo Christensen, El Cajon, and Lois Bartling, San Diego, as our "Captains." The terminus at Concord was outstanding, especially with the Sheraton Inn just a step away from our airplanes after landing. In addition to being on PAR committees, we had four members in the race, Helen McGee with Virginia Renn, Margaret Walton with Darlene Stoddard, our prospective member, and Dottie Sanders as co-pilot with Marilyn Eimers of San Diego.

Entered as contestants from the San Diego Chapter were Betty Wharton and her co-pilot, Fran Bera (drat those birds), Eleanor Richardson was co-pilot for Laverne Gudgel. Mary Williams and Diane Stocklin flew their first race. Other teams were Marilyn Eimers and Dottie Sanders, Laura Little and Doris Hughes, and Marian Banks and Thon Griffith. Except for heavy smog at Concord, the weather was great. All planes entered arrived safely and had a great time at the terminus, Concord, as the guests of Mt. Diablo and Southern Sierra Chapters.

We are pleased that Boo has accepted Chairmanship again for 1974 and all committee chairmen have agreed to stay with their posts held for the 1973 race.

## 1973 Official Results

PLACE	AIRCRAFT TYPE	SCORE	PILOT & CO-PILOT
1	Aero Commander 112	26.2173	Shirley Cote
2	Cherokee 180	25.9735	Jeanne Rumm Mary (Jan) Dreyfus
3	Cessna 182	25.2173	Pat Forbes Lynne Ingalls
4	Citabria 7ECA	24.4645	Gwen Dewey
5	American AA5	24.1561	Esther Grupenhagen Mara Culp
6	Cessna 182	24.1407	Mary Wenholtz Katee Moskow
7	Mooney M20F	23.4995	Berni Stevenson
8	Aero Commander 112	22.8620	Gini Richardson
9	Cherokee 180		Marjory Robbins
10	Citabria 7GCBC	22.3933 22.2783	Mary Pearson Harriett Booth



Pacific Air Race Chairmen, L to R, Betty Wharton, Handicaps & Inspection; "Boo" Christensen, PAR Chairman; Lois Bartling, Chief Judge & Co-Chairman; Dottie Sanders, Prizes & Handicaps.



Pacific Air Race Committee Chairmen, L to R, Leah Liersch, F.S.S. Coordinator; Ruth Ebey, Timer; Martha Mullen, Credentials; Marilyn Eimers, Publicity.



# 18th Annual Michigan Small Race

by Thelma Crawford Publicity Chairman

The Michigan weatherman loves lady pilots. Friday, October 5, the start of race weekend, dawned severe clear and held until the goodbyes were said on Sunday. Saturday morning, the weatherman woke us all up as the contestants scraped a heavy frost off their planes.

The Howell Chamber of Commerce, co-sponsor of the Race, rates right along with the weatherman. Their enthusiasm and cooperation made everyone feel very welcome.

The race field included **sixty planes**, entered **from seven different states**. All finished but two — one landed enroute with a feathered engine, and the second was

disqualified. Jean Lennertson and husband Rich again flew off with first place and the Paul Bunyan rotating trophy. Paul will begin developing a Southern accent as Jean has had him in Missouri for three years now. Sammy McKay, flying her 18th SMALL Race, was a second place winner, with daughter-in-law, Geri McKay as her co-pilot. Mary Creason and her husband Bill pinned down third place, better than last year's fifth. The night really belonged to Adele Binsfield, our fourth place winner, as she went home with four different trophies. It was Addie's first time in the winner's circle and after a year of working at her flying with co-pilot Frank Elliott, she won the coveted Charlotte Connelly Trophy for best

performance by a non-professional pilot. Sophia Payton came from Pennsylvania to take fifth place this year, with Marilyn Collette as her teammate. Winnie DuPerow, flying with the distinguished Lynn Allen of the Michigan Aeronautics Commission, came in first in the speed category, but used too much fuel placing her just outside the winner's circle, in sixth place.

The 18th Annual Michigan SMALL (Southern Michigan All Ladies Lark) Race was one of the best-organized races ever held. This was due to effort on the part of the Race Chairman, Natalie Kreeger. From beginning to end all ran smoothly, and was fun.

Pos.	Pilot Co-Pilot Plane	N-No. Fuel Used	H. Speed R. Speed % Score	H. Fuel R. Fuel % Score
1	Jean Lennertson Rich Lennertson Cessna 1721 N46087	17.7	99.0000 98.8394 .9984	9.0000 8.9532 .9948
2	Sammy McKay Geri McKay Cessna 210J N6174F	22.60	149.0000 148.3738 .9958	17.1000 17.1609 .9964
3	Mary Creason William Creason Gruhn-Amer. N7294L	16.08	108.0000 108.3215 .9970	9.0000 8.9141 .9905
4	Adele Binsfield Frank E. Elliott Piper PA-22 N4973Z	14.70	85.0000 85.4727 .9944	5.5000 6.3301 .9533
5	Sophia M. Payton Marilyn Collette Mooney M20C N9762M	17.64	122.0000 121.8711 .9989	10.8000 11.0021 .9873
6	Winnie Dupreow Lynn Allen Cessna 172B N7829X	16.33	103.0000 103.0078 .9999	8.7000 8.8722 .9802
7	Maisie R. Stears Raymond A. Reams Cessna 172M N174KA	17.45	99.0000 98.7839 .9978	9.0000 8.8218 .9802
8	Barbara Brotherton T. W. Brotherton Piper PA-24 CF-UYR	21.58	139.0000 136.8294 .9844	15.0000 15.1115 .9926
9	Joyce Odom Mickey Odom Piper PA-32 N4103R	26.69	130.0000 129.3564 .9950	18.0000 17.6690 .9816
10	Patricia Domas Piper PA-28 N4548T	18.23	113.0000 113.1114 .9990	10.8000 10.5528 .9771

## President's Column

Continued from IFC

to study for clarification of our bylaws. These will be reported on at a later date and distributed in sufficient time for comments before being sent to the Resolutions committee in February. We hope to have all suggestions to this special bylaws revision committee by December 1.

All international committee objectives and procedures were reviewed and updating of the S.O.P. will be completed for printing in booklet form at an early date. If there are any further recommendations, please send them at once to me for distribution to those working on the project.

The membership would be proud to know that its Board of Directors works very hard. The diligent efforts of every member are appreciated and we hope that our work is representative of your wishes. Have a Happy Christmas Day — wherever you are!

*Russie Ruwey*

## Flying VOR Manual \$1.25

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# The Ninety-Nines, Inc.

International Organization of Women Pilots

INTERNATIONAL  
HEADQUARTERS

WILL ROGERS WORLD AIRPORT  
OKLAHOMA CITY, OKLA. 73159

November 15, 1973

TO: The Ninety-Nine Membership

There appear to be some misconceptions among the membership regarding the building which the Oklahoma City Airport Trust will erect and lease to us for our International Headquarters.

Your Board of Directors would like to clear up any misunderstanding.

It has been stated that the membership did not have sufficient notice regarding the project; that future members will be saddled with a large financial burden; that the Board should table the proposal for another year.

The following are the salient points we'd like to bring to your attention:

A. The original proposal was made at the Toronto Convention in 1972 and the membership voted strongly to proceed with a study of the proposal, with a plan for action to be presented at the 1973 Convention.

B. Continuing progress reports were made during 1973 in the Ninety-Nine News.

C. We felt the membership was better prepared for a vote on the Headquarters proposal than on almost any other issue presented at the Milwaukee Convention.

D. At the present time we lease approximately 900 square feet of space for our Headquarters office and we are badly crowded. If we remain in our present quarters, without any place to expand, our rent for the remainder of the lease will be \$4,300.00 per year.

At a projected increase in rental cost, in ten years we would be paying over \$6,000.00 per year.

E. The Oklahoma City Airport Trust has agreed to build and lease to us a unique building for our use as International Headquarters, at an annual rental cost of approximately \$1.30 per square foot for twenty-five years.

Thereafter, we will pay **no** building rental. We will pay a ground-lease rental not to exceed \$250.00 per month.

We can sublease up to 49% of the building at an estimated income of \$6.00 per square foot. This should be sufficient to cover the entire cost of our own rent.

How can this be considered a "financial burden" on our membership?

Because of the rapid growth of Oklahoma City, the prestigious building, available parking, and airport location, we have been assured by Real Estate and City planning experts that there will be no dearth of desirable tenants. As of this very day, Oklahoma City Airport Trust has a waiting list of businesses desiring office space.

In summary, we will realize three times the space we now have; occupy a modern building of prestigious design; provide room for future expansion over many years, and save many dollars per year.

It is time the Ninety-Nines take its rightful place as one of the foremost aviation organizations in the world, located in a Headquarters suitable for its needs.

Our warmest thanks to the many individual members from every continental section and some overseas areas in the Ninety-Nines for the generous contributions they have made for the necessary preliminary expenditures of \$20,000.00 which we must make to show good faith.

Sincerely,

THE NINETY-NINES, INC.  
BOARD OF DIRECTORS



# The Ninety-Nines, Inc.

## COST COMPARISON FOR HEADQUARTERS RENTAL PROPOSED NEW 5,000 SQ. FT. HEADQUARTERS VERSUS PRESENT 900 SQ. FT. OFFICE



### PROPOSED NEW 5,000 SQ. FT. HEADQUARTERS

Rental Cost at 1.20/sq. ft./yr.	\$6,000	
Structural Maintenance at 12c/sq. ft.	600	
Heat, Air Cond., Elec., Water, Janitorial, Outside Maintenance, Insurance	<u>7,500</u>	
<b>TOTAL ANNUAL COST</b>		\$14,100
Income From Sub-Lease 2,450 sq. ft. at \$6/sq. ft./yr.		<u>14,700</u>
<b>*NET PROFIT PER YEAR</b>		\$600

### PRESENT 900 SQ. FT. OFFICE

Rental Cost Per Year - 1974 thru 1979	4,300	
1980 thru 1989	6,000	
1990 thru 1999	8,000	
<b>AVERAGE ANNUAL RENTAL OVER 25 YEARS</b>		<u>6,460</u>
<b>AVERAGE ANNUAL SAVINGS NEW BLDG. VS. OFFICE</b>		7,060
		<u>x25</u>
<b>TOTAL SAVINGS OVER 25 YEARS</b>		<u><u>\$176,500</u></u>

**\*NOTE:** While we would project an increase in cost of utilities, insurance and maintenance, we would expect sub-lease income to increase to offset rising costs.

# New Members October, 1973

## MEMBER AT LARGE

Thuring, Birgit (Niils), RI  
Box 224  
S-621 02 Visby, Sweden  
0498/12153

## COLOMBIAN ORCHID SECTION

Casanueva, Alicia Rodriguez (Javier M.)  
General Rodrigo 12  
Badajoz, Badajoz, Spain  
23-44-24

## FINNISH SECTION

Honkanen, Ulla-Kaarina  
Ulvilantie 11aF1  
Helsinki 35, Finland  
555617  
Kinnunen, Helmikatri  
Rantatie  
99800 Ivalo, Finland  
Ivalo 330  
Kokkola, K. Anneli RI  
Soukankaari 11.F 54  
02360 Soukka, Finland  
8014447  
Kurkeila, Inkeri(Paavo)  
Lukoilantie 10  
42100 Jamsa, Finland  
942-2490  
Louhikoski, Tuula Kyllikki (Jorma)  
Torpankatu 11  
24100 Salo 10, Finland  
924-7282  
Pajari, Liisa Marjatta  
Kauppurienk 17  
90100 Oulu 10, Finland  
981-22405  
Partanen, Sirkkaheleena  
Lento Oy Siipitaksi, Malmi Lentoasema  
00700 Helsinki 70, Finland  
90-378552  
Parviainen, Tea Annikki  
Pohjoiskaari 6 B 34  
Helsinki, Finland  
622284  
Pystynen, Annikki (Matti)  
Jakomaentie 10 aE 548  
00770 Helsinki 77, Finland  
374264  
**SOUTH CENTRAL AFRICA SECTION**  
Allan, Elizabeth Mailer  
P.O. Box 256  
Johannesburg, South Africa  
942-3000

Witham, Zeerella Josephine (Victor W.)  
5 Ballater Close, Mt Pleasant  
Salisbury, Rhodesia.  
Southern Africa  
(H)38053/ (B)32989

## EAST CANADA SECTION

**First Canadian**  
Smith, Sybil Elizabeth (William R.)  
2727 Victoria Park Ave., No. 910  
Agincourt, Ontario M1T 1A6  
Canada  
416-499-3098  
**Maple Leaf**  
Smith, Peggy Dawn (Hugh)  
453 Boler Rd  
London, Ontario, Canada  
519-471-0285  
**Montreal**  
Smith, Althea Audrey  
900 Rockland Rd., No. 512  
Montreal, Quebec H2V 3A2  
Canada  
514-279-0249

## WESTERN CANADIAN SECTION

**Saskatchewan**  
Christiansen, Betty Joyce (Harvey)  
409 Maple Rd East (P.O. Box 1925)  
Nipawin, Saskatchewan SOE 1E0  
Canada  
862-4484  
Kapeller, Shirley Elizabeth (Frank)  
Box 126  
Arboretfield, Saskatchewan SOE 0A0  
Canada

## NEW YORK-NEW JERSEY SECTION

**Garden State**  
Eckert, Phyllis  
225 S. Brookfield Rd  
Cherry Hill, NJ 08034  
429-4149  
Smith, Dorothy J. (Joseph F.)  
126 Van Brackle Rd  
Matawan, NJ 07747  
201-566-1296  
**Long Island**  
Hull, Helen (James M.)  
P.O. Box 623  
Smithtown, NY 11787  
516-JU4-7617  
**SOUTHEAST SECTION**  
Mississippi

Wolfe, Lucille, H. (Bob) RI  
P.O. Box 306  
Greenville, MS 38701  
601-335-3653/335-1390

## Tennessee

Edmondson, Andrea Settle (Allen H.)  
3472 Valley View Road  
Knoxville, TN 37917  
615-525-4495  
Liston, Barbara Jane  
Little Creek Academy  
Concord, TN 37720  
615-588-7204

## NORTH CENTRAL SECTION

### Central Illinois

Yates, Barbara Ann  
510 West John St.  
Champaign, IL 61820  
217-356-1633

### Lake Michigan

Smith, Nancy Marguerite (Duncan E.)  
162 Minges  
Battle Creek, MI 49015  
616-965-6228

### Minnesota

Bellair, Barabara Ann (John) RI  
4920 W. Sunnyslope Rd  
Edina, MN 55424  
612-920-5396

Erickson, Linda Marie (Dr. Gary E.)  
2782 — 17A St., NW  
New Brighton, MN 55112

612-636-6235  
Hallgren, Shirley Ann (Roger)  
109 Robert Circle

Belle Plaine, MN 56011

612-873-2900

## SOUTH CENTRAL SECTION

### Golden Triangle

Hansen, Jacquelyn 'Jackie' (Harry G.)  
Rt. 3, Box 1797  
Smithfield, TX 76080  
817-281-3472

### Nebraska

Schuff, Susan Ann (Henry)  
Rt. 1, Box 30  
Oshkosh, NE 69154  
308-772-3969

## NORTHWEST SECTION

### East, Washington

Wood, Marjorie Jean (Burton C.)  
3302 Hatwai Rd (Box 612)

Lewiston, ID 83501

208-743-2122

### Mt. Tahoma

Reynolds, Leslie Ann  
4102-4th St., NW  
Gig Harbor, WA 98335  
206-858-3305

## SOUTHWEST SECTION

### Aloha

Vick, Delores D. (Robert I.)  
3407 Ala Akulikuli St.  
Honolulu, HI 96818  
808-839-0185

### Coachella Valley

Carlton, Melba Lew (Billy Dean)  
7410 Camarilla Avenue  
Yucca Valley, CA 92284  
714-365-2647

### Golden West

Shogren, Eldris Burrowes  
15 East Poplar Ave.  
San Mateo, CA 94401  
415-343-5816

### Gtr. Ogden Area

Hammond, Frances Miller (Dean F.)  
4089 Taylor Ave  
Ogden, UT 84403  
801-394-2815

## SOUTHWEST SECTION

### Long Beach

Laughbaum, Nina Elaine  
6326 W. 82nd St.  
Los Angeles, CA 90045  
213-645-8799

### Los Angeles

Schoenbeck, Clerett Dee  
3443 Beethoven St.  
Los Angeles, CA 90066  
213-390-5824

### Phoenix

Atkinson, Lona Cox (James R.)  
5806 E. Lewis Ave.  
Scottsdale, AZ 85257  
602-946-2018

Swinehart, Maxine Aberta (Gerry F.)  
65 Cattle Co.  
Hunt, AZ 85924  
602-337-4598

### Tucson

Hansen, JoAnn Brown (Gordon E.)  
4926 E. Bermuda  
Tucson, AZ 85712

## News Briefs

### Roster Computer Corrections:

- page 12, page 181 Deep South (Formerly Georgia Chapter)
- Several members listed by section instead of chapter (computer code mixup). Example Mary Creason, North Central Section, Corrected: Lake Michigan Chapter.
- Members with rosters poorly assembled please notify Headquarters, Oklahoma City.

SORRY—

### 1974 Resolutions Notice!

All proposed resolutions to amend the Bylaws (printed in Membership Directory) must be submitted by the Chapters to each member of the Resolutions Committee not later than March 1, 1974. NOW is the time to initiate a change to the Bylaws to keep them current with the changing needs of our organization!

The Articles of Incorporation (Charter) were revised and accepted at the 1973 Annual Meeting. The Constitution, as such, was abolished — part being included in the Charter, the balance in the Bylaws. The present Bylaws now being revised by the Revision Committee to a more workable format, will be reviewed and submitted to the Chapters for consideration not later than 60 days prior to the next Annual Meeting.

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Just 5 minutes from Opa-locka Airport and 10 minutes from Miami International Airport, both via expressway; 18-hole championship golf course; 18-hole executive course lighted for night play; tennis courts; swimming pool; sauna bath; pro shop, dining room, bar, guest rooms. Moderate prices. Write Ralph W. McEntyre, General Manager.  
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## EASTERN ONTARIO

**Betty Jane Schermerhorn, Reporter**

The September and October meetings have been planning ones from which have evolved a number of interesting "things to do" this year for our Chapter. We have plans for some very informative speakers. Christmas party. Powder Puff Movie Nite, a picnic fly-in, poker run and, hopefully, some air marking.

The weatherman was most uncooperative with our scheduled autumn flyaway luncheon meeting at St. Jovite, Quebec, in October. This has happened before. We just don't seem destined to make it to that lovely spot. If ever we do, we'll let you know!

One-quarter of our membership attended the Fall Section Meeting of the East Canada Section in London, Ontario on October 19, 20th and 21st. The girls report a fine time with much business attended to.

Congratulations to Dorothy Russell who received her Commercial License and Instrument Rating and who is very APT. Lorna de Blicquy took part in the Great Burlington Centennial Floatplane race this summer, complete with engine trouble over Lake Superior! And Gerda Ruckerbauer is back from a trip to Germany during which she visited several 99's.

We are hoping to welcome some new members to our Chapter and it really looks to be a productive year here in Eastern Ontario.

## FIRST CANADIAN CHAPTER

**Nora Parish, Reporter**

The October meeting was held at Elaine Magee's home and was very well attended. two new members were welcomed. Beryl Scudellare and Sybil Smith. Two prospective members attended also. Marjolaine Murray and Terry Joyce. Both of these girls are from Burlington and fly out of Hamilton's Mount Hope Airport. The chapter is growing by leaps and bounds.

Our members have been very busy flying around the countryside in all sorts of interesting events. Wilsie Frosst flew in the Burlington, Ont. Centennial Seaplane Race. She reports the first leg from Burlington to Kenora, Ont. was the roughest and bumpiest weather she had ever encountered. After arriving in Kenora a number of the contestants were felled by a nasty "bug", severe enough to send Wilsie to the hospital for two days. Her partner finished the race with another pilot and Wilsie flew home commercially to greet them at the finish. In spite of everything they finished 21st. all contestants had a great time and are looking forward to another race. Arlene Edgcumbe, 99 member from the Chicago Area Chapter, placed 2nd in this seaplane race flying her Cherokee six on floats. Congratulations!

Barbara Brotherton and 49 1/2 Tom, flew their Comanche in the Michigan Small Race, placing 8th and capturing the prize for the best score for a retractable. Shirley MacDougall and 49 1/2 Neil, have just returned from a trip through the Canadian Rockies to Vancouver and back in their 172. She says flying through the Rockies is beautiful but it keeps you on your toes. They received some expert guidance through a particularly tricky pass from a

former RCAF pilot, Brice Miller from the 404 Squadron. He dropped the gear on his Comanche and throttled back so they could follow him when the weather made an alternate route impractical.

Although we are still basking in the lovely fall weather, plans are being made for the annual Christmas party, on Dec. 14th, which is being organized by the 49 1/2's. From the reports this is going to be a good party!

## West Canadian Section

### ALBERTA CHAPTER

**Eleanor Bailey, Reporter**

The wilderness survival course sponsored by the Alberta 99's in September was a great success. 14 hardy souls attended, and all are so enthused that another course will be planned for the spring. The course was conducted by two members of the Canadian Armed Forces. Pete Howard and Al Williams, and was held at a forestry airstrip in the bush country of the foothills of the Rocky Mountains. The airstrip elevation was 4350 ft., and at that altitude, the nights are quite cool. The course covered building a shelter, selection of campsite, fire methods, signals and their uses, emergency first aid, food—natural and rationing what you have, snares and traps, care and use of equipment, minor ground navigation and travel.



Alberta Chairman Elaine Wright and daughter Julie in front of their shelter on survival weekend.



A group of Alberta 99's and others on survival course listening to instructor telling about edible plants.



New Western Canadian Section officers left to right: Kate Dougherty, secretary (Greater Winnipeg), Nadine Cooper, treasurer (Saskatchewan), Elaine Wright, vice-governor (Alberta), Mildred Beamish, governor (Saskatchewan).



A happy outgoing governor, Anola Laing (left) presenting new Western Canadian Governor, Mildred Beamish (right) with the box of "Governor's Goodies" — SOP's, letters and all the rest of the files.



Jean Rose, (right) Section APT Chairman presenting Saskatchewan chairman, Nadine Cooper (left) with the APT trophy for greatest percent of chapter APT.



Our annual Chapter meeting was held in conjunction with the Western Canadian Section meeting in Calgary on September 29. New officers for the coming year are: **Chairman, Jeannine Sprague; Vice-Chairman, Helen Low; Secretary, Marg Hunziker; and Treasurer, Marie Howe.** We were happy to host the Section meeting, and were pleased to see each of the chapters represented. Awards presented at the Banquet were: the Section APT trophy for the chapter with the largest percent of its members APT went to Saskatchewan for the second year. Past Governor, Anola Laing was presented with a 99 charm; and past Alberta Chapter Chairman, Elaine Wright was presented with a copy of the book, *Jonathan Livingston Seagull*. Our speaker for the evening was Mr. Tom Watt, the newly appointed Alberta Government Aviation Advisor. Tom spent about 4 years in German prison camps during World War II, and took part in the Great Escape. He told us of his part in that famous escape, as well as other not-so-famous escapes. In one, he stole a German plane, and was within sight of safety, but he had stolen one with not enough fuel to cross the line to safety!

#### GREATER WINNIPEG CHAPTER Gail Cartwright, Reporter

My reports of the Greater Winnipeg Chapter of 99's activities take me as far back as June 16th, 1973 — to our Second Annual Poker Derby which is now history.

We had a great turnout despite threatening clouds which made our more skeptical entries a little hesitant about the trip ahead of them. Heavy fog patches moved in on some of our airports but fortunately cleared within the hour. Our efforts rated good publicity on radio, an interview on a television talk show and even made the "Big News." This kind of publicity will hopefully make our group a little better known. If this year's Poker Derby was any indication of what is to come in '74, we will have a bigger success than ever.

The Greater Winnipeg Chapter held its 73/74 elections in June, with the following results: Helga Valousek, Chairman; Pat Chudley, Vice-Chairman; Kathy Dunlap, Secretary; Lee Kingston, Treasurer; Myrtle Pawlychka, Membership Chairman; Kate Dougherty, Public Relations; Tina Kehler, APT Chairman and myself as Reporter.

Saturday, September 22nd was the big day for our second annual barbecue. As predicted, it was a huge success due to good weather, great food and a good turnout.

Two of our 99er's were present at the Ninety-Nine International Meeting held in Milwaukee August 9th thru 12th. Helga Valousek represented the Greater Winnipeg Chapter and Kate Dougherty the Brandon Chapter. Reports from Helga indicated that it was a most exciting meeting, as there were representatives from all parts of the world.

Calgary hosted the Western Canadian Section Meeting September 29th-30th. Three of our members were fortunate enough to be able to attend — Helga Valousek, Kate Dougherty and Tina Kehler.

Our chapter has acquired three new members — Agnes Dyck, Liz Frost and Margaret Rubin. Liz holds a Commercial license and has just recently added a float endorsement to her license. We can now bring our total chapter membership count

to 13 for 1973-74.

November 23rd and 24th the Manitoba Aviation Council held its General Meeting. This meeting was different from others in that the 99's were asked to participate. We helped with registration, memberships and many other areas. Held in Winnipeg, it is open to all members of the Manitoba Aviation Council. This is one aviation group that the 99's will be particularly interested in and follow closely as they are working for the betterment of aviation.

At our last meeting we discussed upcoming events for the 73/74 year and by the sound of things we have a very eager group ready to put their ideas into action. We have a good year ahead of us!

To date our Chapter has three members APT for 1973. They are Pat Chudley, Kate Dougherty and Helga Valousek. This will give others the inspiration they need to upgrade their flying abilities.

On behalf of the Greater Winnipeg Chapter of 99's, we wish everyone a Merry Christmas and very best wishes for the New Year.

### South African Section

#### SOUTH AFRICAN CHAPTER Yvonne van den Dool, Reporter

A Pen Picture of new member Amalia von Maltitz of Johannesburg:

Amalia studied art and gained a Degree Bachelor of Arts in Fine Art at the University of Cape Town, majoring in Sculpture. Then two years post graduate study in Stuttgart, West Germany. Back home, her father needed a pilot to rush him to his various interests over the weekends and she happened to be the member of the family with a bit of time to spare, and so went off to Grand Central for her training where she obtained her Private Pilot's License in February 1969. She flew several trips locally and to Tuli Block in Botswana. Now she flies mainly for fun since her father's retirement. She was a Committee member at Grand Central for two years. Hobbies are keeping up her German and studying Italian. Amalia now works at the Rand Afrikaans University in the History of Art Department.

A Pen Picture of Ruth Hobbs of Carltonville:

She writes, "My interest in aviation dates from my teens, when I made and flew model aeroplanes with the boys next door. University interrupted my active participation until just after my marriage to Julian, when we joined the University Flying Club. We soloed together, got our private licenses together and wrote our Commercial exams together. We are building our own aircraft — a Bazmany PL-2. Now we have a very small daughter and hope she will turn out to be a Fly Baby (i.e. a design of Homebuilt aeroplane)." Ruth and husband also bought an aircraft. Ruth has an Instrument Rating.

Merle Ball of Durban is back from the U.S.A. and is flying Bonanzas. Jackie Robinson of Durban is in the United Kingdom, and will travel via Hong Kong to Australia. Ingrid and Karl Adolfs of Johannesburg flew to Durban recently. Ingrid Adolfs flew a charter to Tzaneen and wangled a night stop so that she and yours truly could have a good chat. 49 1/2r Peter White has left Durban Wings Club as C.F.I. after several thousand hours of instructing.

We are all very proud of South African Ninety-Nine, Fleur Wales-Baillie who has recently become one of America's first airline pilots. Fleur has been working very hard at her licenses and ratings since leaving South Africa a few years ago. She studied in Florida, gained licenses and hours and flew cargo aircraft from Miami to South America. Her new job is as First Officer with Ambassador Airlines on internal flights. Last year she was the first recipient of South Africa's "Woman of the Year" award. At the moment she is on DC-7's.

Bob and Peggy Mayo of Wisconsin, U.S.A. have recently left South Africa after visiting for a few months. They attended a braaivleis (barbecue) and film show given at Ann White's home in Durban, and Peggy attended the Sectional meeting also held in Durban. Hope you will come again soon. On their visit to Cape Town Peggy and Bob instilled interest amongst the woman pilots of that area, in the 99s. Our Cape Town member, Audrey Grinstead is treasurer of the University of Cape Town Flying Club, has three children and her hobby is journalism. Her husband taught her to fly and she flies mainly with him. I seem to remember competing against him in the Tip-to-Top Air Race some years ago.



*Some of the South African 49 1/2rs at the braaivleis (barbecue) and film show at Ann White's home in Durban: L to R: Tony Ball, Bob Mayo (U.S.A.), Pete Reilly (visitor) and Peter White.*

### North Central Section

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

#### ALL-OHIO CHAPTER Kathy Talalas, Reporter

The All-Ohio Chapter met in Akron, Ohio Saturday, October 20th for their Annual Achievement Award Banquet. We were honored with the presence of Mrs. Rita Orr, our Section Governor, and her 49 1/2'er Dr. Orr.

The speaker for the evening Mr. Lee Cermak, a Goodyear Blimp Pilot, presented a 30 minute movie of the history of the lighter-than-air crafts.

New officers were initiated for the coming year including Anne Esselburne, Chairman; Pat Fairbanks, Vice Chairman; Vi Blowers, Treasurer; Caroline Snell, Secretary. The officers were initiated by Governor Rita.

The Achievement Award was relinquished by Marilyn Miller and presented by her to Anne Esselburne. Marilyn commented that it will be missed as it has been sitting on her TV all year, to which Anne replied, "My TV isn't big enough!"

Judy LaRue of Akron received the Try Again Trophy and the 49 1/2'er Award was



presented to Emmett Blowers for the most outstanding and helpful 49 1/2'er of the year.

On Sunday, October 20th, after everyone had rested from the banquet of the previous night we had our regular meeting. Bonnie McSwain reported that she has begun work on her airframe and powerplant mechanics rating at Columbus Technical Institute.

In August Marion Betzler joined an AOPA tour for 15 days in Spain and had a wonderful time. She is also looking for a "girl type" instructor — full-time or possibly part-time. If anyone is interested please contact her at E.C. Aviation at Port Columbus Airport.

Jean Hixon of Akron recently appeared on a Columbus television talk show. The topic for the discussion program was astronautics.

The November meeting was held in Newark, Ohio.

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

**Charmiane W. Freeman, Reporter**

Two members of the Cape Girardeau Area Chapter are new mothers. Sue Long, a son, Jeffery, proud grandmother, Lois Feigenbaum, Charlotte Pinnock, a new member, has a new daughter.

The October meeting was held in Marion, Illinois, when plans were discussed for the 1974 Fall Sectional of the North Central Section.

The November meeting was an APT meeting in Dyersburg, Tenn. Robert Harrison, with GADO in Memphis, was on hand to give proficiency rides to members and any other pilots who may so desire to take one.

#### **CENTRAL ILLINOIS CHAPTER**

**Clarissa Holcomb, Reporter**

Central Illinois Chapter had trouble with rain in September, but held a meeting at Coles County even though the air show was postponed until the next Sunday.

Rose Andrew suggested that some money raised from the ELT raffle be sent to Jerri Cobb who needs a "major" on her plane engine — also needs medical supplies, food and so forth for the Amazon region people where she flies. Jerri thanked us for past help and said that once again the rains have washed out air strikes and made it difficult to deliver nurses and supplies to the tribes.

Rhonda Phillips is half-way through her "commercial" and is doing aerobatics with Mark Wells at Salem in his clipped-wing Cub. She is also working on her "instrument".

Margie Jones is our racingest pilot — FIVE this year. Finds the women are "super" and those directing operations have worked long and hard through the year to make the event a success. The Illinois girls from Chicago Area, Quad City and our chapter are already making firm plans for our Illi-Nines Derby at Champaign in May — Memorial Day weekend.

Jean McLaughlin took a vacation from all her flying activities — lessons and charter work (She's our APT!) and went with husband, Mac, AROUND THE WORLD IN 25 DAYS. She wrote another diary and took lots of pix.

The October meeting, held at Kaisers' Monticello, was a beautiful day after the September wash-out. Even had an airport advisory service. It was a picnic for the "ham" operators who worked the Cham-

paign stop at Powder Puff time. At least thirty people were on hand. Kay Martens and Arlene Johnson flew down from Peoria in a 150 and decided to stick to the solid runways and rode over from Willard with Rose Andrew. They brought the ELT stubs. Fred Nichols of Mattoon won the drawing. Pilots from all over donated to this project.

Barbara Jenison and Barbara Yates came with a display board which will help advertise the 99's. Joan Boyd represented the Danville pilots. Libby's Bob Kaiser broiled the hamburgers and hot dogs with aid of sons, Bill and Jim, who usually are out gliding! Jean and Bob West flew in 33 Lima. Jayne Schiek and Doris Ann Norcross w/ plenty of warm clothes (not enough for Jayne) arrived in the Durle Aire 8866; Ben Schiek in the Cougar and John Norcross in the Smith Miniplane 2017. John showed us how it really flies and gave Bob Kaiser a turn at it. I got some instrument practice in by "filing" to Decatur w/ Max in the co-pilot seat! It was good to have Theo Sommer, Jeanne Morse, Phyllis Hanlon and Jean McLaughlin fly the Cherokee Arrow from Peoria.

Mary Waters and Anita Albert have already attended a few Illi-Nines Race Board meetings.

Norma Newbery and Helen Lewis flew to Lake of the Ozarks and landed on the taxiway, because the runway was under construction. Max and I saw Norma at the Flying Farmers Pork Chop B-B-Que.

#### **CHICAGO AREA CHAPTER**

**Sandy Klock, Reporter**

Arlene Edgcombe and 49 1/2'er, George, were entrants in the Great Burlington Centennial Seaplane Race up in Canada on September 11-15. The race course was 1973 miles and was from Burlington, Ontario to Kenora; Kenora to Ottawa; and Ottawa to Burlington. 45 out of 56 entrants finished — on the first leg the planes were confronted with 40 knot headwinds, and unfortunately 4 aircraft capsized in refueling attempts or having to do crosswind procedures. This was the first "seaplanes only" race ever held on the North American Continent, and Arlene and co-pilot George finished in second place!

Meanwhile, closer to home, our September fly-in for lunch bunch outing was to beautiful Lake Lawn Lodge in Wisc., and 34 were in attendance.

A warm welcome to our newest member, Lue Sudol of Glen Ellyn.

Sandy Klock got her basic ground instructor certificate a while back, and Jean Ingle just passed her fundamentals and advanced ground instructor writtings.

And congratulations to Sue Gatlin on her new commercial license.

Gail Goldthorpe and 49 1/2'er Tom welcomed a new little boy to their "hangar" — William was born to them on September 29th.

Chairman Caroline Smith's 49 1/2'er George was recently elected Chief of the North Central Section of the International Comanche Society. Does this make George an honorary Indian??

At a recent meeting of the Illi-Nines Air Derby Board, Mary Krautkramer became 1974 Chairman, Gail Wenk — Co-Chairman, Julia Konger — Treasurer, and Central Illinois' Mary Waters — Secretary. It's not too early, gals! Start planning now to fly in the 1974 Illi-Nines Air Derby — it will be out of Champaign, Ill. next May, over the

Decoration Day weekend. We're hoping to see YOU!

#### **GREATER KANSAS CITY CHAPTER**

**Dorothy Stratton, Reporter**

We were guests of Jean and Al Wilson at the Lake Winnebago Yacht Club on October 4th. Everyone enjoyed the meeting very much and we thank the Wilson's for their hospitality. The program for the meeting was a film shown by Lt. Col. Robert Dougherty of the CAP showing search and rescue procedures.

Bonnie Ferguson, executive pilot for Harmon Electronics, received her ATR in June. Her picture appeared in the Pilot Magazine for September, being one of the women pilots discussed in the article.

Barb McCravy and her 49 1/2'er and some friends flew to Reno for the air show and Barb was the pilot on the Baron when she lost an engine — it was a real lesson in how fast the oil pressure can drop when you lose an engine. Fortunately, they had lots of altitude and not too much distance and everything turned out fine.

Jean Wilson flew a 6-passenger helicopter, an Olivette, while in Hawaii recently.

October 18th was a beautiful fall day for our fly-out. Six planes with twenty-one people flew into Grand Glaze Airport at Osage Beach for lunch. Members and guests were Kathy Zimmerman, Clara Richardson, Lee Zimmerman, Cathie Pine, Linda Keeney, B.J. Hoff, Billie Bordner, Mary Ann Hamilton, Virginia Pacey, Burt Pacey, Ruth Stafford, Sheldon Stafford, Jean Wilson, Mary Elmore, Dorothea Roberts, Iris Roberts, Barbara Jones, Dorothy Stratton, Becky Hosfield, Sherry Quinlan and Pauline Clendenning.

#### **GREATER ST. LOUIS CHAPTER**

**Rose Mary Roth, Reporter**

The Fly-to-lunch-bunch flew into Greenville, Illinois October 10th as guests of Mary Lowe, Tex Wickenhauser, Val Johnson, Betty Board, Sue Mathias, Amy Laws, Barbara Cunningham, Margaret Delaney and Mary's daughter, Elizabeth were among those who enjoyed a delightful lunch at the Greenville Country Club. The next scheduled fly-in was November 14th to Quincy, Illinois. Thereafter, all fly-ins will be tentatively scheduled for the 4th Wednesday of each month — locations to be announced later.

That couple who races together, places together. . . . and very often, it's first place, which Jean and Rich Lennertson captured earlier this month in the 18th Annual Michigan Small Race. Their victory marks their third win there in four tries, and the second consecutive win, an unprecedented event for the race. Some people have trophy rooms, but the Lennertsons have a trophy home to give an idea of how many trophies they have won.

Sue Mathias was featured in the October issue of the St. Louis Chamber of Commerce Magazine. Sue is "The Woman in Business" a full page feature concentrating this month on transportation. Our sincere admiration and applause, Sue.

The Experimental Aircraft Association invited the Chapter 99's and the 49 1/2'ers to its annual banquet held November 17th. Their program included Betty McNabb as a speaker. Sunday, November 18th had a Bon Voyage breakfast with Betty.

Balloonist, Nikki Caplan, was the guest



speaker at our October meeting. Mrs. Caplan acquainted our chapter on the problems balloonists face since their organization is still in its infancy.

Congratulations to Chairman Betty Board who recently obtained her Multi-Engine rating and to Rose Mary Roth who obtained her Multi-Engine ATP. Rose Mary has been interviewed by Ozark Air Lines and it seems to be a likelihood that by the first of the year she will be a Co-pilot for them. Rose Mary's husband, Gene, is a Captain for Ozark.

Three small plane loads of DRF goods arrived at Lambert Field Friday, October 5th. Ultimate destination is the West Coast, however; anyone with room in their plane to carry a few boxes farther West should contact Betty Board.

#### **INDIANA CHAPTER** **Lois Hawley, Reporter** **Kathy Forrest, Reporter**

Mr. S. Claus and his eight reindeer will have no trouble finding the right rooftops in Indiana this year. The Indiana 99's have taken their airmarking seriously, and have painted identifying names on fourteen towns in 1973. They're looking forward to an even busier year in 1974!

After all that work it was time for fun at the October meeting in Bloomington, Indiana, and for a change of pace we enjoyed a picnic in the rough **AND** beautiful weather! Speaking of in the rough — Lois and Richard Kennard won a free weekend at the local nudist colony by placing first in the Treasure Hunt (or was that in the "buff"?). Marcia Reynolds and her Bonanza placed first in the Spot Landing Contest.

A large turnout of prospective members encouraged us to think "growing" in 1974. On this optimistic note, we would like to wish all 99's — **MERRY CHRISTMAS, AND A HAPPY NEW YEAR!**

#### **IOWA CHAPTER** **Ruth Ulfers, Reporter**

In a month filled with glorious Indian Summer flying days the Iowa 99's found the only Sunday with visibility 1/16 of a mile and holding for our meeting. A total of 10 people including 3 49 1/2ers drove to Decorah and at least two planes started but did the familiar 180 because of lowering ceilings.

Carolyn Rowney is really grounded. Her plane was caught in a windstorm in Denver and it will take some time to get the wing repaired. Don and Gerri Walker flew another couple to the Reno National Air Races in September.

A word of caution came from 49 1/2er "Pro" Prochaska. "Don't wear heavy shoes or boots while flying. You can't feel how much pressure you are applying." Where does that leave our fashionable platform soles and clogs?

Happy and safe flying no matter what you're wearing!

#### **KENTUCKY BLUEGRASS CHAPTER** **Diane Stafford, Reporter**

Kaye and Harry Bohannon and Betty and Kent Moseley winged their ways to San Antonio, Texas to attend an American Dental Association convention. The Moseleys flew down in "Smitten Kitten," and the Bohannans in a rented 172.

Members of the Michigan Medical Auxiliary, in conjunction with Michigan 99's were welcomed to Lexington, Kentucky by

Kaye Bohannon, Skip Gumbert and Sheilagh Wagner, along with members of the Fayette County, Ky. Medical Auxiliary, on October 21, when they flew in several hundred pounds of medical and school books to Bluegrass Field. The International Book Project (home office is in Lexington, Ky.) will be sending the books to all parts of the world. The project in Michigan was organized by Marge Ashton; this is the 2nd year the books have been coming from there. Our gals served the flyers a snack lunch at the airport, and got ready for another flight due in on October 23.

Kentucky 99's were well represented at the Indiana Fairladies Race in September. Virginia Chamberlain and Dee McCollum, Dot Arnett and Jo Ann Kinnison, Pat and Don Paulsen flew the race, and Pat Lyddan was there to cheer them on. Maybe she didn't cheer hard enough; none of them finished very high in the ratings; but you should hear about the **good** time they all had. The Paulsens finished ahead of the other two teams, and Pat had **one leg in a cast**. She broke it right before she left Miami University at Oxford, Ohio. We are very **very** proud of her for another reason, though. She has received her Master's Degree in Aero-Space Education from Miami U., making the Dean's List in the process. Pat is the kind of person who makes you proud to be a 99.

Pauline Barrier, our new chapter chairman, took over the gavel from Diane Stafford at our October meeting, in Louisville, Kentucky. Royce Cruse was our guest at the meeting. He is the past president of the Kentucky Aero-Space Education Association, and teaches aeronautics at a Louisville high school. Our chapter agreed to work on a fund raising project this coming year along with the Kentucky Aero-Space Ed. Assoc., the proceeds of which will go toward flight training for some of the students in the program.

We're hoping to make it an annual event.

#### **LAKE MICHIGAN CHAPTER** **Evelyn Borst, Reporter**

October 14, 1973 was a beautiful, clear day when we had our Poker Run! We had many planes **LOADED** with happy people who took part and enjoyed the colors of the foliage at this time of year!

Eloise Smith, our APT Chairman, reports that Ruth Eiseman, Marian Newman, Mary Clark, Babe Weyant Ruth and Dorothy Ross have become APT this summer. Ruth Kersten and Nancy Stewart are our new members to date.

We have several money-raising projects. One of interest to those who sew is antique airplane design material on blue, white or beige background, 48 inches wide, 12 inch pattern repeat, 100% cotton permanent press. The price is \$4.00 per yard, including postage. Order from Mrs. Ruth Kersten, Fabrics Galore, 224 N. Grand Street, P.O. Box 67, Schoolcraft, Michigan, 49087. Ready-made items are a **TOTE BAG** for \$3.50, a darling **WIDE BRIM HAT** in small, medium, and large sizes at \$5.00 each. Also a coverall **APRON** that slips over the head with no fasteners and has a cross-over back with 2 pockets in front, for \$6.00. The October meeting was held in Howell after the Michigan **SMALL** race and what a race that was! Mary Creason placed 3rd in an American Traveler. Our "Fearless Leader", Maisie Stears placed 7th in a Cessna 172. Three other girls placed good but were far-

ther down the line. Our Chapter raffled off a beautiful quilt, made from the airplane material and it proved both fun and profitable, at the **SMALL** race. Ruth Kersten and Eloise Smith deserve most of the credit for this venture. Anne Steinhagen was our enthusiastic raffle "starter-offer". Anne has gone to California to live and our loss is a lucky California chapter's gain. Our November meeting was in Three Rivers at the airport with Esther Bennett as hostess. Esther is Manager of the Three Rivers airport.

#### **MINNESOTA CHAPTER** **Clara Johansen, Reporter**

If attendants at eight airports in a 155 mile loop west of Minneapolis thought there were more than the usual number of small planes flying over their strips one sunny Sunday afternoon in October, they were right. 14 planes, piloted by 99s pilots with 28 passengers were on a mystery run. At 12 noon, we met at Elliott Aviation to register, get the instructions, plot our courses, estimate our ETE, drink a cup of coffee and be off by 1:00. To qualify for prizes all planes were back by 3:30 and there was no by-passing an airport — otherwise how would one know the color of the office just west of the strip at Buffalo, Minn. (it's peach) or how many planes could be hangared at Kimball, etc. The run ended as each pilot flew directly over the FCM Omni and called the Tower before entering the traffic pattern. 99 Ruby St. Onge who has flown in the Powder Puff Derby was in the Tower to record our time. All 61 participants, committee and spectators then had a Chicken-in-Basket picnic in Bill and Betty Kuechle's hangar (also cake made by Rocky and Dorothy Ryan). Awards were given for closest ETE's — several were within seconds. Barbara Bellaire, Edina, won 1st prize. Shirley Hallgren, Belle Plaine, received top prize for best identification of airports. Other prizes were for best estimate of fuel used, youngest pilot, etc. and appropriate prizes for young passengers. The mystery run was a good exercise in observation thanks to preparation by Caroline Olson who has also flown in PPD. This reporter learned from the Run that it's best to read instructions thoroughly **FIRST**.

Within the past two months, 950 lbs. of medical supplies have been delivered to Moline, Illinois, by Minn. Chapter 99s in their own planes as part of Wings for Direct Relief Program. Sally Woodburn and Linda Haedge flew two flights each, and Shari Mills, Mary Griffiths, Gail Vail and Elaine Jensen made one flight each. Linda just returned from a flight in her Mooney Mark 21 to Decatur, Texas, to visit her parents, and to see her daughter in St. Louis. While at the Decatur airport, she met 9 of the Golden Triangle Chapter members who were very busy Airmarking the runway, but not too busy to chat with a Minnesota 99. Linda says the name "Decatur" showed up beautifully on the runway as she took off for St. Paul a few days later.

Our 99 Rita Orr just returned from Akron, Ohio, where as Governor of No. Central Sec., she took part in the All Ohio Chapter Awards Dinner. Before that, Rita was one of 10 pilots who took The Rain Check Course, spending two evenings in Control Tower and one in ARTC, Farmington. She highly recommends anyone having the opportunity to take the course to do so as it was



most informative for good piloting.

Our Chapter Chairman, Betty Kuechle, set up the schedules for the 99s to again assist at the aviation workshops presented by the Minn. Dept. of Aeronautics and FAA-GADO 14, on Nov. 12 thru 15. Accident Prevention Specialist, Andrew Detroi, assured us the help of the 99s was greatly appreciated.

Dorothy Bolander finished details for Project AWARE. Nov. 27 was a worthwhile day with speakers from the FAA and Minn. Dept. of Aeronautics and a Flying Fashion Follies. Thanks to Phoenix Chapter for letting us use their idea — "Pilot's Wife's Awareness Reassures Everyone."



L to R Gail Vail, Janie Koznick, Swedish Air Force Capt. Nils Krister Schyllert, Rita Orr, Dorothy Bolander. When Swedish Air Cadets were hosted by Minn. Civil Air Patrol, Minn. 99s also extended a warm welcome to them and Capt. Schyllert their Official Escort.

#### QUAD CITY AREA CHAPTER

**Jo Anne Walker, Reporter**

We had beautiful fall weather for our flight to Aurora to visit the Chicago Center Radar Facility. It was a very interesting and informative tour. The new type radar which gives a digital readout of the ident and altitude of each aircraft was especially interesting.

Other Quad City Ninety Nines have been seen taking advantage of the last warm, sunny days before cold weather sets in. Norma and Roger Smith and daughters took a 35-mile bike hike from Sparta to Elroy, Wisconsin. The route is a deserted railroad track; and Norma said the countryside was lovely as they rode over the hills, through the tunnels, etc. The Thiels flew to Estherville, Iowa recently; and Ellen and daughter, Shana spent the week visiting Ellen's mother. Carolyn and Neil Pobanz and children were seen taking off for Peoria for the day last Sunday in their 170.

Von Alter, Judy Hodges and JoAnne Walker attended the Board Meeting of the Illi-Nines Air Derby on Sunday, October 28. The race will be held at University of Illinois' Willard Airport on June 22, 23 and 24.

Until next month — MAY ALL YOUR FLIGHTS BE SAFE AND HAPPY ONES!

#### WISCONSIN CHAPTER

**Betty Willmore, Reporter**

After weeks of marginal and IFR weather, the big ole sun rolled out and blessed us with extreme VFR for the October meeting at West Bend. Since October was our "fun flying month" with a poker run, the weather for most of the month was discouraging. However, we had a good membership participation in the poker run and had 8 new prospective members attend the meeting.

And everyone flew in!

Katie Conkling, stopping at 6 airports, won a safety light for the airplane with the top poker hand.

Jean Zapata, newly reinstated member, is making up for lost time; she visited all 12 airports on the poker run and came up with the second best hand. Jean is back with us after a long absence. Says she's been on a "12 year maternity leave". She passed her instrument written and is working full steam ahead for the rating. She got her private license when she was 17!

Elaine Strickland, almost a private pilot, had the 3rd best hand. Both Elaine and Jean received thermos for the airplane.

The book, **Jonathan Livingston Seagull**, was awarded to Bridgett Donagan, the teen with the best poker hand.

Spot landing contest was the highlight of the meeting. Guest Mary Dell Allen (West Bend) took 1st place. 7 ft. Joan McArthur (Baraboo) 2nd place. 12 ft. Field Morey (Middleton) 3rd; 21 ft. Hostess Ethel Westerlund placed the "medals" (wooden discs hung on yarn ribbon and painted No. 1, 2, 3) around the neck of each winner and planted kisses; continental style!

Our chapter plans more such events to stimulate flying and to get more women pilots interested in 99s.

Congratulations to Louise Yeazel, our newest member, for getting that instrument rating! Louise and instructor made an instrument flight into O'Hare. . . 500 ft., 2vis in a 172! Somewhat startled controller asked, "You're landing at O'Hare? Is that affirmative, Ma'am?"

Louise said airline capt. following her in was most kind and considerate. He told Center he'd slow up and give her plenty of time to get off the runway!



Our gals at the Convention left to right; Marie Grimm, Ethel Westerlund, Lois Erickson and Jan Thomas.

#### South Central Section

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

#### ABILENE CHAPTER

**Marjorie Andrews, Reporter**

Retiring president, Nancy Lynam, recently added "Instrument Examiner" to her long list of qualifications. Combining business with pleasure, she and husband Don found time to attend the Society of Experimental Test Pilots Association meeting in Los Angeles. Poor weather and airline scheduling found her with two unexpected, but welcome passengers on a return flight from the Plantation Party in San Diego, namely: John Baker, FAA General Aviation

Administrator, and Sandy Hardy, chairman of the Board, AVEMCO. While she is resting, Nancy is working with Secretary Nancy Richter toward Nancy No. 2's MEL and Instrument ratings.

The Richters just returned from Taiwan where Dan was on TDY. It's a beautiful country, they say, but nearly all aviation is military style.

Our new president, Betty Heise, had an experience that those of us who have flown tail-draggers know can happen under the best circumstances. This occurred because of a mechanical failure: the tailwheel spring broke while she and her instructor in the CAP Aerona were completing a rollout. Betty discovered centrifugal force first-hand, 1,080 degrees of it! Fortunately for plane, pilot, and instructor there was no damage and the spring was speedily replaced.

Marjorie Andrews, daughter Jane, and Marjorie's father made a long-planned sentimental journey in "Chris, Too!", the Andrews' Skylane, to Ponca City, Oklahoma for a family reunion. Returning by way of Dallas, the group was treated to expert high density traffic handling by the Addison controller. "Would you believe he landed three of us almost simultaneously on one runway?" It worked beautifully!

Our chapter is slowly rejuvenating after a period of the "downs." We are planning an air-marking trip to Knox City as soon as their airport has its face lifted. The prospect of being hostess chapter for a Sectional has spurred some interest too, and plans are already under way for that.

We noted with sadness the accidental drowning of a former member, Maxine (Mrs. Dick) Elam of Austin.

#### ALBUQUERQUE CHAPTER

**Becky Lutz, Reporter**

Congratulations to our newest member B.J. Slawson. B.J., who works at Coronado, says she prefers working where she can hear the sounds of lots of airplanes, although she hasn't forgotten that she has a degree in Art Education. (Sounds like she, too, has been bitten by the "bug.")

Also, Congratulations to Rita Elliott, who recently earned the coveted Instrument rating. Rita is very cool about things, didn't tell us she was working on her rating, then one day triumphantly announces that "back in August" she did it! Congrats are also in order for Claudia Beckner and Eleanor Sanchez who were presented with their FAA "Safety Pins" by Roger Mitchem, Accident Prevention Specialist.

Harriet Nye, Johnny Hickey, Kathy Fox, and I spent a lovely weekend in El Paso attending the Fall Sectional. The El Paso chapter went all out to treat us to the best of two countries. Kathy and I flew down aboard her Mooney along with 49 1/2er Ralph.

Roger Mitchem attended our last meeting to give us a complete rundown on the latest FARS. Joyce Buehler finally got her wish to work around an airport. Joyce helps with bookkeeping on a part-time basis at Southwest Air Rangers. Joyce, along with Roz Kinlen and Johnny Hickey, assisted at the AOPA Clinic held recently. Roz Kinlen and other aviation fans are already making plans for the annual Poker Rally to be held in January. Joy Feak reports that she went by land, sea and air to Mazatlan and other points south on the coast. Berniece Swartz also migrated toward Mazatlan for a fun-



filled week. Becky Lutz flew Debonair 5673K to Guaymas, taking her brother and sister-in-law on a long-promised trip.

Becky Lutz was presented with a lovely pin and letter signifying she is now a member of the Blue Max Society, a New Mexico Aviation honorary originally sponsored by the **New Mexico Flying Review** magazine. (I am surprised, honored, and delighted!)

The annual Christmas banquet was held on November 30 at the Four Hills Country Club, with the presentation of a trophy to the "Outstanding Girl" of the chapter.

#### ARKANSAS CHAPTER

##### Marguerite Nielsen, Reporter

Arkansas Ninety Nines have done another airmarking at the North Little Rock Airport — and elected the following new chapter officers at the same time: Chairman, Cary Hunt; Vice Chairman, Delores Deam; Secretary, Carol Walters; Treasurer, Marge McLean; and Reporter, Marge Nielsen.

Ninety Nine meeting dates and places were scheduled for the coming year, which promises a lot of happy flying and several new members coming into our chapter.

#### CHAPARRAL CHAPTER

##### Mary De Kinder, Reporter

Mountain flying, E.L.T.'s, the new Part 61, and night flying are to be the subjects covered in our fall Safety Seminar. However, our biggest present project is presenting an F.A.A. film, **Airports Mean Business**, to as many civic groups as we can. The movie points out that promoting aviation in a community also promotes business and can create a more progressive community.

While working like bees on both of the above, some of us still have had time to airmark Las Cruces — Marge Blue, Pauline Hall, Hank Hallinan, Rene Hirth and Mary Wooten. They had lots of special help from 49 1/2ers Ray Wooten and Milton Hall, and 66 Carolyn Dugan. Special flying fun was enjoyed, thanks to Milton's giving some of the gals rides in the Luscombe.

The Hallinans have also had time to make another trip to Canada, Hank flying the Cessna 182. She says it took about ten hours going up and a little longer coming back due to winds and weather. Her descriptions of Utah and its monument-like rock formations are fascinating. She highly recommends flight through Utah, Idaho and Oregon for the rock formations and the views of the Snake and Columbia Rivers. Aerial photos of Mt. Ranier were not back in time for inclusion here.

#### CIMARRON CHAPTER

##### Claretta Curtis, Reporter

Hurray 99s! We have been accepted by International! After three weeks of hard work by Sue Farmer and Darlene Brollier, transfer papers, application papers, etc., got to headquarters before International Convention, and we are in!

Women pilots of the Southwest Area met at the Brollier farm home near Moscow, Kansas, September 15, for the charter meeting of the Cimarron Chapter. Members introduced themselves by giving individual profiles. Sue Farmer, Liberal, received the application for the Charter and explained its contents. Officers for the coming year were elected as follows: Chairman, Darlene Brollier; Vice Chairman, Sue Farmer; Secretary, Carol Bond; Treasurer, Gayle

Smith; Executive Board Members, Faye Richardson, Nancy Yeager, Mayo Ridley; Membership Chairman, Sue Vestal; News Reporter, Claretta Curtis; Air Marking, Grace Crist; APT Chairman, Beverly Peters.

Luncheon consisted of salads brought by 99s. Quartet tables covered with burlap cloths were set up around the pool. Sun-flowers and wheat decorated each table and the silver was wrapped in bandanna napkins. During the luncheon, gag gifts were presented to the pilot with the most hours, one coming the farthest, youngest pilot, one with most grandchildren, and first pilot to land.

Those present at the Charter meeting were Gayle Smith, Pat McClure, Sue Farmer, Liberal, KS; Claretta Curtis, Dodge City, KS; Bev Peters, Gloria Crane, Nancy Yeager, Mary Ann Fox, Larned, KS; Mayo Ridley, Hildred Denney, Sue Vestal, Guymon, OK; Grace Crist, Garden City, KS; Faye Richardson, Plaines, KS; Jone Shore, Johnson, KS; Vera Stoops, Carol Bond, Hugoton, KS; and Darlene Brollier, Moscow, KS.

Other Charter members not present were Pat Concannon, Bobbi Hamilton, Hugoton, KS; Donna Shirley, Dodge City, KS; Sheryl Blackwell, Larned, KS; and Evelyn Fields, Scott City, KS. We have ten towns represented in the Cimarron Chapter.

With Grace Crist, Garden City, as hostess, we had a very enthusiastic meeting at the Flight Deck Restaurant. We voted a big YES to the challenge of the Liberal JUCO Aviation Fraternity scheduled for November 18. We will go by college rules. The three events are: power off spot landing, power on spot landing, and precision bomb drag.

The Kansas 99s are helping us at every turn. Pat Mlady, Chairman of the Kansas Chapter, presented a gift of \$50 plus the dues of the transfers to the Cimarron Chapter, in the amount of \$115! Pat McEwen, Wichita, International Vice-President, presented our Charter to us with twenty-four members listed on it. Wishing us the very best and giving us tremendously good advice, Sue Farmer, Program and Activities Chairman, will keep us on the go with various scheduled events. We are very proud to be a part of the 99s! Happy Flying!!



*New Chapter Officers — Cimarron Chapter of the South Central Section. Front row, L to R — Darlene Brollier, Chairman, Sue Farmer, Vice-Chairman, Coral Bond, Secretary, Gayle Smith, Treasurer. Back Row, L to R — Grace Crist, Airmarking Chairman, Faye Richardson, Board Member, Nancy Yeager, Board Member, Mayo Ridley, Board Member, and Sue Vestal, Membership Chairman. Not pictured are Claretta Curtis, News Reporter & Historian, and Beverly Peters, APT Chairman.*



*International Vice President Pat McEwen of the Kansas Chapter presents the Chapter Charter to Cimarron Chapter Chairman Darlene Brollier and Vice Chairman Sue Farmer.*



*Kansas Chapter members journeying to Garden City, Kansas for charter presentation ceremonies for the new Cimarron Chapter were (L to R) Elizabeth House, Louise Robinson, Pat Mlady, Garnett Nance, Carolyn Westerman, Shirley Shoup, Jackie Luke (hidden), Marilyn Copeland, Pat McEwen, Margaret Yourdon, Ida Schlitter and Judy Calbeck.*

#### COLORADO CHAPTER

##### Mary Nell, Reporter

See article elsewhere in this issue about Doris Langher and Dorothy Young being honored by the Colorado Aviation Hall of Fame. We're PROUD!

Some of us made it to the South Central Section meeting, and some of us who tried, needed an instrument rating to get there, and didn't make it. Our chairman, Eulalia Nichols and former vice-chairman Fay Green spent the weekend in Amarillo again. Seems the weekend for the Section meeting is the signal for weather in Texas to close in and they get as far as Amarillo and that's it. Others who started were Joye Baker and Dolly Gibbons in Dolly's club Mooney. They got as far as Dalhart and got in the same weather. 49 1/2er Dave Neil (with instrument rating) came to the rescue with wife Mary and Deedo Heise passenger, and at least five of us got to El Paso for a fabulous weekend. Thanks to those El Paso girls, some of us got to Mexico for the first time!

Late in Sept., the Greens, Fay and family flew to Gaston's resort in Arkansas for fishing and relaxing. They stopped in Clarksville on the way home to visit friends.

Avalon Graf and husband have been working on a new "old" houseboat every weekend and hope to have it on Horsetooth



Reservoir next summer. Nice way to get away from it all. They also flew to Portland in the Cessna 402 and while the shop worked on the 402, they took a Cessna 172 and flew down the California coast to visit relatives and have a family reunion. They visited friends on the way back and then home again in the 402.

Colorado Chapter girls who flew the Pacific Air Race were Velda Mapelli and daughter Stephanie Beauchat (came in 41st), Jan Gammell (20th) and Ann Luce (55th). It was Ann's first race and she is so enthusiastic we surely will have more and better flying activities from now on.

The Spanish Peaks chapter hosted their annual Sunday Brunch October 21 and it was its usual great success and much enjoyed by those who attended. Heard Mr. Greiff of the Dept. of Transportation.

#### **DALLAS CHAPTER** **Dot Warren, Reporter**

The September meeting was a record breaker with twenty-four members attending the business meeting. Then twenty-eight guests joined us at 8:30 for the presentation by Dallas APS Joe Monterosso of "A Safe Transition to the New DALLAS FFW TAC."

During the meeting the members voted to have a Proficiency Race on May 18, 1974 as our major flying activity project for the year. They also voted to buy one hundred Aviation Safety Pins to be given to the first area pilots to take their flight reviews as per the new ruling that takes effect the first of November.

On September 22 and 23 members of our chapter participated in the dedication of the D/FW Regional Airport by manning information booths. On Saturday Jerry Melton, Betty Hundley, Sue Andrews, Hazel Corry, Edna Wright and Dot Warren manned the booths and Tanya Thornton, Judy Cobb, Barbara Powell, and Betty Riggins took over on Sunday. You all will just have to come see it to believe it!

September 29 found Pauline Winthrop, Jerry Melton, Edna Wright, Doris Weller, Sue and George Andrews, Lou Marquess, Bev Taylor and son airmarking the numbers at Dallas North Airport with the help of members of the Dallas Redbird Chapter.

Jerry and Maurice Melton, Hazel and Bert Corry, Martha Ann Reading, and Edna Wright represented our chapter at the El Paso Fall Sectional and report a fabulous time was had by all.

Lou and Rod Marquess went on the first weekend and last three days of the All-Texas Air Tour in a Comanche 250. For part of the trip they swapped planes with Fran and Pat Clark and flew their Bonanza. Sandra Simmons and Pauline Winthrop attended the Flight Instructor Recertification Clinic at Arlington and Sandra enjoyed having dinner with Rosemary Conaster, one of the six women currently in the Naval Flight Training Program. Art and Kathy Ways recently flew to Austin for dinner to catch up on their night flying. Judy and Mack Cobb are the proud new owners of a Reed modified L-4 Clip Wing Cub in which Judy recently became APT. Change Barbara Powell's name in your directory to read Mrs. Bobby Whitsell as of October 3. This reporter missed the first deadline of the new year because she was not down from cloud nine after making three flights as co-pilot for Sandra Simmons in their

Citation Jet 589CC. First was a familiarization flight, then a trip to Waco with Barbara Powell as passenger, and the last was up to Grayson Co. Apt. to watch the Aerobatic Championships with Romona Upfield as passenger. The airplane is new enough to cause stares on its own, but when women only climb out of it, well, that's really fun to watch! Sandra was the first woman to be rated on the Citation and is a real pro. Now that she has her Flight Engineer's Rating we are all keeping our fingers crossed, hoping that she will soon be hired by a major airline.

#### **DALLAS REDBIRD CHAPTER** **Gretchen Goblin, Reporter**

October was a good month. It started with a lovely trip to El Paso for the South Central Sectional. Elinor Johnson flew her airplane with Bryant Hutchinson and Pat Jetton as passengers. Helen Wilke took her Bonanza and Kathy Long and Ann English, Houston member formerly from Dallas. We are really gracious and lovely in the Redbird Chapter. If Helen hadn't taken Houston Ann with her in her airplane, the Redbird Chapter would probably have won the attendance trophy. Ah well.

Hazel McJones and husband Roys joined us out there, having driven their Snuggly Buggy ALL over Western U.S.

Helen barely got home from El Paso before she was off to Minnesota to celebrate a joint birthday with a friend up there. It was a REALLY BEEG celebration, one of those once in a century type windings.

Airmarking was attempted one Saturday at Bonham, Texas. Helen, Kathy, Bryant and guest Helen Ford tried to get up to Bonham but the weather was not cooperative. Instead they turned around and then went to help Hazel at the Zonta Bargain Fair.

Elinor Johnson and 49 1/2er Rowland have been annualing their Bonanza. Elinor gets all the **good** jobs, like cleaning the belly and the wheel wells.

Next week we're having lunch with Pat Kelley Shearer from the Aloha Chapter. Wish you could all join us.

Fly Happy.

#### **EL PASO CHAPTER** **Norma Kudlesy, Reporter**

The El Paso Chapter gratefully accepts the many compliments received from attending 99s and 49 1/2ers at the Sectional held in El Paso on October 5-7. All chapter members were delighted with the turnout and the success of the convention. Several 99s and spouses attended Operation Understanding at Fort Bliss, Texas. A motion picture of the post facilities and missile firing was presented by Army personnel. Ruth Deerman, Louise Mitchell, Hester Oakes, and Ruby Tatman hosted the tour. El Paso 99, Major Margaret McFarlin, stationed at Big Springs, Texas, attended the Sectional as did our Alamogordo, New Mexico members Deloris Dyvad and Hester Oakes.

A big thank you to the Chaparral Chapter from Las Cruces, New Mexico, for their help.

On October 10, Ann Nobles, El Paso GADO office and a 99, gave a program on "Physiological Factors of Flight" to 33 students at Coronado High School. A movie entitled "Medical Facts for Pilots" was shown. Twenty-five of the students

rode the vertigo chair.

An Open House was held at El Paso International Airport by the Cessna FBO. The Cessna 140 flown by Ruth Deerman and Ruby Tatman, winners of the 1954 AWTAR, was on display.

Lois Hailey, Aerospace Education, schedules airport facilities tours each year for students in grades 5 through 12. Tower ground control operations are viewed. An opportunity to actually sit in an aircraft and going through flight procedures adds realism to her instructions about general aviation.

Our chairman, Marilyn Cragin, has received her instrument rating.

Louise Cross and her 49 1/2er Ralph have returned from three wonderful weeks in Hawaii.

Betsy Wright, a very active 66, took her FAA flight test to become a full-fledged private pilot on her birthday in November.



*El Paso Chapter members pose beside the Nike-Hercules missile at the High Altitude Missile Dept., USAADS. The group received an Operation Understanding briefing during their visit to the Air Defense Center. (Photo courtesy of 2nd Lt. Gillespie, U.S. Army Photo Facility, Fort Bliss, TX)*

#### **FORT WORTH CHAPTER** **Jean Bishop, Reporter**

Things are returning to normal around Fort Worth again after the excitement of the opening of the new regional airport. Our chapter members are still on the go. Edna Gardner Whyte returned from the Reno Air Races. She flew Irene Rogers to the National Acrobatics Contest in Sherman, Texas, September 27-30. Irene is a 99 from Aloha, Hawaii. Edna is busy at home, too. She is building 30 more tee hangars on her Aero Valley Airport between Dallas, Fort Worth, and Denton. Edna has taught 34 women to fly at Aero Valley in the last two years. She is training future Powder Puff Derby entrants — six of her women students will be flying three planes in the Skylady Air Race at Fairview, Oklahoma in November.

Nancy and Jim Armstrong returned from Puerto Rico in time to see the last day of the airport dedication. Jim has some wonderful pictures of the EAA fly-in at Oshkosh, Wisconsin. Next year he and Nancy expect to fly up in their BD-4 which Jim is building in their barn.

Lorraine and Juanita Waddell flew their Cessna 172 to the El Paso Sectional with a little side trip to Taos and Albuquerque for a few days before the sectional began.

Aileen Hall is touring Europe with friends from Los Angeles and Atlanta. She will be sightseeing in Amsterdam, Paris, Lyon, Nice, Monte Carlo, Pisa, Isle of Capri, Naples, Rome, Florence, Innsbruck, Lucerne, Heidelberg, Brussels, and Lon-



don.

Tony Page, our busy newspaper editor and publisher, spent three days at the new DFW airport and attended the Texas OX's annual meeting. She also spent 5 days reporting on the NBAA convention in Big D. Tony says she plans to have a nervous breakdown next — she has earned one!

Diane Coon reports that her 49 1/2er Roger is still building his BD-5 and doing fine. Diane failed to mention that he is having to rebuild a wing rib due to a little accident Diane had in the garage.

Tom and Jean Bishop are seeing a lot of BD-5's lately, too. Tom is a new dealer for Bede Aircraft and will soon have an office at Mangham Airport between Dallas and Fort Worth.

Wish this great flying weather could last all year!

#### **GOLDEN TRIANGLE CHAPTER**

**Ellen VanDeventer, Reporter**

Congratulations to Dottie Carmichael, who received her instrument rating on September 12 and is reported to be brushing up for the commercial in the near future.

We are pleased to announce Helen Hill as the newest member of our flock. Helen was presented her membership pin by membership chairman, Carolyn Brooks, at our meeting. She's already proved herself as a hard worker; we're thankful to have her.

Celebration of our 4th birthday was in the home of Carolyn Brooks, on October 16, enjoyed by 22 members and prospective members. Guests invited to the meeting were: Mary Lou Blain, Kitty Hearn, Sue Jose, Julie Kidder, Jean Skidmore, and Shreveport Chapter member, Mary Wheelock. Mary's family has recently moved to our area and we are glad to have such an enthusiastic 99 with us.

Chapter dues were collected at the meeting.

The sectional was a tremendous success in El Paso. Linda Hooker, Brenda Strickler, Pat Chester, and Ellen VanDeventer represented our chapter and brought home the 2nd place Governor's Award for Chapter Achievement. Congratulations to 1st place Nebraska and 3rd place to Shreveport. Thank you, El Paso, for a most enjoyable weekend.

On Saturday, the 20th, we airmarked Decatur and on Sunday, we flew to Lake Murray for lunch. The 23rd, Brenda Strickler, Dottie Carmichael, Helen Hill, and Konda Pulley spent the morning helping label mailers for our next Safety Seminar. This seminar held on November 3rd was a combined meeting for the DAL/FTW area.

We've survived another month of activity!

#### **HOUSTON CHAPTER**

**Stephanie Vickery, Reporter**

The Houston 99s are very proud of CAP officers Linda Turk and Gene Gonzales who participated in the search for the ill-fated Texas International Convair 600 which went down near Mena, Arkansas, in bad weather in September. Linda and Gene were the only two women pilots to fly search missions with the Texarkana Civil Air Patrol. Linda flew a Beech T-34 while Gene flew a Cessna 150. Gene and 49 1/2er Gus logged 11 hours during the search.

Thirteen must be a lucky number for Houston; that is how many Houston 99s attended the fall Sectional at El Paso — enough to win the attendance trophy for

the second time. Those thirteen don't have to be reminded about the weather in west and central Texas that weekend. Betty Fritts, Alice Seaborn, and Adelle Baker left Houston for El Paso in Betty's 172 and got as far as Austin before encountering the wx. The commercial flights to El Paso were filled; but where there's a will there's a way. The three took Texas International north-east to Dallas and then Continental south-west to El Paso. They agreed the Sectional was well worth the devious routing.

Billie Wyche was the featured speaker at the October meeting of the Houston Aviation Advisory Council. She spoke on the fiberglass-reinforced resin construction used in manufacturing the Windecker Eagle aircraft and also outlined the history of the Texas based Windecker corporation.

Linda Turk has added a multi-engine rating to her growing list of piloting accomplishments and reports having enjoyed the time she has logged in a Navajo.

And speaking of accomplishments, Mary Able recently earned the coveted Lear Jet type rating from Flight Safety in Wichita. Imagine having breakfast in Houston, lunch in Wilmington, Delaware, and returning to Houston the same afternoon!

Pat James and Sally Gluckman flew in the Baytown (Texas) Air Proficiency Race which is held annually the last weekend in September. . . Shirley Roberts is the proud owner of her very first airplane: an F model Bonanza which was a wedding present from her husband Evan. . . The Houston chapter has been busy with a rummage sale in September, a pennies-a-pound ride in October, and with plans for the Spring Sectional in March.

THE  
TEXAS   
MILLIONAIRES  
ARE LOOKING  
FOR YOU IN  
HOUSTON MAR 29

#### **KANSAS CHAPTER**

**Carolyn Westerman, Reporter**

The Kansas Chapter was well represented at the South Central Section Meeting held at El Paso, Texas, with fourteen 99s, six 49 1/2ers, and two guests. It was an extremely well-planned, fun-filled weekend.

International Vice President, Pat McEwen, presented the new Cimarron Chapter with their Charter at our October Meeting. We are very happy about the formation of this Chapter and wish its members much success.

Twenty Blessed Sacrament girl scouts, Cadette Troop No. 309, earned their Aviation Badges with the help of our Kansas 99s. The program was outlined in four, one-hour meetings. Two of these meetings were tours of aircraft facilities. With three 99s present at each of the other two

meetings, the girl scouts were able to complete all eight badge requirements. This is a wonderful way to introduce young women to aviation.

Our sympathy to Peggy & Bud Noltensmeyer on the unexpected death of their son.

Our Chapter Chairman, Pat Mlady, returned to Cessna Aircraft. She is secretary to Mal Harned, Senior Vice President.

Joyce Case is now employed at Beech Aircraft as Manager-Beech Aero Club Development. This position involves setting up aero clubs nation wide to encourage people to learn to fly and keep them actively engaged in flying.

#### **LUBBOCK CHAPTER**

**Beth Covey, Reporter**

Our October chapter meeting was held in the home of Mary Badgett, our pilot, airplane owner, and CPA. Mary gave us a most interesting and informative discussion of airplane ownership from these three views. We were delighted to have four guests at the meeting, two of whom we hope to welcome as new members soon. More about them later.

Our congratulations to Angela Boren, who attended the South Central Sectional meeting in El Paso in October, and was named Airmarking Chairman for this Section. Angela didn't get to go to El Paso as a pilot — just as a commercial passenger. Weather, you know. However, Angela and Doug, as well as Mary and Bob Badgett have been getting in some flying going to support the Texas Tech Red Raiders at their out of town football games.

The F.A.A. — 99s sponsored Safety Clinic was held November 15 at the Flame Room of the First National-Pioneer Building in Lubbock. Ray Raney, Safety Specialist for this area, arranged a program including emergency landing procedures, safety in flying the different traffic areas around Lubbock, and mountain flying. Our November chapter meeting was held at the new fire station at Lubbock Regional Airport. The chief of the facility talked on fire safety in the cockpit and emergency procedures.

#### **NEBRASKA CHAPTER**

**Sharon Meyer, Reporter**

The Nebraska Ninety-Nines have been keeping busy with many aviation activities this fall. Two airports now sport big bold letters — Holdrege and Nebraska City were recently airmarked. Several members provided assistance at a Flight Safety Clinic held in Lincoln. Ninety-Nines living in the Lincoln area have been providing rides from the airport to the stadium for persons who fly in for the University of Nebraska football games. A sign in each car states "Contributions help support the work of the Ninety-Nines." This service has been well received. Also, Dawn Parkening, Aerospace Education Chairman, prepared presentations which were given by Ninety-Nines as part of an aviation education session at the Teacher's Convention sites around the state.

Our Chapter has embarked upon a new project — making "Close Flight Plan" signs to be placed near Nebraska airports. The first sign is now in place at the Harvard airport. We have decided to undertake the project for one year and then evaluate responses from airport operators, expenses, etc.

The November meeting, hosted by Carole



Sutton from Chester, was held across the border in Belleville, Kansas. A spot landing contest was held for Ninety-Nines who flew in for the meeting. We're keeping our fingers crossed for good weather.

Congratulations to Carole Sutton for receiving her commercial rating and to Mimi Haworth who was invited back to her alma mater, Purdue University, as a Master.

We welcome new member, Val Darling! Val has already helped with several air-markings!



A "Close Flight Plan" sign, designed and painted by Nebraska Ninety-Nines, was placed at the Harvard, Nebraska Airport. L-R: Diane Bartels, Dawn Parkening, Mimi Haworth, Vera Bartunek.

#### OMAHA AREA CHAPTER Shirley Risk, Reporter

One of the highlights of the month of October was the invitation extended to our Chapter to speak at the annual Teachers Convention which was held at the Omaha Hilton Hotel on Thursday, October 25 and at Wayne State Teachers College, Wayne, Nebraska on Friday, October 26, 1973. Our President, Rosemary Block and Vice President Barbara Krejci spoke for our Chapter and were very optimistic about future invitations from teachers for a presentation on aerospace education to their classes. Our Chapter would appreciate ideas and/or suggestions on subjects of interest for students (preferably Junior High or older). Please send your suggestions to Rosemary Block, Barbara Krejci, or Helen Ehrlich, Aerospace Education committee chairman. (Ed. Note: See *Air Education-99 Style* by Int. Chm. Linda Hooker-this issue)

Weather permitting, Saturday, November 3rd is the date for all Omaha Area 99s to participate in giving rides to the handicapped children from the University of Nebraska Medical Center. Diane Pickhinke was responsible for arranging this opportunity to introduce these children to flying.

We are very happy to welcome former 66er Pat Krueger as a full-fledged 99. She received her private license in August.

By the way, I've heard of several pilots missing their check points, but the two astronauts that made their descent and missed the world???

#### PIKES PEAK CHAPTER Marion Hein, Reporter

A dinner meeting including 49 1/2ers was

held October 12th at Howard's Castaway Restaurant in Manitou Springs, Colorado. It was very pleasant to combine business with pleasure and flying was the main topic of conversation, naturally, since all of the members have pilot husbands.

Shirley (Sam) Marshall will fly to Chicago to show the wave flight movie "Changing Sky" sponsored by the Illinois Wing of the Civil Air Patrol. The film will be shown November 16th at the Adler Planetarium and an audience of 500 is anticipated. Paul Schweitzer of Schweitzer Aircraft will also be a part of the program, showing a film on the new 1-35 sail plane.

Janie Oesch flew to Canon City, Colorado, recently to attend an air show.

Lucy Shattuck has been commuting by plane all summer between her home in Widefield, Colorado, and their mountain resort. Maybe now with winter snows starting to fall we will see more of her. She could teach us a lot about mountain flying after her extensive experience.

#### SAN ANTONIO CHAPTER

Marion Burke, Reporter

The San Antonio Chapter's Saturday, October 13th "99 Rummage Sale" at "Gulf Mart" was a great success and a "fun project" for all 99s who attended. They're planning on another one in the near future.

Marion Burke has given three Rotary Club speeches during the month of October, telling about the 1973 Powder Puff Derby.

Two recent 99 visitors in San Antonio — Betty Mosley & 49 1/2er Kent, from Lexington, KY. They were traveling in the family Cherokee, the "Smitten Kitten".

Kaye Baker Bohannon also from Lexington, KY. and traveling in a Cessna 172 . . . Kaye's a past member of the San Antonio Chapter. Come back again real soon Kaye & Betty and bring your 49 1/2ers!

99s, have you had a proficiency flight check ride recently? The new FAA rule will make it mandatory in the near future! Check the aircraft operators hand book, review the aircraft information for your plane, take some time to review the proper use of transponders, proper use of radio freqs., and use of new flight charts. Be prepared! Get APT! Stay APT!

#### SHREVEPORT CHAPTER

Dot Lindsey, Reporter

October has been a month of opportunities for SHV 99s. First — the El Paso Sectional attended by Joan Carroll, Evelyn Snow, Helen Hewitt, Martha Christy, Jere Saur and Dottie Ports (accompanied by their respective 49 1/2ers) all of whom reported the meeting successful and enjoyable.

Then on the 19th, with log book and 49 1/2ers, we journeyed to Barksdale Air Force Base to fly the B 52 simulator — a most interesting occasion and a new experience for most of us. We again thank Helen Wray for making all arrangements.

Two days later and with the simulator flight uppermost in our thoughts, we followed directions of north, east and then south to the Thacker Private Strip for a Sail Plane Picnic. The Shreveport Soaring Club provided the sail planes and the instructors while the 99s were students once again. The weather was most cooperative and as the day progressed we all had our turn at the controls of the sail planes — another

exciting experience — I thought it rather quiet up there after the tow plane left us on our own. After an enjoyable picnic lunch at Thacker Lake, near the landing strip, Mary Friday gave a demonstration of the acrobatic maneuvers she has mastered. It was a magnificent performance. Mary Wheelock who recently moved westward returned for her sail plane ride — good to see you Mary — and Mary Jo Voss had her first acrobatic lesson.

Helen Wray spoke on our "National Air-space System" during the Instrument Pilot Refresher Seminar sponsored by Louisiana Tech University.

Taking time from their regular class room duties — Martha Christy and Helen Wray, members of the Aero Space Text Book Committee — flew to Baton Rouge to assist in selecting books for the State of Louisiana Aero Space Program.

Amy Pilkinton, a student in Professional Aviation at Louisiana Tech University, is our new member. Welcome!

Regarding beautification of Downtown Airport, Marion Piper is in charge of painting the Compass Rose — we will all lend a hand — and Martha Christy is putting the finishing touches on our Air Marking Map which is to be displayed in the lobby at Downtown. Ann King says we have an air-marking project soon so keep your painting togs handy . . .

I'd rather be flying!

#### SOUTH LOUISIANA CHAPTER

Nancy Fontenot, Reporter

September 29th and 30th the Terrebonne Parish Sheriff's Posse had its annual out-of-state fly-in at Biloxi, Mississippi, and the 99s were invited. Cal Meredith and Beverly Titzer belong to this search and rescue volunteer group. In fact, they are fully deputized sheriffs — guns and all. They flew from Houma to Biloxi in Cal's new Skyhawk. They were joined there by Fran Salles, who flew over from Baton Rouge. All reported enjoying a fine program and having a lot of fun, too.

The weekend of October 6th saw some of our members at the sectional meeting in El Paso. Pat Ward and her husband, Roger, flew Delta (what else?) and so did Eleanor Lowry and Fran Taylor. From what they've said, the Texas hospitality was terrific — cocktail parties, luncheons, trips into Juarez, etc.



Pat Ward's NN Roger, Glider CFI-Examiner, with South La. 99 Dee Comeaux at the Louisiana Soaring Center in Abita Springs, Louisiana. The October meeting featured introductory glider instruction for the whole Chapter, including some fancy maneuvers exhibited by Shirley Bernhardt and Pat Ward (via Roger) who ho-hummed the whole thing — to each other!





South La. Chapter members (etc.) beside a Schweizer 1-26 in Abita Springs at their October glider meeting. L-R sitting: Pat Ward, Shirley Bernhardt, Lauren and Leslie Ward, Dee Comeaux. L-R standing: Gloria Holmes, the Chapter adoptee Dr. Dee Dun-dee of New Orleans who got her glider commercial checkride that day from NN Roger Ward, Chairman Eleanor Lowry, Molly and Erin Stockwell. Not shown but participating in the introductory glider instruction were: Cal Meredith, Beve and Cindy Titzer, Bill Comeaux and Dave Holmes.

Our October meeting was sensational. It was at the glider field in Abita Springs, Louisiana. Delta Captain Jack Frost owns and operates a glider school there, and kindly reserved the use of his glider for our 99 members that day. Pat Ward arranged this outing and her 49 1/2er Roger, who is a glider CFI, was our instructor. Everyone had a ride in the glider, a Schweizer 2-33, and also in the tow-plane, a Citabria. Individual ground schooling was done while flights were in progress. This meeting attracted 49 1/2ers Dave Holmes (Gloria) and Bill Comeaux (Dee). Also, Beverly Titzer's daughter, Cindy, was there — had a wonderful time, and wants to fly a glider again soon.

## New England Section

CONNECTICUT - MAINE  
MASSACHUSETTS - NEW HAMPSHIRE  
RHODE ISLAND - VERMONT

### CONNECTICUT CHAPTER

Claire Ball, Reporter

VFR weather finally appeared in central Connecticut and Nancy Tier, Peg Davidson, Sandy Klukas and Evelyn Kropp were able to paint a huge "X" to prevent aircraft from landing on the Colchester Dragway. Members living in the south and western areas of the chapter tried to fly in for the paint party but IFR conditions prevailed well into afternoon. Several attempts have been made to paint this strip but each "paint day" has been cancelled due to weather. The strip with its extremely dangerous electric timing equipment will no longer be a potential landing hazard.

CONGRATULATIONS! to Peggy Davidson chosen as the Outstanding Woman

Pilot of New England. Peg's contribution to aviation is a fact well known. The Award plaque and a gold medal were presented to Peggy at the Fall Section meeting in Westfield.

Flying about here and there this month are: Sandy Klukas and family out to the west coast; Laurie Spence over in Paris, and Claire Ball, 49 1/2er Stan, and Little John to St. Martin in the Dutch Antilles.

We were deeply saddened to hear about Ripley Miller's crash in Boston. She was a very dedicated 99 and will be greatly missed.

### EASTERN NEW ENGLAND CHAPTER

Judy Gillis, Reporter

Our September meeting was a dinner at which Millie Doremus installed our new officers. There were a number of guests and 49 1/2ers in attendance, and our speaker was the ever-enjoyable Joe Benkert from Aviation Careers Institute at Norwood, Mass. Airport. He spoke on the seemingly simple procedures of two-way radio communications, and his hilarious presentation of some of the most common errors was very entertaining as well as helpful.

October found us flying in to Sterling, Mass. Airport for a spot-landing contest, and, after the morning business meeting, a spaghetti dinner, cooked by member, Pam Hawes. Those who landed in the circle on the runway upon arrival — and their passengers — received a free dinner and a gilded lasagne noodle with names engraved. Marie Lepore was one of the lucky winners, along with her passenger, Lynn Obelcz.

Carol Stites and Marie Lepore attended a 4-day Operation Raincheck course, and upon graduation received cards making the honorary air traffic controllers!

Susan Linsley has accepted a position as full-time instructor in the Aviation Dept. of Bryant and Stratton Jr. College. She and her students recently visited Hanscom Field to see man-powered glider and also looked at helicopter having inertial navigation installed.

We are pleased to report that Mona Bud-ding is finally able to walk without a brace after the accident to her knee this past summer. She says she spent the summer having her family wait on her in both Florida and Mass., but it's great to get around on her own again.

Lucille Flynn received her Instrument rating this summer and also flew to Colorado and Mexico City in her new Comanche.

Lillian Emerson's daughter, Chris, soloed on her 16th birthday. Her father is her instructor, and she is with the Cessna Program at Executive Flyers, Hanscom Field, Bedford.

Virginia Bonesteel, our outgoing Chairman, is very busy these days, having started law school plus working on her instrument rating. Be sure to see her article on "Leaning and Fuel Management" in the November issue of *Air Progress*.

Harriet Fuller returned recently from a business trip to Texas.

Billie and Stu Downing and Stu's father, Pappy, and Madelyn Turner, friend of Billie's who had never been in a light plane before, flew to Block Island Oct. 6 & 7 for bird watching. Billie recently showed slides of her Alaska trip to the Greater Malden Business and Professional Women as a part of National Business Women's Week. She

was given a Meritorious Citation by the group and was presented a beautiful Paul Revere bowl.

Sandi Silverbush has a new plane. A Piper Tri-Pacer, N8537 "Charlie".

Lillian Ebberson and her 49 1/2er flew their Cherokee 180D with another couple in their Cessna 172 to St. Louis and the South for the month of Sept. The two planes met at French Lick, Indiana, to continue their 5000-mile trip.

Carol Stites and her 49 1/2er, Frank, took a 3-week flying vacation in their Cessna 172 to Salt Lake City, Utah and points along the way this past summer. They stopped at the EAA Convention in Oshkosh and camped in Yellowstone Park among other places, having taken along bikes and camping gear. They returned along the southern route.

Your reporter spent Oct. 11-16 at Disney World and St. Augustine, Florida with her two girls, Lisa, 12, and Susan, 10, and her parents, who were spending a three-week vacation in that area.

### NORTHERN NEW ENGLAND CHAPTER

Anne Good, Reporter

The October Meeting took place at the Portland, Maine International Jet Port.

Elizabeth Anghinetti, Membership Chairman of N.N.E. Chapter 99, told of her experience in IFR conditions which was unique, in that she only had seven hours instrument instruction and was caught in bad weather on a return trip from a Section Meeting of the 99s. She made a safe emergency landing at Westover Air Force Base, after doing holding patterns over Gardiner Intersection for an hour and a half.

A new member, Leanne Buck from Brewer, Maine has been working this last summer for Mar Harbor Airways Flying sightseers over the islands off the Maine coast.

AWNAR plans are beginning to shape up and problems were discussed.

Eight members were in attendance and one prospective member.

### WESTERN NEW ENGLAND CHAPTER

Margaret B. Brown, Reporter

Our Fall Section meeting, held in Holyoke, Massachusetts, on September 22, was very successful, if somewhat marred by marginal VFR weather. The turnout was good, even though some of the girls who flew in had to make a 180 for home immediately after turning in their section reports. While our business meeting was being held, John Graham, the Accident Prevention Specialist of our Westfield GADO, presented a program for the guests and husbands. Bill Raub, staff meteorologist for station WORC-FM in Hyannis, and an Accident Prevention Counselor at the Norwood GADO, gave an excellent talk on weather. Bill had appeared at the Spring Section meeting in Bridgeport, Connecticut, and by special request of our 49 1/2ers who had enjoyed his talk so much there, we asked him to join our program here. There was also a film, a one-of-a-kind classic, owned and loaned by Tom Clemmitt of our Westfield GADO; the subject was stalls and spins, and the star was ROBERT TAYLOR. It is one of several films that Mr. Clemmitt rescued from a trash heap after World War Two. The photography is superb, and the subject matter will be as good tomorrow as



it was yesterday. We are jealously guarding Mr. Clemmitt's other WWII training films for future meetings.

We were very fortunate to be able to have the Reverend Robert A. Bryan for our dinner speaker. Bob is not only tall, dark, and handsome, an accomplished photographer, and an experienced speaker, he is the head of the Quebec-Labrador Mission Foundation. For years he has flown as a pilot-missionary in the far North, logging more than 7,000 hours on skis and floats alone. His Helio Courier has helped him cover his parish of some 250,000 miles. We all enjoyed his slides of this beautiful country, and hearing about his experiences and adventures. We received some very nice television coverage; TV cameras were waiting for Bob when the Helio Courier landed at Barnes Airport, and that evening after our Section dinner, the local late news broadcast showed the interview with Bob. They also interviewed your reporter about the Ninety Nines.

On Thursday, October 4, we had a business meeting at the Groundround Restaurant in West Springfield, where lots of giant hot dogs and pitchers of beer were consumed. We all had a great time. We finalized the plans for our Operation Raincheck sponsored in November in cooperation with the regional FAA. This year it was a "VFR Raincheck", which should be of interest to all the new Private pilots assembled. Our posters spread the word and the seminar was a big success.

## New York-New Jersey Section

NEW YORK - NEW JERSEY

### FINGER LAKES CHAPTER

**Marcia Gitelman, Reporter**

It's been a busy summer in upstate New York and in the wake of the enthusiasm generated by hosting the Terminus of the Powder Puff Derby we find that there are now 3 chapters sharing the territory of the once far-flung Western N.Y. area. This is something I have dreamed about for years and while I was busy preparing to fly TAR 53 with Fran Morrissey (Southern Tier Ch.) the girls in this area seized the initiative and formed our own group.

Seven girls are charter members; Julia Googins, Pres., Joan Prehn, V.P., Phyllis Blanchard, Sec'y.-Treas., Sherry Lytle, Membership, Frederica Roach, Rosalie Harris, and yours truly, Marcia Gitelman. Our new members are Helen Moore, Beverlea Aldridge, Natalie Wheeler, Carole Freeman, Penny Robinson and Judy Markham.

Jerry Roberts section Pres. flew to a luncheon meeting at the Rochester-Monroe County Airport on Saturday, September 22, to officially welcome us into the 99s. Kathy Potoczak, Pres. of the Western N.Y. Chapter, came with Peg Pieper, Irene Miller, and Pedi Rohbozy from Buffalo. Our guests from the local area included 3 prospective members, Lynn Marsh, Sandra Reuckwald and Janet Moffat. Sandy and Janet were just granted their licenses a few days prior to the meeting. Lucien Morin, Monroe County Manager presented Jerry Roberts, Julie Googins and Kathy Potoczak with collectors sets of the Monroe County Commemorative Medal, one set for each chapter and one for the section. 49 1/2er Bill

Blanchard, representing ATC, spoke to the girls about Stage III radar procedures, and the ARTS III alpha-numeric radar displays. Our luncheon was followed by a tour of the Rochester Tower to see this equipment in operation.

Flying "auber-alis" this summer with Julia & Frank Googins making it to the west coast in their Skylane, Phyllis & Bill Blanchard flying to Kansas, and Freddy Roach becoming APT. Helen Moore completed an aerobatic course in Churchville, Md., Carole Freeman flew to Portland, Me., with friends to catch the Aviation Travel cruise ferry to Nova Scotia, and Joan Prehn has been spending time in free lance instructing. Judy Markham stayed out of her Champ long enough to give birth to a healthy future pilot, Curt.

On October 6th I flew Sherry Lytle, Phyllis Blanchard and Carole Freeman to the Fall Sectional in Morristown, New Jersey. The Greater N.Y. girls arrange for a most interesting meeting and arranged CAVU weather and a 40 knot tail wind to boot. We came home with 2 door prizes. The wind died down so that we didn't have to fight head winds on the way home.

The Finger Lakes Chapter hopes to present a full range of aviation related activities starting in the Spring. There have not been any competitive programs in our area for many years. We would welcome the help and support of any girls who would like to participate in these kinds of events. We are very happy to be part of the 99s organization and expect to be a significant factor in the local aviation scene.



*Finger Lakes Chapter receiving its charter. L. to R. Kathy Potoczak, W.N.Y. Pres., Julia Googins, Finger Lakes, Pres., and Jerry Roberts, N.Y.-N.J. Gov.*

### GARDEN STATE CHAPTER

**Dolores Jane Zillncar, Reporter**

The New York-New Jersey Section Meeting replaced our usual monthly meeting and was hosted by the Greater New York Chapter. Since other reports will cover the details of the gathering I will not say anything except, "wait 'til you see the magnificent film produced by Mercedes-Benz about the 1972 Powder Puff Derby". It is a classic — we all look so gorgeous and divinely slender and it covers the race too. Really it should be televised since the non-flying public would also find it adventuresome.

Jerry Roberts, Governor, presided at the meeting and we of the Garden State Chapter were well represented and proud to review all our fine accomplishments of the past year. Our **Garden State 300** was the highlight of the year and as you all know was initiated by our versatile chairman,

Alma Hitchings. In 1974 Grace Maguire is race chairman. She will be in England for the Christmas holidays and intends to contact our 99 friends there.

Your lucky reporter has been busy too. She hosted a luncheon at her home for the first meeting of the Monmouth County ADAC. (Airport Development Advisory Council) The council has been formed to help preserve privately owned publicly used airports and to educate the general public on the benefits derived from local airports in both business and public welfare areas.

Stephana Gredstedt in a flight to and from California, took "Trouble", a Shepard-Collie and a very hairy co-pilot. The only complication that came about was the unexpected return from duty of her Merchant Marine Officer husband two days after "Stevie" took off. Ah, but true to the spirit of our wonderful 49 1/2s, Finn hopped a jet and greeted his 99 at Palm Springs.

Sandra and John Duma flew to Arkansas visiting family and friends. They stopped off at the Air Force Museum in Dayton and advise it as a must for all pilots.

Our chapter was well represented at the Aviation-Advisory Council of New Jersey Annual Awards Dinner. Former FAA Administrator, John Schaeffer, was guest speaker and presented awards to outstanding individuals in general aviation. Everett Fenwick, owner-operator of Preston Airport, Marlborough, New Jersey was chosen Fixed Base Operator of the Year. He and his fine staff headed by Edward Kulas, FAA examiner, are examples of what hard work, and dedication can accomplish in making the public aware of air and space activities. They have also impressed on all their friends that while flying is a discipline, it can be fun too.

Judy Meltzner is an inspiration to all 99s interested in Aeronautical Education. As a consultant for Analog Training Computers, she demonstrates the ATC510 in schools and colleges all over New Jersey. Her work helps students to decide whether they want a career in aviation or any related field such as meteorology, geography, physics and even music and poetry. Judy helped found our Garden State Chapter, she is chairman of the New York-New Jersey Aerospace Program. She is a real 'doer'. And that's the truth.

### GREATER NEW YORK CHAPTER

**Mary Lou Balogh, Reporter**

During the early part of this year Peggy Naumann opened a flight school at Caldwell Wright Airport in New Jersey. She operates under the name on "Liberty Aviation" since she was born on the 4th of July. Peggy, although busy with this new venture, still found the time to participate in the Powder Puff Derby. She, and "Micki" Thomas, were the only two from our Chapter. On Friday, September 7th, the New York-New Jersey Chapter held their meeting and pool party at the home of Helena and Bob Potter. An enjoyable evening was had by all.

The annual meeting of the W.I.A.A., with Doris Renninger as President, was also held in September. The meeting which took place at La Guardia Airport, was in honor of Sheila Scott, one of our British 99s, for her contribution to aviation during the year. In addition to our Chapter, other 99s present were, Susie Sewell, our International President; Jerry B. Roberts, Nancy Tier,



"Teddy" Kenyon, Fae Gillis Wells, and Blanche Noyes.

We welcome Sharon Conover, a transfer from the San Diego Chapter. Sharon's husband has been accepted to the Columbia Graduate School of Architecture.

#### **LONG ISLAND CHAPTER** **Alice Borodkin, Reporter**

Long Island 99s working hard on several big projects — Seminar on Air Travel for Apprehensive Air Travelers and General Aviation Week. Chairman Marilyn Hibner, Peggy Ford, Jane Duggan and Alice Borodkin attended meeting on October 17th.

The S.A.D.E. Seminars had 80% success with participants of first session during the summer. The second Seminar started October 9th with C.W. Post College as Co-Sponsors.

Nicole Radecki received her Sea-Plane Instructors Rating in September. Nicole made a trip to the local GADO office as she suddenly discovered that her Instructors Rating read masculine instead of feminine. (She is expecting a baby in October).

Jane Duggan getting checked out in 49 1/2s new Aerona Champ, 1946 model.

Marilyn Hibner and Peggy Ford represented Chapter at celebration of N.Y. FSS 10th Anniversary on September 14th.

Being Chairman isn't enough to keep Marilyn Hibner busy, so she is working on CFI, BGI and Instrument while completing her Commercial. She also had her FAA Safety Counselor renewed to June 1974.

Helen Hull welcomed as New Member promptly offered and accepted duties as Flying Activities Chairman. By the next meeting, she had the years Fly-ins (6) planned!

Chairman Marilyn Hibner with Ruth DuBrescue (N.Y., N.J. Vice Governor) flew Marilyn's PA28-180 to Fall Section Meeting in Morristown, N.J. Also attending were Nicole Radecki and Jane Duggan who flew their jointly owned Cessna 182 with 49 1/2s Wally Duggan and Bob Radecki.

Diane Tribble is attending Middle Tennessee State University for Masters Degree in Aerospace Education.

Ellie McCullough, Eleanor Ryan, Anna Dietrich have moved to Florida, but to date are remaining in the ranks of L.I. Membership.

L.I. Chapter is host for N.Y., N.J. Sectional in April 1974.

#### **NEW YORK CAPITAL DISTRICT CHAPTER** **Mary Scher, Reporter**

A first for N.Y. Capital District Chapter — we painted the numerals on the new blacktop at Rensselaer County Airport. Chairman Peg Weiss was able to secure the services of some experts to lay out the patterns. Without this assistance, I think we would still be painting. The large numerals — 18 & 36 — look nice from the air. The paint job was completed by Peg Weiss and her two sons, Lil Bornowski, Lillian Roylantz and 49 1/2er John and June Morier by noon time and the airport manager, Mrs. David Fairbanks, furnished a very nice luncheon.

Since we are the Capital District Group, we were chosen to be at the Albany County Airport on July 26 to accept a pine tree seedling from Amelia Earhart's home state of Kansas. Hudson Valley 99 Doris Miller flew the ponderosa in from New Jersey on

the final leg of its journey from Atcheson. She and Peg Weiss brought the tree into Albany County Airport where they presented it to a N.Y. State Forester. The seedling was planted on the grounds outside the terminal building. Doris Miller, Lillian Roylantz, Peg Weiss, June Moirer, Kathy Smith, Ruth Green and Mary Scher were present. Even Smokey-the-Bear appeared on the scene.

Our second Annual Bar-B-Que was held at Ruth and Bob Green's Hacienda. Each one brought a covered dish and all shared the cost of chicken and refreshments. Welcome to our newest members, Joan Gannon and Betty Elliott.

Joan Frasier had her first article published in the September issue of **Air Facts**. Please see and read "A Funny Thing Happened On The Way to the Instrument Rating".

#### **WESTERN NEW YORK CHAPTER** **Diane Mudd, Reporter**

Show and Tell was an approach used by the Western N.Y. Chapter of the 99s this past month. We showed movies of the PPD viewed from Niagara Falls International Airport to the TAK Squadron of the CAP. These boys and girls guarded the planes during the race and assisted in protecting the general public from coming in contact with taxiing aircraft. Terri Pirrung, our flight instructor, presented the Squadron with a certificate of appreciation. She said that she received her first airplane ride when she was a member of CAP. This group of Civil Air Patrolters impressed us with their precision during a marching drill. Their program was set up to inform us of what the CAP does and how we, the 99s, could become involved in search and rescue, in-



*Presentation of a certificate of appreciation to the TAK Squadron CAP by Terri Pirrung.*



*Central Pennsylvania Chapter having guest speakers Diane Mudd on the left and Shirley Havice on the right show a map of their route to Alaska.*

struction, or administration. Ann Wilson (Dupras) from our chapter is involved in TAK Squadron's administration.

Earlier in the month, Shirley Havice and Diane Mudd drove to Galeton, Pa. to show movies of their flight to Alaska to the Central Pennsylvania Chapter of the 99s. This was the second time that they had to drive to their destination because of weather, in order to talk about their 8,000 mile flying trip in a Tri-pacer. "The Hills of Pa. just magnified the spectacular colors of the trees, so the timing was just right." This trip was a reciprocating one. Shirley Weinhardt, of the Central Pa., Chapter, talked about her experiences during the PPD where she was forced to make an emergency landing west of Albuquerque, N. Mexico.

Ethel Fedders did some private flying to Palm Beach and Fort Lauderdale, returning to Dameron, Md. Kathy Potoczak went commercial to Spain with 49 1/2er and then came home and flew their Cessna 182 to Florida and back to Buffalo, N.Y. to finalize an exciting vacation. Rita Kardash flew to Vermont to see the beautiful fall colors. Ann Wilson flew to Rochester. "It was great to get behind the controls again!" Arlene LoPresti "checked out in an American Yankee trainer — terrific! It really is fun flying." Frances Wilson, a guest at our October meeting said, "There is nothing better to build confidence and safety than flying the Cessna Areobat." She owns at Areobat. Diane Mudd had the chance to fly a Beech Debonair to Ligonoir, Indiana and back to Niagara Falls with a stop in Ann Arbor, Michigan, this past month. "What a lot to do when you come in for a landing! It is like a Cadillac in the air."

#### **Middle East Section** DELAWARE - MARYLAND PENNSYLVANIA - VIRGINIA WEST VIRGINIA

#### **CENTRAL PENNSYLVANIA CHAPTER** **Mary Galbraith, Reporter**

Despite unfavorable weather conditions, nine members, two prospective members and three guests were on hand for the October meeting of the Central Pennsylvania Chapter, held in Galeton, Pennsylvania. The business meeting was followed by a luncheon and a presentation of films and slides by Diane Mudd and Shirley Havice, Western New York Ninety-Nines. We all thoroughly enjoyed the program during which our two guests described their trip to Alaska last summer in Shirley's Tri-Pacer. It was a very interesting afternoon and most of us were inspired to make more cross country flights.

Adventuring, Naomi Stahlnecker is in Alaska, hunting Kodiak Bear and fishing for Silver Salmon.

Boots Husted and hubby Rod are cruising around the Caribbean, with stops at Curacao, Martinique, and St. Thomas.

Ronnie and Ray Johnson have been in Marco Island, Florida for the past month where Piper Aircraft Corporation held its Annual Meetings. Ronnie has written and prepared an excellent seminar designed to help FBO's become better able to meet the needs of the transient pilot, especially the transient woman pilot.

Again this year we are looking forward to our Christmas Party which is being prepared by our girls in State College.



## **EASTERN PENNSYLVANIA CHAPTER** **Judy De Marco, Reporter**

All I can say is I'm glad October is over. This has been a busy month for many in our chapter. Ann Shields was presented an award at the Negro Pilots Association dinner. She in turn presented a 99 desk set to our own member Deloris Lewis who has the honor of being the first Negro 99. It does seem odd that it has taken this long to accomplish. Butter Valley's meeting should have been called Kate Macario day. I wouldn't say she was shocked but she did need help in opening the gifts. Thank you Kate, for just being you. We also had our trips, Lorraine Downs and Dottie Miller went to Purdue, Gale & Jack Lingo to Nantucket, Ginny & Joe Merriam to Naples, Florida, Jane & Bill Squires flew 3,000 miles making business worth, all except Bill's arm — Bonanza gear is fun to crank. My 49 1/2er and I flew one day to Martha's Vineyard, Boston, Hyannis Port, then back to P.N.E. As for the sectional, terrific turnout. We were honored to have Susie Sewell, Internat'l. Pres., Blanche Noyes, Alice Hammon, Page Shamburger, Jackie Scott, Jerry Roberts & Fay Wells. Thanks go to Joan Jones, chairman, Gale Lingo, Joanne Maloy, Eileen Weigand, Marianne Herstam, Anna Spivey, Kate, & Betty Wood. Everyone enjoyed the party Fri. night. Our speakers made Sat. a success — Dick Washburn from the F.A.A., our own Louise Sacchi who we're so glad could be heard by all; her adventures should be written about more. Janes Farrer from the Bicentennial was there to discuss the terminus. Let's push for it in '76.

Joyce and S. Osher Pais M.D., who are radiologists, volunteered at the start of the Israel war & are serving in a front line hospital.

Mary Robinson has her rating and is our newest member. It's been some month, but it's been fun.

## **MARYLAND CHAPTER** **June Hanson, Reporter**

Twenty-one showed up for a day of soaring at Cumberland Airport on October 20th and nearly all did get up for a short period of instruction. Ninety Nines present were Rene Birch, Doris Jacobson, Kay Bays, Catherine Grover, Leah Stinchcomb, Barbara Feader, Paulette Jones, Ginny Vogel, Tommie Strauss, and, of course, the hostess and only glider rated Md. 99, Dolores Eirich. It was good to see Elaine Brown again — she recently dropped her membership, unfortunately. 49 1/2ers present were Phil Birch, Tom Grover, Ray Stinchcomb, Bill Feader, Mike Jones, and Stan Strauss. We also had three prospective members, Fay Huckert, Mary Anne Gnash (from Lanham and a member of Andrews Squadron CAP), and Shirley Hanson (member of Edgewood Arsenal Army Flying Club). Shirley flew out in a club SuperCub with a guest, Ron Frailer, and strong headwinds made it a three hour flight! They came home much quicker.

Kathy and Bob Poole didn't make the meeting — they were flying around Mexico somewhere. Lenora Eaton and Rene Birch had just returned from the All Texas Air Tour — had a good trip even though they spent five unscheduled days in Laredo because of the weather.

Barbara Feader is working on her Instrument Rating. Ginny Vogel is now A.O.K. to fly their Lake amphibian alone — she got

her SES in October. CFI Sheila McEntire has now had three of her students licensed, three more are close, and eight more working on it — all this while taking 18 credit hours at University of Md. She's a busy girl!

In case you're wondering from last month's report, Vogel's Lake and Jeane Wolcott's Beech got back from Maine and the Bahamas eventually.

A nice letter from Australian 99 Bozena Vrla early in October. She and Ladis were back in Sydney after their round-the-world trip. One big disappointment — they were unable to visit with their families in Europe. Bozena met and flew with a lot of 99s during the trip: among them, Ruth Dobrescue of the Long Island Chapter, Marie-Josophe de Beauregard — Governor of the French Section, Elly Beinhorn - 99-at-large in Munich. As Bozena writes, "... in Switzerland, where I visited Grenchen town. Grenchen is nice country town close to Bern where in 1947 I was demonstrating the Zlin 281 in the International Air Show. For me it was a pilgrimage to go there and what a nice surprise for me, when I met there 99-at-Large Margrit Sallaz, who remembered me from that year 1947. And I recognized her as that young woman pilot who just started to fly and now she is running her flying school, largest in Switzerland with 31 aircraft. What a nice reunion. We had a lot to talk about, believe me!"

Our new officers and committee chairmen are off to a flying start — November meeting is scheduled for the 10th with a flyaway to Smithville, N.J. Many plan to attend Mid East Sectional in North Philadelphia the last Saturday of October — the program looks very promising.

## **VIRGINIA CHAPTER** **Elizabeth J. Villa, Reporter**

Fantastic is the only word that can be used to describe October's meeting. Crisp, cool air and clear skies welcomed Virginians to Charlottesville where an overwhelming attendance was evidenced.

Autumn's chameleon characteristics made for a pleasant cross-country no matter the origin. Only the local inhabitants drove.

The business luncheon was at, of all places, The Library; an attractive Charlottesville restaurant.

Carol Matthews presented the yearly program which will take us around the state and will include two tours we are sure to enjoy — the Smithsonian Air Museum and Washington Center. The programs will be as varied as the itinerary.

Nancy Volkman proudly announced she passed her physical; Second Class, no less. You may remember, Nancy had the hassle with a parachute last year. Nancy, we're glad to have you back.

Doing aerobatics with the pros at Tamiami Airport, Marty Pearce's comment about the Pitts — "Fantastic". (There's that word again)

Mary White will have a lot to tell everyone about her trip to Mexico. She and husband, Dr. J.A. White, flew their craft south of the border to a medical seminar.

Prospective members Judy Obier and M.J. Waldeman joined us for the first time. Also attending her first meeting with the Virginia Chapter was Ruth Gwinn who recently transferred from the Tri-Cities Chapter.

Martha Morrison of the Greater New York Chapter and Kate Griever of Clipped Wings (a United Airlines stewardess association) were guests of Maryann Jessup.

Jeanne Allen became APT with her Instrument rating.

Imel Timberlake and Elizabeth Villa have been playing havoc with a Citabria on floats trying to get their seaplane ratings. It's a lot of work but, oh, what fun.

Concluding my last article for the Virginia Chapter, I would like to say a special thank you to all the members of this chapter who have made my association with the 99s so enjoyable. The first of November my family and I are moving to Spaceland U.S.A. — Merritt Island, Florida. Do come see us.

## **WASHINGTON, D.C. CHAPTER** **Francine L. Bowman, Reporter**

With this reporter working seven days a week (five at a desk and two flight instructing) it behooves her to write all about the fly-away, fly-in meetings that everyone is attending and all the fun they are having! I'm there in spirit if not in body. This weekend many 99s are heading north to Philadelphia for the Sectional hosted by the Eastern Pennsylvania Chapter. Next month for happenings. We also got word from Jackie Scott (our Governor) that the Spring Sectional is our turn — so we are devoting a special meeting next month to discuss who, where and what.

November will also contain another Fly-In. This time to Gettysburg, Penn. all arranged by Hedy Jaffe. (Joan Stalk, our Chairwoman just called to say that the airport we are supposed to fly into is crossed off with a big red X on the new Sectional — needless to say we will make sure it's either a mistake, or the airport is re-opened prior to take-off.)

Dorothy Tuller was awarded the Amelia Earhart Scholarship at the Convention; lucky Dot and Irene Wirtschafter won Fifth Place at the Indiana Air Race. Joan Stalk is now the proud part-owner of an Arrow with which she seems particularly enamored; Amy Morris checked Joan and Bea Wilder out in the Arrow. Bonnie Klitzkie took some time off from the Convention and got her Seaplane Rating. We feel extremely proud to have Mary Hirsch a new member of our Chapter. Mary has every rating this reporter has ever heard of and is a full-time instructor at Manassas, Va. At our September meeting Mary spoke with us about "Flying - What Can We Do With It?" Bea Wilder and Velta Benn visited Evelyn Mahle who's instructing in Switzerland. Evelyn will be visiting us soon.

**Highlight** — Rotating Tires — Checking and Greasing Bearings — Safety Wiring etc.??? This is what ten of our Chapter members have learned so far and are we having fun (and learning too) in a special course on Aircraft and Powerplant Preventive Maintenance especially tailored for us in accordance with FARs. To meet a need and growing awareness of how ignorant some of us are of our own airplanes and our inability to cope with minor problems or paying high costs for what we can do ourselves, we entered into negotiations with the Washington Technical Institute, Aerospace Section, and with their excellent cooperation, and our enthusiasm, we now attend school one night a week for the next six months. (Three months of aircraft and three months of powerplant). This



is the first time such a course has been undertaken in this area and we would appreciate hearing from others who have attended anything similar so we can compare notes.

### **Southeast Section**

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

#### **DEEP SOUTH CHAPTER**

**Judy Hall, Reporter**

It's been a busy time for us. July found Esther Wright and Joyce Toman flying in the AWTA and winning one leg prize. August was convention month in Milwaukee and Betty McNabb, Jean Vance and Judy Hall set out in Betty's Arrow arriving on Monday to get an early start on the action. Action is right; Betty was always meeting with someone, some committee, somewhere, Jean acted as Messenger for President Susie Sewell, and Judy, as a delegate, stayed busy, too. Thunderstorms kept us away from home one extra day; we spent Sunday night at the Skycenter in Huntsville, a nice place to get weathered-in, if you must.

September meeting with hostess, Jean Vance, in Cordele to make final plans for the Southeast Fall Section meeting.

Then the big day, for us, October 19. About 35-40 planes loaded with 99s, 49 1/2ers and guests landed on Friday and Saturday at lovely Callaway Gardens near Pine Mountain, Georgia. Prayer works, girls. Judy Hall, who was chairman in charge of the section meeting, says she prayed for nice weather for the meeting and we had the most beautiful flying weather everywhere in the section except the tip of Florida.

There were 99 guests at the Saturday night banquet, including four F.A.A. guests. Guest speaker was Mr. Phillip Swatek, Director Southern Region of the F.A.A. Mr. Doug Moore, Georgia G.A.D.O. Chief and Mr. Herb Schaaf, Accident Prevention Specialist in Georgia presented certificates to Evelyn Trammell, North Georgia Chapter and Judy Hall, Deep South Chapter, making them Accident Prevention Counsellors.

Several of the banquet guests seemed delighted to be able to take home with them a Pilot-type Snoopy Dog, the center pieces for the banquet tables.

Central business of the meeting was planning for the 1974 Convention in San Juan, Puerto Rico. Plans are moving along well, with five Charter Flights already planned and filling rapidly from different parts of the U.S. FUN GALORE IN '74 — Start planning now!!!

Gardens-Harris Airport was the scene on Saturday afternoon for an Air Demonstration presented by Georgial Bellanca. Air work was shown by a Bellanca Viking and the aerobatic Bellanca, the Decathlon. Several took rides to try out both the Viking and the Decathlon.

#### **FLORIDA SUNCOAST CHAPTER**

**Dotty Birdsong, Reporter**

The Florida Suncoast Chapter regular meeting was held October 10, 1973 at Hidden River. Gladys Henderson served a delicious lunch at her beautiful new home built in the wilds of Florida. Thirteen members were present and two visitors, Mary

Lang and Joan's son David Jenks who disappeared in the family plane while the business meeting was held.

Chairman Betty Hood conducted the meeting. The upcoming Regional Meet of NIFA to be held at the St. Petersburg-Clearwater Airport November 10 was discussed. The Suncoast Ninety-Nines and their 49 1/2ers were asked to be judges for the participants. The 1974 International Convention in Puerto Rico is still one of our major projects. The dates and place for the Suncoast Chapter sponsorship of the Southeast Section meeting were set up for the fall of 1974.

Betty and Doug Hood have three horses, two large de-bulled bulls, and the Flying Farmer Mascot — a little Jackass named Jose in a pasture next to the Henderson's place. The group went out to feed them. I really got a kick out of it! I tried to pet one of the bulls as Betty was doing and he kicked a large blue spot on my leg and stepped on my foot. It was quite funny after the sting was gone. Jose is the gentle one.

Many Suncoast Ninety-Nines and 49 1/2ers attended the Southeast Section meeting in Calloway Gardens, Georgia. Sorry we missed it but were preparing to leave for Japan October 25 on Tampa Port Authority business. We hope to see past Chairman Florence Beamon in Hawaii on our return trip home.

A letter was read from Shirley Webb whose new address is Rt. 2, 14 Bonanza Circle, Piedmont, S.C. 29673 Phone (803) 269-1845. Two new members were voted in, Barbara Hicks and Doris Herndon.

Sally Tanner and Dotty Birdsong were lead plane in the Alabama Petticoat Derby but bad weather forced the cancellation of the race. The Alabama girls, Huntsville Aviation, and FAA worked very hard on this race.

Chairman Betty Hood is the proud owner of a new Bellanca purchased for racing and short business hops. The Aztec has too much HP for the PPD.

The Ninety-Nines have lost a true friend and supporter in the passing of Mary Blackwell Joehrendt. The accident occurred September 28, 1973. She was an FAA examiner with 11,000 hours. We in Florida will miss her very much.

We all wish a speedy recovery to Kay Brick who is recuperating from an operation.

Plans for the November regular meeting the second Wednesday have not been completed at this writing.

#### **MEMPHIS CHAPTER**

**Betty Rockwood, Reporter**

The Annual Membership Luncheon was held October 13th at Chicksaw Country Club. Bob Harrison, Accident Prevention Specialist with the FAA, showed a color film "Eagle Eyed Pilot". We were all delighted to have 18 guests in attendance.

Gladys Estes has been appointed Sectional APT Chairman. She hopes that everyone will continue their good participation in this program.

Virginia Proctor attended the National Association of State Aviation Officials in Knoxville Oct. 1-4.

Rosemary and Bob Williams flew to Annapolis, Md. Reported they had a great trip.

Those attending the Southeast Sectional at Calloway Gardens were June Pontecost, Netta & Doug Holden, Gladys & George Estes, Fern & Chuck Mann, Virginia &

Everett Proctor, Rosemary Williams and Chris Brown with her guest from Bombay, India. June said that the weather was simply terrific.

#### **NORTH GEORGIA CHAPTER**

**Vernita George, Reporter**

Congratulations to Evelyn Trammell, newly appointed FAA Accident Prevention Specialist. The FAA announced this appointment at the Southeast Section meeting banquet October 20.

We were pleased to have 11 members attending the Southeast Section meeting at Callaway Gardens and all are now eagerly looking forward to Puerto Rico in '74.

On October 27 four North Georgia 99s assisted the FAA with a weather seminar in Atlanta.

One might think that a trip to Gastonia, S.C. from Atlanta might not be much of a journey but for Carolyn Riley attending the Antique Classic Division of the EAA in her Piper Vagabond this was undoubtedly quite a long trip. Forgot to ask Carolyn how many refueling stops she made.

Our June "cum laude" graduate from the University of Georgia at Athens, Denise Blankenship, is now working for Century Aviation at Fleetville, Pennsylvania. Denise is ferrying, flying charters and active in sales.

### **Northwest Section**

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

#### **ALASKA CHAPTER**

**Karen Tiede, Reporter**

Alaska 99's presented the AOPA "Pinch Hitter" course in September. Proceeds were \$1425! We count it a big success, as did the 95 students, who were enthusiastic. Expenses were barely over \$100. We need more visual aids, especially large samples of instruments. We will obtain some of these with money donated by Jerry Wooldridge in his wife's memory. The visual aids will also be helpful to the Girl Scout Wing Troop which is lead by Nita Wood and Anita Benson.

At our September meeting we approved in concept a scholarship program for 99 members. Carol Fleming, our transfer from Oregon is working hard to get settled in Alaska, and found our missing 99 from Hawaii! Maybe we can get Judy to a meeting. Sue Potts will be missed, but she left a gift which will be raffled off at the next meeting—thanks, Sue!

Two 99's were stranded in the first snow of the year. Weather forecasters insisted it would be rain, but that didn't stop the snow. Marion Zaegel & 49 1/2 Bill were down two days on the Alaska Range, sleeping in their Helio Courier. Bill had to scrape ice from the wings with a protractor! When the ceiling finally lifted to two hundred feet, all those migrating geese decided they had better head south while they could, at the same time Marion & Bill decided they had better head home while they could: those geese created an additional challenge for the eastward-bound Zaegels — Marion says the geese will not break formation, not even for a 99 trying to sneak home through a snowstorm. LaVell Betz & 49 1/2 Dick were forced down overnight by same storm, but they were up in the Susitna Valley north



of Anchorage.

Congratulations to Nita & Wiley Wood, celebrating 25th wedding anniversary this month.

#### **MT. TAHOMA CHAPTER**

**Betty Geisler, Reporter**

Our chapter had the special pleasure of participating in the "Second Flyaway" in cooperation with the Washington State American Revolution Bicentennial Commission. The ceremonies were held at the Olympia Airport on July 25. Since Olympia is our state capital we felt it would be especially meaningful to hold the ceremony there. One of our chapter members, Bonnie Baker, appeared before the Commission in Olympia and explained the activities which would take place at the Olympia Airport. The Commission was very favorable toward the "Second Flyaway" and Norwin D. Burbidge, Executive Assistant to the Commission, worked very closely with our chapter in planning the event and also participated in the ceremonies.

Betty Portnoy, one of our Olympia members, agreed to serve as chairman of the "Second Flyaway" and spent many hours in preparation. It was quite exciting to the group gathered at the airport, which included guests, visitors, Ninety-Nines and the press who were covering the ceremony, while we stood there, waiting for the first sight of Northwest Section Governor Van Adderson's plane. She had flown over to Yakima earlier that day to pick up the seedling from Ginny Richardson who had ferried it from Atchison, Kansas. When Van taxied up and gingerly delivered the tree to Betty, with flash bulbs popping, the ceremony was truly under way. The ceremony got off to an impressive and beautiful start with a color guard from nearby McChord Air Force Base. A brief introduction to the ceremony was made by Van Adderson and by Norwin D. Burbidge.

"Second Flyaway" with us.

Visitors were treated to airplane rides, aviation movies and a static display of antique aircraft, including a 1941 Steerman biplane, a 1930 Student Prince and two 1941 Ryan PT 22 trainers.

We were very proud of our chairman, Betty Portnoy, for having planned such a meaningful ceremony, proud to be following in Amelia's footsteps — and very proud to be Ninety-Nines.

#### **NORTH DAKOTA CHAPTER**

**Betty Banker, Reporter**  
(by Helen Hurly)

The North Dakota 99's helped sponsor a space exposition in Minot, from September 24 through October 15. The exhibit, entitled "Space, the Final Frontier" was also sponsored by the local chapter of the Experimental Aircraft Association, the Minot Public Schools and the Chamber of Commerce. The 99's handled the opening banquet with Helen Hurly as Chairman. Honored guests included Astronaut Stuart Roosa, Governor Arthur Link and Mrs. Link and NASA officials Dr. William Rich and Dr. Harry Herzer. 350 persons attended the banquet held at the Minot State College. An Aviation Day was held during the exposition, and included a Fly-In breakfast, a display of old and new aircraft, stunt flying, parachute jumps and radio-controlled model airplanes. Rocketry competition was held and 99's awarded a trophy. The winner advances to competition in the next U.S. meet. The exposition, held on the State Fairgrounds, boasted both aviation and space paraphernalia, and included movies from Skylab, a moon rock, a "visual" telephone and the space suit Neil Armstrong wore on the first moon landing. North Dakota is only the eighth state so honored, to host this exhibit which was viewed by over 30,000 persons.

#### **PUGET SOUND CHAPTER**

**Betty Curran, Reporter**

Our flyout to Bellingham was weathered out and we ended up at Snohomish Airport for our October meeting over the lunch table. We spent a good part of our meeting discussing the Sand Point situation and it will be a sad thing for the flying media if we lose this very desirable airport. Marian Lewis surprised us all by turning up with a great collection of scenic pictures she took of Alaska. We all agreed that Alaska has all the makings for wonderful picture taking. Marilyn Hughes spent a week in Montana when one day the temperature was 80° and the next day the snow fell. Marian Lewis has been putting in long hours in the simulator for her instrument rating. Marchine Dexter has been flying a Starduster and a Seabee. It's hard to keep March out of anything that has wings. Betty and her husband Vic had a great flying trip to San Francisco and Las Vegas and even had fun in Redmond, Oregon waiting for weather to get better. We visited the wonderful Peterson Rock Garden and anyone who has been there will agree it is truly amazing.

#### **SOUTHERN OREGON CHAPTER**

**Virginia Walsh, Reporter**

Our October meeting as held in North Bend with members Badina Tucker, Ali Sharp and myself flying in. Carolyn Terry was our hostess for the meeting. She gave us a tour of the house she and her husband are remodeling, seems it used to be a

hospital many years ago.

One high point of the day was when we drove out to Charleston and watched Mr. Forbes ascend in his balloon for his trip across the U.S. He started out to sea but finally got his gyro set and headed East.

November included plans for Airmarking Prospect and a fly in to Klamath Falls for a spot landing contest to precede our meeting.

Let's hope weather permits happy flying for all.

#### **Southwest Section**

ARIZONA - CALIFORNIA  
HAWAII - NEVADA - UTAH

#### **ALOHA CHAPTER**

**Trippi V. Ahrens, Reporter**

Once again Pat Shearer is on the road. This trip she will be promoting the Aloha spirit in Dallas to the Red Bird chapter there, and on to a board of directors meeting of the 99s in Oklahoma. Then to Arizona to visit Southwest Governor Mary Vial, to Long Beach for a meeting with APT chairman Margo Smith, to Monterey for a meeting with Vice-Governor Helen Shropshire, (keeping up with Pat is almost exhausting!) and finally to San Jose to see Mardo Crane. All this she is doing in TWO weeks.

Pat Davis reports that the Kamuela fly-in, sponsored by General Aviation Council of Hawaii was quite successful, even though there were only two other 99s there — Karen Horn and Betty Skold. Pat had a successful weekend of golf at Mauna Kea too, an 85 on a par 74! And the bodysurfing was great.

Lindy Boyes and Irene Rogers spent the month of October on a Grasshopper charter to Australia and New Zealand. Lindy is probably comparing the Australian tourist bureau to her own job at Hawaii Visitors Bureau, and I hope Irene hasn't decided to sell real estate "down under" now.

Dorothy Kelsey is being industrious once again. She has organized another flying club based on co-op ownership of many aircraft. The first plane to be purchased will be "MA" Woods Cherokee 180D. Dottie reports that Carolyn Wilcox is one of the charter members.

Trippi Ahrens reports that she flew a Cherokee 180 in Athens, Georgia with her "chicken" cousin, and an American Traveler in Marion, Ohio. She just couldn't get her cousins to accept the fact that their little cousin was a PILOT! They trusted her to fly in concentric circles around the respective airports. Even when they showed up in Hawaii in October, they took Hawaiian Airlines to Kona, while Trippi flew her mom down there. Oh well, someday!

Wilma Bennett, our 99 in Kwajalein was married in October to John Wilcox. She is also secretary of the flying club there. And Guam member Laura Hale reports that she has been flying all over Guam, Saipan and Pagan Island as pilot AND stewardess!

PS: Am still pushing our spring sectional, but you better hurry with those reservations.

#### **BAKERSFIELD CHAPTER**

**Margaret Harps, Reporter**

Chairman Joan Paynter, Achsa Holfelder (our local charter member of the 99s), Judi Faulstick, Edna Long, Florence Moody, and Pricilla Spencer reported the Fall South-



Left to right: Van Adderson, Governor of Northwest Section; Mary Kirk, Chairman of Mt. Tahoma Chapter; Betty Portnoy, Chairman of "Second Flyaway"; members Alice Butler and Bonnie Baker; Lt. Governor John Cherberg; Norwin D. Burbidge, Executive Assistant, Washington State American Revolution Bicentennial Commission.

A special guest at the ceremony was our Washington State Lieutenant Governor, John Cherberg, who spoke to the group, then manned the specially prepared red, white, and blue shovel and planted the seedling.

We were also very pleased to have several Ninety-Nines from Seattle share this



west Sectional "Great".

APT members Linda Watson (2nd year), Carol Dunsmore, "Bunny" Haberfelde, Joan Paynter, Marge Harps, and Charlene Mackessey are enthusiastic about the 99 safety program. Join them!

Seen helping at the Golden Cup Races at Mojave were Joan Paynter, Beverly (Bunny) Haberfelder, and Albina (Butch) Ayars. Later Butch and Joan flew medical supplies (D.R.F.) in Joan's Bonanza to Santa Barbara.

Joan and June Edwards spoke to the Stewardess Explorer Post in Bakersfield on "Career Opportunities for Women in Aviation". Joan does quite a job for the Bakersfield 99s.

On the lighter side Marge Harps and Laverne Billingley found out just what to do when landing their planes (Cessna 182 and a 172 respectively) with a 25 knot cross wind! Good old earth!

#### BAY CITIES CHAPTER

**Kathy Walton, Reporter**

Our October meeting was held at the home of Gail Lane. We were pleased to have three visitors with us: Judy McKie, Beverly Maslen, and Florence Woon. Gertrude Cherry gave a very interesting report of her trip to Alaska this summer with the Northwest Sectional being one of the highlights. She got to ride in the right seat with a bush pilot until the plane had mechanical difficulties. This turned out to be a good thing as she then got the privilege of spending the day with an Eskimo family.

Jean Tinsley is off to Mexico for some pilot meetings, medical meetings and fishing ... this with 49 1/2er Bud. She has also been appointed the Whirly-Girl Representative to the Hughes Board of Directors. Joyce Wells recently flew to Columbia to join the San Joaquin Valley Chapter for their meeting at Helen McGee's. She said she enjoyed seeing everyone and it was interesting to see how other chapters handle their meetings. Kathy Walton and 49 1/2er Rich, took advantage of a nice Sunday afternoon this month to take the neighborhood girls for their first airplane ride. Two of the girls, Cheryl and Michele Jones, are teenagers. They were very excited by what they felt and saw. The other two, Shannon and Dolcie Drake, are 5 and 6 and were not quite as vocal with their enthusiasm. It would make a very interesting tape if we carried a tape recorder in the airplane, especially when someone is taking that first airplane ride.

All of us in Bay Cities Chapter would like to wish Ninety-Nines everywhere a safe and happy holiday season and the best of wishes for a Happy New Year.

#### COACHELLA VALLEY CHAPTER

**Eleanor I. Wagner, Reporter**

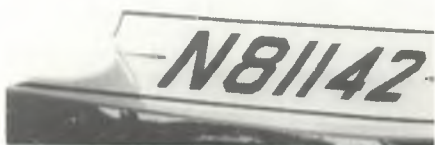
The consensus is that this chapter's Octoberfest was a huge success and worth repeating next year. Ilia Mae Carosell, Chapter chairman and chairman for this event, Rosella Kibbee at whose hangar it was held; and Shirley Junkers went all out in the preparation and serving departments. Jean Patane and Connie Woolston, along with Betty Manley came forth with some excellent prizes of which there are many. This, of course, with the help and manpower of 49 1/2ers or friends. 'Bartenders' were new member, Melba Carlton and

49 1/2er Bill of Yucca Valley.

The food was sumptuous ... Music, too, as furnished by accordionist, Dominick Rose from Morongo Valley. Prizes were



"Let me out, I'm starved", says Vic Spisak (from Pennsylvania) to Virginia Showers as they arrived in Piper Seneca piloted by Norma Futterman, LA Chapter. The rest of the crew consisted of David Showers and Tillie Klements. (Coachella Valley Chapter)



Len Combs planted these bloomers somewhere out in the back forty, but near the runway at Bermuda Dunes Airport as an indicator for the "mystery spot landing." If he had stayed around longer, he would have won the "oldest airplane" prize for Fund 81142. Bloomin' tough! (Coachella Valley Chapter)



"At your service," say these Oktoberfest fraulines Shirley Junkers, Ilia Mae Carosell and Rosella Kibbee. The hangar adjacent to the Kibbee's home on the runway at Bermuda Dunes Airport made a great spot for all the goings-on. (Coachella Valley Chapter)

donated by merchants in Yucca Valley, Palm Springs, Palm Desert, Indio, Cathedral City, Big Bear, Hughes Air West, TWA (that's George and Betty Manley), Western Airlines, Dwyers Business Service and individual members.

26 airplanes flew in for the feast and 63 dinners were served. Most everyone took a hand in the Poker Party flight. Winner was Ralph Kingston with wife, Dottie, as co-pilot, from Yucca Valley, flying a Luscombe and also winners of the oldest airplane prize. Oldest pilot was Earle Arthur of Yucca Valley who with his wife, Carrie, had just returned from their 19th Texas Air Tour ... Age? Well, 70-plus!

Shirley Junkers, who won a prize at the Spring Sectional in San Diego, was only recently able to 'collect' her winnings. It was a trip to San Francisco with 2 days at the Royal Inn ... penthouse suite, no less!

Leonard Combs was judge of the spot landing contest at which everyone had a chance as they returned from the poker run. In addition, there was a 'mystery' spot and prizes offered for both. Lyn Manor of Palm Desert was winner of a beautiful trophy donated by the Palm Springs Police Aero Sqdn., as winner of the REAL spot landing; while Barney Jonsson and Belden Crist placed first and second in the mystery spot landing.

Spirits were high, temperatures soared, and it was all a great fun-fest.

#### EL CAJON VALLEY CHAPTER

**Dottie Sanders, Reporter**

September and October have been months of busy times — in addition to last-minute details of the PAR, some members assisted with the AOPA Plantation Party — attended a farewell party for Jerry Pennington, FAA, transferring from SAN FSDO to SFO GADO — the Southwest Sectional Meeting at Van Nuys September 21-22 and ending the weekend attending the Southern California Aviation Breakfast Club meeting on the Queen Mary in Long Beach on Sunday enroute home. As the former winner of the Aviation Breakfast Club's Woman of the Month Award in August, Helen McGee surprised and honored Dottie Sanders with the presentation of her plaque for Woman of the Month for September. September 29-30 found the Chapter assisting the Aviation Committee of the El Cajon Chamber of Commerce by selling 2c-per-pound flights in connection with their annual Air Show at Gillespie Field.

In addition to Chapter activities, some of our members have been busy with their own travels — Leah Liersch is back from her trip to Europe. It was scheduled for the Balkans, but ended up in Greece; Lynn Coulthard has returned from a two-month stay in Australia visiting with her daughter who is a teacher there (we'll look forward to reliving Leah's and Lynn's trips with them when they show us their pictures); Cay Hatch has just left for her first trip to the East Coast, having received an airline ticket to New Jersey for her birthday; Sue Clark and Navy husband, David, on a trip to New York via airlines; and June O'Neill investigating the possibility of establishing residence in the beautiful state of Arizona.

Sue Clark hosted our October meeting held at Golden State Flying Club at Gillespie Field with a program of educational films by personnel from Gillespie Tower. Everyone will be happy to know that Vi Chambers is recuperating well



from her eye operation and she is promised that she will be able to see better than she ever has when her new lens is fitted.

#### **FRESNO CHAPTER** **Betty Martin, Reporter**

Chandler Field in Fresno was alive with 99s and 49 1/2ers on Sunday, September 30. The chapter rented two 172s for those of us who don't own planes and fifteen out of seventeen active members became APT and received their safety pins. Also, five 49 1/2ers received their safety pins. One of our members, Judy Eggleston, was authorized by the FAA to give the check ride and the 49 1/2ers stood in line to ride with her. Those lucky ones received a kiss as a special bonus! A local TV station had cameramen on hand and we received some very favorable publicity.

Fresno Chapter had four planes in the Pacific Air Race and I understand they did quite well and gained valuable experience.

On November 27 & 28 we plan to assist the FAA with Operation Raincheck.

Barbara Faller, our Flying Activities chairman, is planning a Radio Navigation Contest in late November or early December, weather permitting.

See you next month.

#### **LAS VEGAS VALLEY CHAPTER** **Liz Heller, Reporter**

The Las Vegas Valley Chapter has done about everything but have meetings this past summer. Marie McMillan and Carole Vilardo, our vice chairman and chairman, spent most of the summer flying back and forth across America. They were TAR Lucky 13 in the Powder Puff Derby. Two eventful trips for them, the pre flight of the route and the race itself. Engine problems caused them to withdraw from the race at Niagara Falls. Nancy Craddock traveled with her husband, John, to a dental convention in Australia with stops in Tahiti and Hawaii. Lois Erickson went home to Wisconsin for the international meeting and ended up helping her old chapter with the hostessing. Jane Leighty, formerly of the Illinois Chapter, has moved to Las Vegas and has been a guest at our meetings. Lois Erickson, Marie McMillan and Liz Heller attended the Southwest Sectional meeting at Van Nuys. The weather was damp and overcast most of the week and at the banquet Polly Fleming of the San Fernando Chapter, our hosts, promised to do a sun dance. Too bad it wasn't a public affair — it must have been sensational for the sun was shining Sunday morning.

#### **LONG BEACH CHAPTER** **Jean Pyatt, Reporter**

October meeting was held at Claire Walters Flight Academy and we saw the new FAA film, "Airports Mean Business," following the business meeting. The November meeting will be at the home of Joyce Failing. We will see movies of the fabulous flight around the world taken by "Classroom in the Sky" last summer in which Joyce, and several other of our members, participated. Captain Arnott, of United Airlines, who organized the trip will be the speaker. This will also be our Achievement Awards night for members who have added new ratings as well as being APT, attending seven meetings, working on Chapter committees, and paying their International dues on time. Plaques and checks will be presented to: Margaret Calloway,

Commercial Glider Rating; Gene Fitzpatrick, Instrument Instructor; Barbara Harper, Commercial Certificate; Emma McGuire, Commercial Glider Rating; Alice Maynard, Multi-engine Rating; Jean Pyatt, Commercial Certificate and Instrument Rating; Jean Schiffman, Flight Instructor; Juanita Thompson, Commercial Certificate and Multi-engine Rating; and Marilyn Twitchell, Commercial Certificate and Instrument Rating. Marie Hoefer announced the awards at the October meeting and the Chapter voted to continue them next year. Margaret Calloway, Christmas Party Chairman, announced that the Orange County Chapter would join us this year at the Terminal Island Officers Club on December 9.

Katee Moskow and Mary Wenholz were our top team in the PAR out of eleven entries. They took sixth place in that annual event. Emma McGuire received a special award for having flown in all ten PARs. Emma flew with new member, Nina Laughbaum. Other teams were: Fran Bera and Betty Wharton of San Diego; Margaret Berry and Mary Pinkney; Wally Funk and student pilot, Erma Orsino; Georgia Lambert and Joyce Jones; Doris Minter and Jane Vaughn; Betty Naser and Dee Perry; Jean Pyatt and Marilyn Twitchell; Jean Schiffman and student pilot, Pam Stevenson; and Karen Smith and new private pilot, Sharon Underhill.

November brings an invitation on Friday, the 30th to visit North American's Space Division in Downey where we will see Apollo 16, the ASTP which will dock with the USSR in 1975, a replica of Skylab, and the Apollo simulator. On December 29 Wally Funk will appear on a local television station in a program entitled, "What is the Woman Going to be Doing in 2001?" In January we will have a special course at Accelerated Ground School in Santa Monica. We will attend two nights a week for four weeks and receive ten hours of simulator time and ten hours of ground school. Most places are already filled. Rita Gibson and Susan Greenwald, co-Chairmen of the Instructor Revalidation Clinic for the second year, are hard at work in preparation for the February 12, 13 and 14, 1974 event to be held again at Rochelle's at the Long Beach Airport. Jean Pyatt has received the Advanced and Instrument Ground Instructor's Certificate and has passed the Instrument Flight Instructor's written examination. Millie Kruger is newly appointed Telephone Committee Chairman and will attempt to keep our large and widely scattered membership up to date. Fly-in Chairman, Marilyn Twitchell, announces a weekend fly-in to Las Vegas on December 1 and 2 where we will have an outing with the Las Vegas Chapter.

#### **LOS ANGELES CHAPTER** **Holley Ballard, Reporter**

Among the happenings: 65 attended the Flight Instructor Clinic at the Airport Marina Hotel. This successful three-day pincheer course was put together by chairwoman Lynn Oppen. . . . members flew out to the Mojave Air Races October 20-21 to help Berni Stevenson coordinate the events . . . and November 3-4 the LA Chapter sponsored the Introductory Mechanics for Pilots Course presented by Northrup Institute of Technology.

Responsible for the big 50th Anniversary for Santa Monica Airport November 10-11 are Rachel Bonzon, Jo Ann Steirert, and

Dorothy Pepin. The LA Chapter had pennies-for-pounds airlifts during the celebration.

Scholarship winner Cle Schoenbeck received her Private license last month, and new member Ann D'Armand won the award for low-time pilot in the Pacific Air Race October 13. We're proud of you both . . .

We had many other members flying in the Pacific Air Race — Rachel Bonzon and Tillie Klements. Norma Futterman and Virginia Showers, Barbara Nichols and Sally La Forge, Anna Baca and Dorothy Pepin, Berni Stevenson, Jo Ann Steirert flying with Lorrie Blech of Van Nuys. That's quite a turn-out!

People news: Dorothy Pepin and Anna Baca are on the Board of Directors of the Santa Monica Airport Association. This is a save-your-local-airport group; individual memberships are \$10 a year. If you fly out of Santa Monica, or have visited and found it a friendly little airport, why not join? Contact Anna Baca at her own Avionetta Aviation, Airport Ave., SMO.

Virginia Showers, with new Commercial rating, joins Norma Futterman, and Jo Ann Steirert working for the instructor rating, and Grace McGettigan aiming for that Commercial. Good luck!

Doris Robertson will be spending the next six months working for a Swedish firm and doing a bit of traveling around . . . by air, of course!

This reporter met English 99 Lettice Curtis in London this summer. Lettice wrote **The Forgotten Pilots** about women who ferried planes for Britain during WW II. Had lunch on the Thames with Lettice and I left with an autographed copy of her book, which made me very happy. She is a fine and accomplished woman.

Read my article entitled **Learning to Fly** in November **Cosmopolitan** magazine, but when you find the technical errors, don't blame me . . . I was away when the galley proofs arrived. Also, to my disappointment, my plug for the 99s got cut . . . well, I tried!

To Dorothy and Lynn: Keep up the LA 99s FlyPaper. Very good news!

#### **MARIN COUNTY CHAPTER** **Rahn Simon, Reporter**

Faithful Readers: We regret to inform you that your trusty reporter is temporarily incapacitated due to a small altercation with one Siamese cat. Rahn Simon is now recovering well from a feline pawing worth sixteen stitches. However, there is little in this world that can keep Rahn and 49 1/2er Harry on the ground so off they flew to Santa Barbara for a fantastic 2-day sojourn. Picked our best VFR days, they did.

Back on the home front, our October meeting found us at the **Flying Lady Restaurant near Morgan Hill** (South of San Jose). With wheels down at South County airport (by this time airmarked courtesy of the Santa Clara Chapter) we were whisked to the Flying Lady in air conditioned comfort (they have a great old 1920s bus that they use to transport visitors from the airport, but our group dribbled in with twos and threes, hence no bus) and enjoyed a tasty lunch amidst an unbelievable collection of aviation memorabilia — including a flyable Bleriot monoplane suspended from the rafters flanked by smaller scale models of other antiques. We would like to extend a special thanks to Gertrude Cherry (Bay Cities Chapter) for recommending the Flying Lady and were glad she was able to



join us there. Also marvelling at the aeronautical decor were members Barbara Kolehmainen (this jaunt's chief organizer), Helen Kampo, Cyd Fougner, Ann Morrissey and your substitute reporter, Karen Kahn. Guests included Margit Lindholm (Santa Rosa Chapter), Mahini Shroff from Bombay, India, and prospective members Jo Pickens, Candy Sevieri, Sherry Lewis and Thea Lowry.

During the Southwest Sectional in September (Van Nuys) members of our chapter were pleased to meet Mahini Shroff who is one of India's six women pilots. Mahini is here working on her Commercial license and has accepted Cyd Fougner's gracious offer of some free dual to master chandelles, lazy eights, etc. Our best wishes to Mahini who hopes to take her checkride before returning to India.

Plans are in the works for an "APT Day" during which we hope to get all non-APT members current and safety-pinned. At the same time we hope to learn more about the Oceanic Society's Aerial Pollution Patrol of the San Francisco Bay which is staffed by volunteer pilots flying assigned patrol routes looking for oil spills, industrial dumpage, and so on.

On November 6th Thea Lowry (one of our most active members-to-be) and Karen Kahn addressed the Modesto, Calif. chapter of N.O.W. on "How Women Can Survive Psychologically in a Man's World."

#### MONTEREY CHAPTER

**Rosemarie Schoening, Reporter**

Even though there's been no news from us, we are still active people around the Monterey Peninsula. The only one or thing that hasn't been doing too much is your reporter and her typewriter. My apologies.

The Pacific Air Race saw two of our planes streaking through the air. First time racers Kay Harmon and her daughter Dianne, flying their Cessna 172, received some cash and a trophy, each donated by Executive Air Service. They placed 19th, which all are very proud of. Geri Halfpenney (our newly-elected chairman) and Lainie Brady were in the second plane. Geri's Comanche 260 which didn't do so well. All the gals are from Salinas. Lainie was my co-pilot in the PPD, our first race. We had to withdraw in Liberal, Kansas, but we certainly had a good time. We'll try it again next year. Lainie is trying for her Commercial rating so maybe she will have a chance to fly PIC. As for me, I'm going to do it in my Traveler again.

Monterey Peninsula Airport once again was airmarked early in the month, getting it 'dressed up' for Airport Days which took place October 20-21. Plans are in the making for a Fashion Show Fly-In for next March.

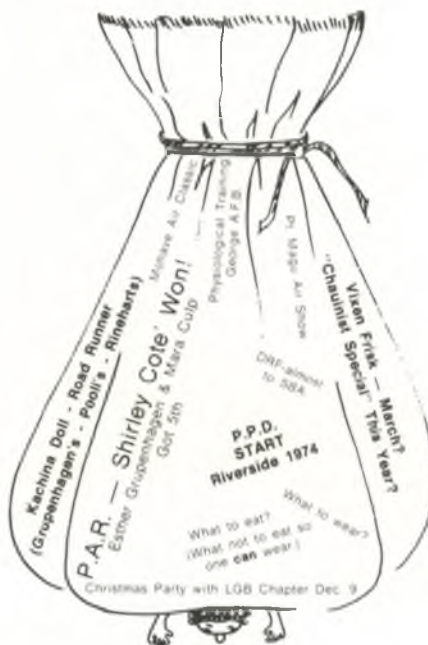
Next time you see Dell Hinn, don't forget to ask her how the 402's fly in Hawaii. She and her 49 1/2er George, were there about two weeks and she got a chance to fly one. Such a good time, she's ready to go back any day.

June Knapp and her 49 1/2er Warren took advantage of AOPA's trip to the Orient in August. They departed via World Airways 707 and with a fuel stop in Anchorage, Alaska arrived in Tokyo at 6 a.m. June says it was like a dream come true, and the Japanese people were wonderful. They toured the countryside, seeing mountains, parks, cities, little towns, the Toshogu Shrine, temples, rice paddies, shops and

just everything and anything. June says Hong Kong is another place they visited and it has a spectacular harbor. They visited Chinese junks that people live on all their lives. From Hong Kong, June and Warren flew to Bangkok via Cathy Airlines 707, where they saw floating markets and shacks along the rivers. The trip was fabulous and the Knapps highly recommend the AOPA tours.

The Golden West Chapter plans to have their mini-derby on June 15, 1974 and needless to say, Monterey Bay will have some teams in it. Happy landings to all.

#### ORANGE COUNTY CHAPTER



*"One Reporter's Opinion"*  
by Darlene Brundage

#### MT. DIABLO CHAPTER

**Georgia Confer, Reporter**

The Pacific Air Race held on October 13 and 14 was a huge success! All of the 76 planes entered in the race starting at Gillespie Field in San Diego arrived at Buchanan Airport in Concord on schedule with no trouble along the way. Smog seemed to be the only gripe among the contestants. The winner was Shirley Cote of Newport Beach with her Aero Commander 112. She flew the race solo. Pauline Wade, our gal who put it all together at this end, gets a big hand from all of us. Warren Boggess, 49 1/2er of Betty Boggess, did a marvelous job of MCing our Award Banquet. And a special thanks to all the 99s who worked to make the 1973 PAR such a good one. Comments from the contestants were very complimentary to us, Buchanan Airport and the Sheraton Inn. They said that this was one of the nicest places for a race terminus that they had been to. We were all pleased that everyone had a safe flight and a good time.

Does racing "full bore" have any significant effect on engine life? Some say "no", some say "I don't think so", and then there are those who say "yes". Does anyone have any statistics regarding this question? I, for one, would be quite interested in knowing just what kinds of problems seem to develop with engines that are raced, if any. Perhaps some of you

racing readers would be willing to include any such information in future 99 News newsletters for the benefit of those of us who have not raced but might be inclined to do so with a few facts and figures to back us up.

Our October fly-in was to Monterey, on the Central California coast. We went on a Saturday so that 49 1/2ers could attend as well as some of our working 99s. We reserved a bus to take us from the airport to the Sardine Factory on Cannery Row in Monterey which was a delightful place to eat. We would recommend it to anyone flying in to Monterey. Monterey outdid itself that day weather-wise as it was warm and balmy, so we all voted to fly-in again real soon.

Again, our thanks to everyone who made this year's PAR a winner!

#### PALOMAR CHAPTER

**Mary Pearson, Reporter**

Having just recovered from sponsoring the All Men's Palomar Air Race, the Palomar race crews assembled at Gillespie Field, El Cajon to participate in the Pacific Air Race. October 13 dawned bright and clear so that No. 11, Pam van der Linden; No. 12, Sue Adler (first time racer); No. 14, Mary Pearson-Harriett Booth; and No. 53, Ethel Robinson-Mary Moons joined the other crews in an on-time takeoff. The race was great, the weather fine, the scores done accurately by computer, and our crews brought home a tenth place plus very creditable performances by our novice racers. The racing fever has really gotten Sue and Ethel whom, I suspect, you may see in the PPD next year.

After the race, Mary and Brad Pearson flew their Apache back to Marco Island, Florida to attend the Piper dealers meeting, so your reporter missed the chapter's meeting. Our chairman reports that beside normal club business and lunch, our member Ellen Fordham and 49 1/2er Virgil did a parachute jump. One of the jump team members, complying with his water jump requirement, made a big splash in the Colorado river!

Ken and Bernice Deering have been travel trailer vacationing in Arizona and Lillian and Bob Hartman are visiting relatives in the East.

We are so sorry to learn of the death of Carl Langevin, 49 1/2er of our member Agnes.

Our new year is now planned. We hope 99s will share some of our fly-in weekends, so we've included the highlites: November 10 - Solvang; January 13 - Palm Springs; February 10 - Yucca Valley; March 9-10 - Sedona, Arizona; May 11-12 - Columbia.

See you there!

#### REDWOOD EMPIRE CHAPTER

**Nina Rookkaird, Reporter**

Redwood Empire Chapter met at our Chairman Louise Ramsey's home in Vallejo with the following members present: Anita Worle, Frances Gauger, Pat Stouffer, Hazel Bertagna, Nina Rookkaird, Lynn Ahrens, Olive Agron, and Louise Ramsey. Beth Fuhrman and Virginia Kalbruner were guests.

Louise Ramsey presented the report on the Convention. Nina Rookkaird presented the report on the sectional.

Frances Gauger has joined the CAP and is practicing in the T34; so she may participate in Search and Rescue. She is very enthusiastic.



Janet Allbeck and Nina Rookaird participated in the PAR as did Anita Worel and Kathy McNamara of the Fresno Chapter. It was fun, even if scores were not in the top ten.

Jeanne Gibson and Esther Harri are busy taking instrument ground school at Ohlone College.

Nina Rookaird, Jeanne Gibson and Esther Harri attended the California Aviation Council meeting at San Jose. The reports on current aviation problems were excellent. It is becoming difficult to keep up on the many changes.

#### RENO AREA CHAPTER

**Hazel Hohn, Reporter**

The October meeting was a barbeque on the deck at May and Dick Haskell's in Truckee. Lois and Dave Williams, Jerry Gardiner, Park Gould, Nancy Frybarger, Kay and Herb Schlunkman. Lois and Mike Brown were those present, as well as Pat Rowe of the Santa Clara Valley 99s and her husband Henry. Kay showed a United Airlines film on Hawaii to encourage everyone to attend the Spring Sectional — not that anyone needs to be pushed too hard to travel in that direction. Lois said that she and Dave slept on the deck that night in sleeping bags under a beautiful full moon.

Elaine Brown says that Stan bought a Mong from Don Fairbanks' mechanic. Don flies a sport biplane in the Reno Air Races, and his wife Pat, a 99, flew in the last Powder Puff Derby. Stan has the plane in his garage — what's left of it after he tore it apart preparatory to rebuilding it. Elaine recently flew their Cessna 175 home from Austin, her first time at the controls in 4 months.

Polly Tucker, a 99 from Long Beach, is transferring to our chapter. Welcome aboard, Polly.

Marie Westenhoefer also did some flying recently. She and 49 1/2er George, who is now walking without his cane, flew their Cessna to Lake Havasu City, then to Douglas, Arizona, on the Mexican border, thence to Las Vegas where they waited a day for a storm to quit, and home.

Werner and I attended a meeting of the 1974 WASP reunion committee in Reno. Most of the WASP and WAF on the committee are also 99s. Fran and Gus Gustavson came from Fallon. Fran is Chairman of the Committee. All you Fifi's out there, note the dates of June 13 to 16 on your calendar for 1974, for a great RENO RELAXED RE-UNION.

#### SACRAMENTO VALLEY CHAPTER

**Barbara Foster, Reporter**

Ruth and Al Wagner have been devoting their vacations for the last three years to a mission hospital in the interior of Guatemala. At our last meeting, Sacramento Valley Chapter members were privileged to hear about some of their experiences with the Indians, and to see some souvenirs. Ruth jokingly claims that her desire to do something special all stems from having received an award for being last in the Powder Puff Derby. We say she is special. If that is what it does for people, more ought to be last.

The beautiful Sierra foothills are dotted with numerous landing fields. They straddle ridges and nestle in valleys. During the last month two of them have been personalized by airmarking crews from our chapter. Five

planes and three cars deposited twenty souls at Georgetown to do the honors. A couple of weeks later, four planes and two cars went back up the hill to take twelve people to do Auburn. There is something so satisfying about seeing those big block letters from the air.

The PAR was truly a fun race. Sandy Case and Ramona Anderson, Dorothy Erickson and Marie Morgan, Barbara Goetz and Thelma Cull and Kay Malcolm and Shirley Lehr made up the biggest contingent Sacramento Valley Chapter has had in a race. They returned happy, and avid to race again.

We are happy to welcome Bev Rikala as our newest member and are pleased to congratulate her on receiving her glider license. She is most enthusiastic about that kind of flying.

Shirley Lehr was guest speaker for the Carmichael Rotary Club dinner. She endeavored to tell them who and what 99s are, and to describe a little about the special magic being in a race can have on a flyer.



*Sacramento Valley Chapter leave their mark on Georgetown Airport in the Sierra foothills.*

#### SAN DIEGO CHAPTER

**Marilyn Eimers, Reporter**

Clear and sunny skies greeted the pilots and co-pilots of the seventy-five airplanes entered in the 10th annual Pacific Air Race at Gillespie Field, Santee on October 13, 1973. The wave of the starter's flag culminated months of planning for the start by nearly every member of the San Diego and El Cajon Chapters. Lois Bartling was co-chairman and chief judge. Other committee chairmen were: Handicaps and Inspection, Betty Wharton; Hospitality, Lynn Briggs; Impound, Eleanor Richardson; Publicity, Marilyn Eimers; Transportation, Laura Little; Timers, Dorothy Klotz. Penny Lowe, Lynn Briggs and Maxine Smith.

The chapter monthly meeting was held in Rancho Sante Fe and we were guests of Marian Banks and Wanda Cummings. Diane Stocklin received her Ninety-Nine pin and was officially welcomed as our newest member.

Congratulations to **Marian Banks who was named Southwest Section Pilot of the year and also San Diego Chapter Pilot of the Year.** Betty Wharton and Betty Lambert received trophies for 1st and 2nd runners up for the San Diego Chapter award.

Ava Carmichael and 49 1/2er David recently flew their Aztec to Montreal and Iowa. Ava said they were plagued by bad weather in addition to having to repair a broken propeller blade.

Martha and John Mullen spent a fun weekend in the Sierras, and then on to the Ozarks for a three day visit. Great Flying!

Wanda Cummings and Marian Banks are planning to attend the National Pilots Association annual meeting at Disney-

world, Orlando, Florida on November 9-11th. Marian is currently on the Board of Directors. They also plan to fly in the Bahamas Treasure Hunt.

Pat Osmon and Eleanor Richardson have been active in C.A.P. Eleanor, on her first practice search to become a mission pilot, was first to locate the target and vector a ground crew into the area. Pat gave ten cadet orientation rides during September and attended the National C.A.P. conference in Las Vegas.

#### SAN FERNANDO VALLEY CHAPTER

**Bonnie L. Seymour, Reporter**

The pace has slowed after a hectic summer. We have finally finished all the major work events for 1973. Now the gals and 49 1/2ers too can just go flying. And that's what they've been doing. Woody Woodward and Milt Seymour in old "red wings" and Ray Schutte and co-pilot in a Beech Sport caught the racing bug and entered the All Men's Palomar Air Race. They found that racing is fun and exasperating. Ninety Nines were seen standing around the briefing area coaching their "entries" and later commiserating and planning for the next race.

Meanwhile some of the gals flew off in the Pacific Air Race. Margie Robbins, a gal who must surely have her overnight bag by the front door, took 9th in this year's PAR. She is getting closer and closer to the top. Margie entered the PPD and Palms to Pines this year as well as the PAR. Audrey Schutte, another inveterate racer, took best of Beech in this year's PAR. Congratulations!

A fly-in to Santa Paula will round out October's flying activities. Santa Paula and newly formed Southern Sierra Chapter will take the opportunity to get together with San Fernando Valley Ninety Nines.

It's hard to think of the holidays ahead while the Indian summer hot winds are blowing. But HAPPY HOLIDAYS to all and a safe happy New Year filled with the joy of flying.

#### SAN GABRIEL VALLEY CHAPTER

**Eve Hunt, Reporter**

San Bernardino County Supervisor Ruben Ayala spoke at our October meeting about the proposed Chino Hills jet airport. He said that he has opposed the airport plan to date citing SCAG (Southern Calif. Association of Governments) studies have shown the airport is not needed.

Jane Nawrocki became our newest member. She was Nancy Gordon's student and received her private pilot's license in June. Jane is a senior at a Montclair high school.

Marijane Nelson is enthusiastic about her recent jet flight at Williams Air Force Base, Arizona, where she had the privilege of flying the Northrop T-38 Talon Supersonic trainer with Lt. Col. William P. Smith, Commander of the 97th Flying Training Squadron. She wishes she could have signed up for the whole program, but it was just an orientation flight for a forthcoming article on the military flight training program. From jets to "tow power": Marijane spent the long Veteran's Day weekend soaring at Pearblossom (Great Western Soaring School).

Carleen and Glenn Hargett flew to the Monterey Festival of Flight. Sunday they were joined by Marion Marriott and Joan Winter. All viewed the display of 1974 planes.



Ann Piggott flies all day and teaches ground school three nights a week. She also goes to Mt. Sac three days a week for climatology.

Nancy Gordon and Pat Inwood have been combining their flying talents. They made a practice DF steer to Daggett and then had lunch at the Red Baron in Yucca Valley.

Harold and Eve Hunt flew to Los Mochis, Mexico, with the Baja Bush Pilots. The group of twenty then took the spectacular train trip to Creel in the State of Chihuahua and spent three days in the remote country of the Tarahumara Indians. Eve has also made a DRF to Santa Barbara in the Bonanza.

Jo Ann and Ed Miro lead the Rialto Cherokee Club on a fly-in to Sedona, Arizona. They had a cookout in Oak Creek Canyon and used a pickup truck to tour Montezuma's Castle and Montezuma's Well. Thirty-one attended.

Beverly and Mickey Mahoney entered the Roadrunners Race in Scottsdale, Arizona, on November 3. Beverly plans to spend a weekend with Joan Winter at Big Bear. They will meet with the airport manager to arrange for the San Gabriel Valley Chapter's airmarking venture there.



*Marijane Nelson is fitted with parachute prior to orientation flight in the Northrop T-38 Talon, tandem-seat supersonic jet trainer, at Williams Air Force Base, Arizona. USAF Photo by Leland Earl*



*Marijane Nelson climbs aboard a Northrop T-38 Talon, a tandem-seat supersonic jet trainer, at Williams Air Force Base, Arizona, for an orientation flight with Lt. Col. William P. Smith. USAF Photo by Leland Earl*

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

Our airmarking crew had a busy month completing the Columbia runway with fifty foot letters. A large contribution to general aviation even if I do say so myself and I can because weather did not permit my appearance. As in all organizations, it was a relatively small group who did all the work.

I'm sure my thanks can be added to that of many thousands of pilots. As a bonus it had been planned to follow this great job with a repeat at Gustine the week after. However, the rains intervened and that particular effort has been postponed temporarily.

The October meeting was hosted by Helen McDonald McGee in Sonora. It was very well attended by sixteen members who arrived at the Columbia Airport via eight planes. We were happy to have as our guest, Joyce Wells of the Bay Cities Chapter. It was difficult to leave the magnificent setting of Helen's charming home for the smog-ridden bay area.

Laverne Gudge, Dorothy McAllister and Helen McDonald McGee represented our San Joaquin Chapter in the Pacific Air Race. All three reported having had a stimulating and fun flying experience which is what it's all about.

A few of our members made it south of the border this month. Trixie and Claud Clayton visited New Guymas on San Carlos Bay. The Hyos family, Rosie and Pete, flew to Ensenada and Chalene and Bob Kirk attended the AOPA Plantation Party in San Diego.



*San Joaquin Valley Chapter members Laverne Gudge and Norma Draper hard at work airmarking Columbia.*



*San Joaquin Valley Chapter members working diligently airmarking the Columbia Airport.*

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

**WANTED: A HOME.** Prefer central airport location in terminal building. Call Pat Roberts at (415) 948-1262 with any offers.

And no, a motel room won't do, even on a temporary basis. The homeless is SCV Chapter's rapidly-growing trophy collection. A display area is being sought at one of the area three airports.

Most recent and among the most coveted annexations were awarded to the chapter at the recent Southwest Sectional convention. The trophy for Professional Flying Time and the award for Airmarking champions both came home to Santa Clara Valley. The chapter's corps of flight and ground instructors whose logbooks merited the top acclaim for SCV were Dian Ward, Marion Barnick, Mayetta Behringer, Pat

Gladney, Layne Hackett, Janet Hitt, this reporter, and almost-never-on-the-ground Amelia Reid. The most-paint-splattered victory resulted from the 14,280 square feet stroked onto the runway at South County, plus another 4,698 square feet in the seven letters spelling out "Lampson" at that Lake County strip. Ironically, South County had to be re-marked on November 3, as runway resurfacing obliterated the first chapter effort.

Santa Clara Valley Chapter continues to hold two posts on the sectional executive board, and Marion Barnick will serve another term as treasurer and Verna West will do the same in the secretary's position. Dr. Desiree Stuart-Alexander was appointed to a committee whose mission is to overhaul the Pilot of the Year selection criteria.

Our up-in-the-air chapter appears unlikely to relinquish its reputation. Desiree Stuart-Alexander is just returned from a three-week tour of Baja, a geological-vacation excursion marred only by a broken trim control as our "moon maid" (a Dave McElhatton moniker for her) approached Palm Springs, homeward-bound. Des appears to have a devastating effect on trim tabs. It was just a year ago she found herself unable to crank a collection of rivets and cotter pins through the trim cable of her Cessna 206. Dian Ward, a chapter newcomer, just put another "I" on her CFI. Verna West is flying the Oceanic Patrol. It should be explained to the uninformed that Oceanic Patrol is not a submarine chase. It's a part of the Bay Area Conservation Patrol. Verna is technically a slick-hunter. Oil slick, that is. Layne Hackett has turned to page 1 of Katy Boyd's "Airline Transport Rating" study guide. Layne's logbook tells her it's getting to be that time. Mayetta Behringer, not one to be caught without a project, is vice-president and program chairman of the Women's Fellowship League. On October 10 she flew to Monterey to pick up her "program" for the day, Sing-a-thon leader Marty Forman, and then did a hasty return in time for a luncheon meeting in San Jose. Forman reportedly is now a logical convert to general aviation. Des Stuart-Alexander is pleased that FAA Administrator P. Buttefield took a few moments in his hectic schedule to write her a commendation on the chapter's presentation on the Cost Allocation Study. Des chaired our ad hoc committee.

#### **SANTA PAULA CHAPTER** **Adrienne Nater, Reporter**

The Pacific Air Race preparations and participation was the main activity that kept six of our nine chapter members busy the first half of the month. Teams of Jill Williamson & Sally Allen, Barbara Deeds & Norma Williams, Adrienne Nater & Jan Wood (San Fernando Chapter) couldn't begin to keep up with our "Flying Grandma" Gwen Dewey who finished 4th, having the highest score for a plane with less than 150 hp, and highest score for a Citiabre. Jim, her 49 1/2er has promised Gwen a sponsorship in the 1974 Powder Puff for doing so well. Our Chapter was thrilled with the entire event, five on their first P.A.R.

Fifteen girls from the San Fernando Chapter joined the Santa Paula crew for lunch at Santa Paula Airport on October 30th.



Norma Williams and Barbara Deeds fly to Santa Barbara for lunches with Joan Steinberger on Wednesdays.

Barbara Deeds had her first experience with a wind change while landing at Santa Paula and got caught in the whirlwind at the center of the field. She managed a great landing.

Our November club meeting will be combined with a fly-in to Fox Field in Lancaster with the San Fernando Chapter. From advance indications it looks like another big turn-out.

New members: Barbara Niles of Ventura, Georgann Nesbitt of Ojai, Jackie Ross and Carol Riley of Camarillo.



*Santa Paula's "Grandma" Gwen Dewey with her trophies for 4th place, best time for less than 150 HP and best time for a Citabria in P.A.R. (No. 59)*

#### **SANTA ROSA CHAPTER**

**Lynn Cary, Reporter**

The Santa Rosa Chapter celebrates its first birthday with a very credible membership of twenty-five of which thirteen are charter members. So Happy Birthday to Santa Rosa 99s. And, we are very proud to be the recipients of the Trophy for the most non-professional hours flown for the year. Our chapter is so enthusiastic and growing: welcome to our new members: Cledith Bruner, Bev Crownover, Melva Dunn and Fran Johnson. And, congratulations to Fran Johnson for getting her commercial license, Lynn Barthel for her multi-engine and to Bev Crownover and Melva Dunn for those private licenses.

Many of our gals very actively participated in racing. The year started out with Ann Tunney bringing home the second place trophy in the Mini-Derby in her Cherokee 180. The Powder Puff Derby saw three planes depart Sonoma County Airport on a sun-lit July 9th. Aileen Lee and Sandy Pederson in their bedecked Cherokee 235, Lynn Barthel and Pauline Goslovich also in a 235 and Ginny Wegener and Lynn Cary in a Skymaster 337C. Ginny and Lynn were third place winners. Sonoma County Airport welcomed home their flyers with a fantastic dinner and a dining room filled with friends and supporters. On to the Palm to Pines in August with Ann Tunney and Pauline Goslovich racing in Ann's Cherokee 180 and Ginny Wegener and Lynn Cary in a Cessna 172. Ginny and Lynn received fourth place for their efforts. Though enthusiasm ran high for the Pacific Air Race it finally came down to only one plane. Ginny and Lynn flew an Aero-Commander 112.

The Reno Air Races saw many Santa Rosa 99s in the bleachers and how much fun to cheer on our own Lloyd Hamilton to victory.

There was a great get-together pot luck

at Phyllis and Rex Cantrell's and all our 49 1/2ers gathered with us. Faye Kirk brought us her guest Mohini Stroff of India. She most delightfully described her flight training and experiences. And, most beautifully demonstrated the ancient art of sari-draping — Mohini we hope you will come back again. Our September general meeting formulated several plans for the coming year. The air marking of three airports, a possible survival clinic, some fun dinner meetings and of course the commitment to encourage more and better flying by women pilots.

#### **SOUTHERN SIERRA CHAPTER**

**Doris Corwin, Reporter**

These gals undertook a new and unusual task of entering a float in two parades at Delano and Porterville this year and the presentation was a sight to behold. The commemorative events of women in aviation were depicted by bright orange wind socks placed around earthly treasures of jewels and focused toward the cutest little twelve foot, single hole, high winger you ever saw. The girls of Delano have special talent in use of husband-power who have special talent in building "experimental" planes for floats. The Vine and Harvest Festival was celebrated in Delano Oct. 6th and the Veterans Day parade again with the float and Southern Sierra members on Oct. 22nd. This project brought together potential members, brand new members and old members. The husbands have our praise and thanks for a job well done, and so do Betty Massey, Merle Bragg, Alline Linthicum, Martha Cummings, Sally Gillespie, Lorraine Sevier, Frankie Ferguson, Jessie Orosco, Phyllis Taggart, Sharon Mitchell and Doris Corwin.

The other big event many of us enjoyed working was the Porterville stop for Pacific Air Race. What a thrill to see those speedy fly-bys. Bert Coe and Sally Gillespie represented our chapter in flight and the ground crews working the mike, parking, and scoring were Phyllis Taggart, Sara Armstrong, Merle Bragg, Betty Massey, Frankie Ferguson, and Doris Corwin. A fun trip to Los Banos airport Sept. 29th had four girl pilots and eight student pilots so we are happily expecting new members.



*Southern Sierra Chapter members were rewarded for their efforts and enthusiasm by winning the Sweepstakes Award at Porterville (Ca.) Veterans Day Parade. The cash award covered the cost of making the float and put a tidy little sum in the treasury. Riding on the float: L to R, Sally Gillespie, Bertha Coe, and Phyllis Taggart.*

#### **TUCSON CHAPTER**

**Ginny Cook, Reporter**

Would you believe such organization as sending friends a birthday card when you are on vacation? Sherry Boice does! Neither rain, nor snow, nor sleet or hail

stopped her from sending her birthday greetings from Kalamazoo, Michigan! Between travels in the new "Duke" and practicing aerobatics in her new Pitts, Patsy Brooks hasn't had too much time for horses this summer. We're up to date on our DRF handoffs which means as soon as they come in, we get 'em out, either to Phoenix or Palm Springs or San Diego (too hot to leave them in Tucson too long, you know).

Tucson is proud to boast of new members, Emile Haugh, Lynn McGrew, Hilda Peterson, and reinstatement Mirza Clark. If we keep growing at this rate, we will be the largest chapter in the Southwest.

Phyllis Courtney arranged a beautiful fly-in to Guaymas with the generous help of Pat Nolen (who lives there) and then Phyllis couldn't go. That smarts! The weather was fantastic, the hotel wonderful, the beach party terrific, the sail boat rides gorgeous, and the parachute rides terrifying. Among the happy recipients of all this tremendous hospitality were Jayne Hunter, Wyn Hayward, Judy Preble, Chris Ruck, Jean Servaas and their respective spouses. Guests of Jean Reynolds were Maggie Schock and Lorraine Yocum. Ken & Ginny Cook stayed on a few days to do some fishing and came home with a trunkful. Good for the Weight Watchers Diet, you know.

The Tucson chapter is bound to be well represented at the spring sectional in Hawaii, as so far on the reservation list for the Orchid Special, are Virginia and Lum Edwards, Joan and William Johnson, Jayne and Bill Hunter, Wyn and Jason Hayward, Barbara and John Welsh, Dot and Charlie Jenkins, Ginny and Ken Cook, Lynn and Maurice McGrew, Janet Robertson, Mirza Clark, Judy Preble, Maggie and Ray Schock. The Orchid Special is a chartered 707 leaving 4/26/74 returning 5/5/74 with a price of \$137 each round trip for the Southwest Section 99s, their spouses, dependent children, or parents if all live in member's household. Always room for one more — send reservation to Ginny Cook.

#### **UTAH CHAPTER**

**Jane Patterson, Reporter**

The Utah Chapter of 99s invited all former 99s, new pilots, and student pilots to help them celebrate their 23rd birthday at a luncheon at Grandmother's House in Salt Lake City. It was a beautiful day and a fun celebration marred only by the absence of our chairman, Barbara Barlow, who has been ill but on the road to recovery now. Members who attended were Nancy Reuling, Lila Fielden, Eleanor Irvine, Diane Hastings, Jean Freestone, Dee Ricord, Betty McDullough, Jane Patterson, Barbara Whitaker, Vivian Yardley, Gini Streeter, Alberta Nicholson, and Julia Jacobson. Meg Streeter, Gini's daughter, received an original pilots hat for being the newest and youngest pilot.

Julie Jacobson and her husband are vacationing in Hawaii which is working out well for them as they would have been unable to attend the sectional in the spring.

Diane Hastings' husband is returning home from overseas and after spending some time here will be moving to Colorado Springs. Diane is anxious to hear from any 99s in Colorado Springs if there are any.

Not much flying news from the girls. I guess every one is saving their money so we can all attend the spring sectional in Hawaii.





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