

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

WIPIS



Why Women Fly by Mary De Kinder

January 1974

7000 hour veteran.

At seventeen, Emily Howell was still an aspiring stewardess who had yet to take her first airplane ride. So she bought a round trip ticket from Denver to Durango to see what flying was like. □ "On the return flight, I was the only passenger and they let me ride up front for awhile. That's when I fell in love with flying. I knew right then I wanted to be a pilot." □ Within the year, Emily had earned her private ticket and today she's a 7,000 hour veteran. More significantly, she's the first gal ever hired by a scheduled U. S. airline as a flight crew member. □ When she's not flying for Frontier, she likes to fly her own Cessna 182 for fun. She insures it with USAIG. □ Why USAIG? "It just seemed natural," she says. "I knew they were real pros because a lot of my friends insured with them. When my agent recommended USAIG, I felt like he was recommending an old friend."

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the 99 news

THE NINETY-NINES, INC.

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The week of November 25th was an eventful one — the week that general aviation almost suffered its demise! Washington, D.C., in the conference room of the FAA Administrator, the Women's Advisory Committee on Aviation began its fall study and deliberations. We found ourselves in the midst of the energy crisis, not believing the 40% to 50% proposed cutback in fuel to the non-airline aviation industry. On Monday afternoon we went to the White House for tea with Mrs. Pat Nixon, an honor and privilege we shall never forget. She is a gracious first lady and the White House is more beautiful now than it was the last time I visited there. Mrs. Nixon seemed pleased to receive us and commented that she was happy to see more women in jobs of responsibility. She welcomed us in the room where the Christmas tree would be placed for the holiday season and chatted with small groups informally. The tour was most informative and gave us a feeling of pride in our country. The secret service men were polite and helpful in telling us about the rooms which we were taken to see. We walked to our hotel only a block away.



Susie Sewell

We spent that evening with Anna Chennault, a member of WACOA and Vice-President of the famous Flying Tiger Line. She was hostess in her Watergate apartment to members of our committee, a number of FAA and other Washington officials, and their wives. Robert Timm, Chairman of the Civil Aeronautics Board, discussed the history of the C.A.B., its purpose and method of operation. Senator Towers of Texas also spoke briefly and informally.

Tuesday morning, a breakfast with members of Congress gave us the opportunity to talk with them about general aviation. It was timely and important; perhaps what we had to say helped. Pat McEwen, our chairman, welcomed them. Each congressional representative present took a few minutes to speak on the fuel situation, suggesting what we could do to help. Four of us attended the hearing of the Interstate and Foreign Commerce Committee on the energy crisis. When it got bogged down with its second witness for the day we returned to the FAA building. Our sub-committees met to consider recommendations and the chairmen of the committees met that evening with Mr. Lew Churchville for a briefing on the "new direction" of WACOA. Safety and airport development will have priority attention this year coordinating efforts through the state aeronautical groups. The FAA Administrator, Mr. Alex Butterfield, had met with us on Monday to swear in the nine new members, and to speak to us about goals of FAA and the work of our committee. Wednesday, our recommendations were reviewed, finalized and considered for presentation to the Administrator. Among them was the suggestion of changing the name of WACOA to the National Advisory Committee on Aviation so that members could better serve in implementing programs at the state level. Also, our support of the amendment to the House Rule which would provide fair and equal fuel allocation to similar and competing forms of commerce, to transportation and personal use of fuels. Others dealt with air traffic control, certification, ELTs, etc. I felt privileged to work with Betty Hicks on the recommendations committee.

We were pleased to have Susan Oliver with us during this meeting. She's charming and bright, and so is Sally Buegeleisen (one of the new members) whose new book "Into The Wind" was just released. If you're a fan of Max Conrad, you're in for a treat.

From there I flew to Miami, Florida, leaving Washington in the pouring rain. Mr. Jack Shaffer, former FAA Administrator, was on board. He told me that it looked as if the fuel allocation would be more favorable, possibly only 15% to 20% curtailment in flying would result. A meeting of the National Aviation Trades Association was in progress and at noon the next day, Mr. Shaffer turned our feelings of gloom and doom to hesitant optimism. He stated that if America realizes how wasteful she has been with precious resources, some good will come from it (the crisis). Many of the benefits of our industry are non-measurable, making a problem in stating the case for general aviation. The airport operators group also heard Mr. Butterfield state that there was still room for hope, although now the aviation industry is bearing the brunt of the energy crisis.

Bee Reid, Governor of Southeast Section, was there with her husband, John. Also present were Margie Pohl, Alabama Chapter, Ethel Westerlund, Wisconsin Chapter, and capable Marie Grimm, Wisconsin Chapter, the only (known) chairman of a state aviation trades association.

Consider the value of air transportation to your country, to its people, to its economy ... aviation is now very much a part of the American way of life and the same is true of many countries. We must do our part to keep it alive.

A big "Thank You" to the Governors and Section Membership Chairmen who returned their comments to me in response to questions I had sent. Current information from "the field" will help us formulate an international policy reflecting the wishes of the membership. This new responsibility on the part of the Board of Governors will call for more cooperation from each chapter, working for the benefit of all Ninety-Nines everywhere.

May each one of you enjoy a very happy holiday season! Best Wishes for the New Year.

Sincerely,

Susie Sewell
 President

International Convention News Update

by Esther Wright, Publicity Chairman



Esther Wright, of the Deep South Chapter (Georgia), is Publicity Head for the August 21-25, 1974 International 99s Convention in Puerto Rico.



1974 International Convention Committee Heads hard at work on the big event.

Cy Beers, Chairman and Page Shamburger, Co-Chairman have announced the 1974 Convention Committee Chairmen. They are as follows:

Transportation	Page Shamburger Chapters-Carolinas Kitty Hawk New Orleans
Printing	Fran Davis Chapters-Tennessee Alabama
Publicity	Esther Wright Chapter-Deep South
A.E. Brunch	Miriam Davis Chapter-Florida Goldcoast
Banquet	Ethel Gibson Chapter-Florida Suncoast
Entertainment	Kay Guice Chapter-North Georgia
Registration	Janet Green Chapters-Mississippi Memphis
Courtesy	Ann Conway Chapter-Florida Space Port

The Charter flight from Atlanta, Georgia to Puerto Rico is filling up fast. And why shouldn't it? It is a great buy — under \$100.00 round trip from Atlanta to Puerto Rico. Girls, send in your \$50.00 deposit per person immediately to Page if you would like to be included on this flight.

This is going to be a convention to be remembered. All of the girls are working hard and you will be sorry if you don't go. Looking for you in Puerto Rico August 21-25.



Sally Buegeleisen, 99 author, member of the Greater New York Chapter.

Presenting **SALLY BUEGELEISEN**, Author

the life, trials and triumphs of this unusual man. It is a **must** for all pilots, and something you won't find easy to put down. The book becomes an experience as you read it. In the learning department it is fantastic; in the area of emotions, you will find yourself often worn out; and often you will audibly cheer as Max Conrad meets and conquers his problems with the courage we each wish we had.

Sally is known to most of us as the writer of a column which ran in **Flying** magazine for some three years. She joined the 99s in early 1960, as soon as she had her Private ticket. Since, she won her Commercial Single and Multi Engine, with an instrument Rating. She has accumulated some 1,500 hours flying time. Her racing experience includes the AWTAR, the Michigan SMALL Race, and the AWNEAR (New England). Her most recent honor is appointment to the Women's Advisory Committee on Aviation.

Sally has two grown children — and a husband to whom the book is dedicated. Abbott, also a pilot with all the ratings and twice the time of his author-wife. Talented son Alan is also a photographer, and is responsible for the book cover photo, as well as ours in the **99 News**.

Sally will share her royalties fifty-fifty with Max Conrad. He is, at this writing, on his way to Australia to deliver a twin Comanche — carrying a dozen books to sell, of course!



*Famous Pilot, Max Conrad, subject of the exciting account of his adventures by 99 Sally Buegeleisen, **Into The Wind**.*

An incredible pilot, Max Conrad, has his story told by an incredible author, 99 Sally Buegeleisen, member of the Greater New York Chapter, in her book just released by Random House (\$6.95), **Into The Wind**. Weaving a unique and fascinating pattern of words, Sally carries the reader through

International Hot Line

By Shirley Allen
International 99 P.R.



There isn't a more active, enthused group of Ninety-Nines anywhere in the world, than those belonging to the Finnish Section. We have been anxiously waiting to hear some "Inside" news from their members, so that we could share some of their camaraderie and wonderful flying spirit, some of which has communicated to us through their Chapter news reporting in the **99 News** magazine. Perhaps it is because the Ninety-Nines is the **only** flying organization in Finland at this time, therefore fulfilling a great need, in that the meaning of the Ninety-Nines is truly personified, both in the sense that it unites these women pilots for their benefit and for the benefit of aviation in general. It is appropriate that this first issue for Jan. 1974 will be our Hot Line from Finland.

Total number of women pilots at present actively flying — 137, including three Commercial Licenses, held by Raili Aronen, Helena Heide and Orvokki Kuortti. Finnish Ministry of Aviation Rules and Regulations closely follow ICAO's with local differences and Air Traffic Control in Finland is quite similar to the U.S.A. Units of measurement in use: Blue Table.

There is one aviation publication called "ILMAILU" published each month — it appears to be an excellent magazine, covering all phases of commercial and private flying and of course sailplaning, which is very popular in Finland.

Mirkka Partinen writes that flying potential regarding careers for women are theoretically the same as for men in their country, but that the last time Finnair advertised for positions for their First Officer

Course, they stated that only **male** applicants would be considered!

It is a great compliment to their Governor, Raili Aronen, that the members felt that her story would tell most appropriately the development of the Finnish 99 Section. They say they are not very good at expressing their feelings, so here it is, with kind permission — a tribute to a Governor, from a grateful membership.

The land of many thousand lakes! Is it any wonder that she flies a Lake Buccaneer? The Finnish Section got its Charter in 1970 and that was when Raili Aronen acquired her Private Pilot's License, lost her heart to flying and became Governor of the newly-formed 99 Section. She obtained her Night Rating and Commercial License in 1971 and now her latest achievement is an Instrument Rating. Raili won the Finnish Flying Championship, Women's Series in 1972 and at the same time was voted the woman pilot of the year. In June 1973 she participated in the Six Lakes Air Rally of seaplanes and came third. Orvokki Kuortti placed sixth, the only two women in the 22 entries.

Racing is undoubtedly in Raili's blood. Before she took up flying, she loved to race motorcycles and competed many times in the famous Finnish Pajanne-ajot. Now, she coaches her two sons for this annual motorcycle race and continues to work, upgrading her flying. Almost daily you can hear her voice on the Malmi airport frequency in Helsinki, practising procedures, take-offs, landings, touch and go's, looking forward to the next time she can enter an air rally or competition. We shall hear more

about Raili's achievements as time goes by.

The members all agree that their activities and programs have been tremendously interesting — aviation films, lectures, training sessions, radio, communications. A Scholarship Program has been undertaken. Money-making events include bazaars, parties, even a masquerade. Raili and Helena Heide organized two DC-8 charters this year to the Paris Air Show, selling 400 tickets, taking care of hotel reservations, hostessing, etc. A big undertaking for a small Section. Another project underway is to have all the members endorsed for night VFR flying.

No matter how busy, Raili always finds time for the Ninety-Nines and the energy for a new idea to get everyone enthused again. She writes regular circular letters so that all the members are kept well-informed. Her vitality and enthusiasm has infected the entire membership and therein lies the secret of a healthy, successful Section (or Chapter). When the Governor (or Chairman) is turned on — can the members be any less?

I am sure that much more could have been written about this interesting Section and much has been left unsaid about Raili and many of the other members, but we appreciate the problem of communication and difficulties in finding the appropriate words. We hope to have conveyed some of the warm sentiment that was expressed in their correspondence and trust they will forgive any omissions or corrections that might not be quite as originally intended.

Thank you Finland — please write again — **soon!**

Why Women Fly

by Mary De Kinder

I have a friend in the 99's who, after many years of flying, is now working on a scrapbook of flying adventures. One item I discovered in her collection was a letter written August, 1951, for an aviation magazine called **Air Age**. In the July issue of **Air Age** there had appeared a letter from an irate man who was definitely not pleased with the idea of women in aviation. After many uncomplimentary remarks, he concluded that the only reason women wanted to fly was "to catch a man." The editor responded to this with the suggestion that the paper would like to offer a prize for the best letter on the subject, "Why Women Fly." My friend sent in the following letter, requesting anonymity and with the instruction that it was not to be entered in the contest but that it be forwarded to the unhappy gentleman, whose address had not been published. However, the following appeared as First Place in that August, 1951 issue, and I have received this very interesting 99's per-

mission to share the letter (and its inspiration) with all of you.

"I am 58 years old, grandmother of five, and a flyer for five years. Why do I fly? Because it is the joyous fulfillment of a dream which I held for 28 years.

"My husband was a Methodist minister in a large eastern city, and on the rare occasions of leisure time, we invariably went to the airport to watch the planes. They were a novelty then and we never failed to be thrilled by their incredible performance. We promised ourselves that someday we both would learn to fly. But before the plan could materialize, he died, and I was left with the task of rearing our family.

"In the years that followed in a small Western town, there was no possible chance to consider the lingering desire, but it was never forgotten.

"After the war, when I was well past fifty, I had my first lesson, which was also my first airplane ride. It was as exciting and

wonderful as I had imagined it through those twenty and more years. And as I learned to fly, and soloed, and at last received my license, each accomplishment was a new wonder to me. For a year now I have had my own plane and love it. It helps in a large measure to fill the place left vacant by my husband and family, who are all gone from home now.

"The marvel of being carried up and out into space still gives me a feeling of exhilaration each time I take off, though I now have more than 300 hours of flying time.

"I like best to fly alone, for here in our rugged country of high altitudes I like to feel I am just a little nearer to the one who also so long ago wanted to fly but to whom the opportunity never came. I like to feel he rides with me in that vacant seat, and I am happy.

"That is why I fly."

Amelia Earhart Memorial Scholarship Fund Contributions

by Iris C. Critchell, Treasurer

Since its establishment in 1941 fifty nine Amelia Earhart Scholarship winners have been assisted to advance their professional positions in aviation and to contribute widely to aviation as a whole. Your directory lists their names and ratings or goals.

The consistent growth of these scholarships is a direct result of the wisdom of the first trustees in establishing the guidelines for the fund and the mutual concern of Ninety Nines everywhere who contribute annually through their chapters or individually. The trust provides that scholarships be awarded from income only and that the trust continue to be built up by one-half the chapter donations and all the special donations, such as In Memoriams, etc. As a result the amount available for scholarships has been up to a record of five \$900.00 scholarships for the past two years.

The number of scholarships and the amount which can be awarded each year is

determined directly from the income received for that year. Chapter A.E. Scholarship Chairmen, please note! This determination is made in March and depends heavily on the income received from the chapters by that time. Please try to arrange your Chapter's action on this in time to have donations in as early as possible. However, all donations received by June 30, are listed in the report which is ready by your A.E. Fund Treasurer at convention. Financial Statements of the scholarship fund accounts are made twice each year and are on file with Ninety Nines Headquarters.

Additional ways for raising funds for the scholarships have been employed through the years. The profits from the sale of the film "Stamp of Friendship," from the sale of A.E. Medals, and from the sale of A.E. First Day Covers have steadily increased. The use of the In Memoriam donations has

proved to be mutually satisfying for many Ninety Nines and their friends.

Remember, all these donations are tax deductible.

The A.E. postal cover sales has been an excellent source of additional scholarship funds. A report on this activity was provided by Alice Hammond in the november issue of the Newsletter. The Fly-Away from Amelia's birthplace at Atchison, Kansas in 1963 has netted over \$10,600.00 through the years. The present Tenth Anniversary Fly-Away of July 1973 has already netted over \$875.00 for the scholarship Trust.

Letters from our award winners expressing grateful appreciation, and the accounts of remarkable accomplishments by our award winners everywhere should make Ninety Nines proud. Let us keep donations coming through "loud and clear" to help build the future of aviation with these talented Ninety Nines.

Headquarters Building Fund Contributions Received

as of December 1, 1973
\$99 Building Club (or more)

Adderson, Van
Anderson, Bette S.
Barker, Dorothy L.
Barr, Norma M.
Beers, Cy
Barnick, Marion
Berkley, Ester Gustafson
Bohannan, Kaye Moore
Bond, Virginia K.
Braese, Evelyn B.
Copeland, Marilyn
Cote, Shirley Tanner
Cox, Sally Jean
Crane, Mardo
Culver, Elsie E.
Davis, Miriam S.
Dawe, Millie
Dorr, Mary W.
Downing, Billie M.
Dunne, Lydia V.
Eacret, Doris M.
Eastern Washington Chapter 99's
Evans, Broneta
Feigenbaum, Lois
Felsen, Gertrude
Finnish Section, 99's
Gillies, Betty N.
Glaser, Elizabeth "B"
Griffing, T. Sue
Griffith, Thon
Hadley, Bonnie Rae
Hagan, Lydiellen
Hahn, Constance
Hallinan, Henrietta C.
Harper, Sylvia Irene

Havice, Lucy T.
Heise, Eugenia R.
Hibner, Marilyn P.
Jacobson, Wilma M.
Jetton, Pat
Jex, Diane S.
Johnson, Joy
Johnson, Ronnie
Johnson, Valera G.
Jones, Hazel McKendrick
Keller, "Mitzi"
Kidd, Louise E.
Kilbourne, Mary W.
Laska, Pearl B.
Long, Kathy
Luke, Jackie
Lum, Vada M.
Masonhall, Wynema
Mayle, Ruth O.
McEwen, Pat
McGuire, Emma
McNabb, Betty W.
Mickelsen, Geraldine W.
Millon, Jan
Nance, Garnett Hastings
Northwest Section, 99's
Page, Tony
Palmer, Juliet B.
Paynter, Joan
Potter, Illovene
Powell, Dorothy M.
N299PT
Reed, Betty Jo
Reed, Jacklyn A.
Sage, Kathleen K.

San Diego Chapter, 99's
Sasser, Evelyn L.
Shearer, Patricia K.
Shonk, Sara E.
Sleeper, Sara Fair
South Louisiana Chapter, 99's
Spielberg, Jeanne
Story, Irma
Taliaferro, Esther Davis
Thompson, Virginia L.
Tri State Chapter, 99's
Tinker, Adelaide
Vass, Kamala S.
Westerman, Carolyn
White, Ann
White, Louise G.
Williams, Esther J.
Wilson, Verna L.
Wray, Helen Heath
Wright, Mary Lou

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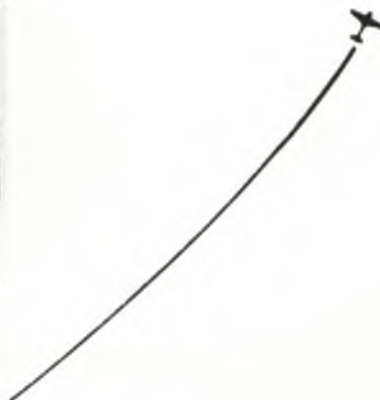
Andrews, Marian T.
Bartolet, Hazel E.
Banker, Elizabeth
Barlia, Betty
Bigelow, Juanda
Bliss, Ruth C.
Blue, Marjorie A.
Bonzon, Rachel
Butler, M. T. "Marci"
Campbell, Myrtle M.
Caryer, Jane H.

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Estep, Dorothy P.
Falkenberg, Charlene
Fellabaum, Mary Elizabeth
Flaum, Donna L.
Fleming, Pauline E.
Gilliland, H. Virginia
Gillis, Judith E.
Greater Seattle Chapter, 99's
Harstad, Margaret
Holland, Patricia M.
Jensen, Lydia L.
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Lambert, Betty
Lane, Pat
Lepore, Marie C.
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Mason, Joan E.
McKillip, Mary Jane
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Petersen, S. K.
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Ridgeway, Sondra
Santa Clara Valley Chapter 99's
Saxon, Patty Shea
Sells, Ruth Ford
Simmons, Helen I.
Smith, Nancy E.
Strassburg, Wanda
Sullivan, Sandra E.
Thern, Lucille E.
Vial, Mary
Walkup, Arlene
Wagner, Eleanor I.

Amelia Earhart Memorial Scholarship Fund

Special Air Mail Commemorative Covers

Alice H. Hammond, Permanent Trustee



Official 99 Commemorative Cover
Amelia Earhart Memorial Scholarship Fund

Tenth Anniversary Fly-Away of the
Amelia Earhart First Day Air Mail Covers
July 24, 1963 — July 24, 1973



Amelia Earhart

FIRST PRESIDENT OF THE NINETY NINES, INC.

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

As most of you know, a First Day Cover is a specially designed envelope prepared for cancellation by the Post Office at the place a new stamp is first issued, and these are prized by the collectors. A Commemorative Cover is one prepared to spotlight a certain occasion, not necessarily the first day of the issue of a new stamp. These are also collected by the stamp enthusiasts. Pictured here are, **top** — the Official Ninety-Nines First Day Cover, designed by our

own Marion Andrews, for the July 24, 1963 First Day issue and Ninety-Nines Fly-Away of the Amelia Earhart 8c Commemorative Air Mail Stamp from her birthplace, Atchison, Kansas. The stamp alone today is worth 50c. **Below** is pictured the 1973 Ninety-Nines Cover Commemorating the Tenth Anniversary of the original Fly-Away, also one of Marion Andrews' designs. These have the current 11c Airmail Coil Stamp. (There are about 35 of the "line pairs" remaining of the original 99 made at \$3.00 contribution each — of special inter-

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

- 44 - 24 July '63 First Day Cover autographed by the 6 Charter Ninety-Nines who flew them out of Atchison on that day.
- 4 - 17 Mar. '64 Flown Round the World and autographed by Joan Merriam Smith, re-cancelled at Oakland, CA and Lae, New Guinea.
- 13 - 21 May '64 The only mail ever postmarked at Howland Island, the landfill

- Amelia missed when she disappeared.
- 68 - 2 July '66 99's official First Day Cover with Yosemite 1c stamp added to commemorate the naming of Mt. Amelia Earhart in Yosemite National Park
- 16 - 21 May '67 30th Anniversary of Amelia's Solo Atlantic Flight, cancelled 21 May '64 at Howland and re-cancelled 21 May '67 at Seven Oaks, home of Sheila Scott.
- 9 - 3 June '67 Suriname's commemoration of the 25th anniversary of Amelia's take off from there on her last flight, with Suriname's commemorative Amelia Earhart Stamps affixed.

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

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ONE GALLON U.S. MEASURE

Snapped in Singapore 23rd September, 1973

L to R: Ghisleine Bodereau, French glider pilot who is taking power flying lessons in Singapore, in between tracking satellites. Frances Haube, American and new 99 Member-at-large — gained her Private Pilot's License in July, in Singapore. Janet Ferguson, British Chapter, who arrived on 23rd ferrying a Britten Norman Islander from the U.K. Pat Kelley Shearer, Aloha Chapter, and International Membership Chairman, on a visit to Singapore with her folks. Layne Glanville-Williams, Member-at-large, Singapore based.



Chapter Personalities



Yae Nozoki, Japan's only 99, receives a Greater New York Chapter silver Compass Rose Pin from Dotty Birdsong of the Florida Suncoast Chapter. Dotty wears the Japan Pilot Association pin given her by Yae.

Dotty Birdsong

Dotty Birdsong, effervescent 99 of the Florida Suncoast Chapter, recently visited Japan with her 49 1/2 Charles. She immediately looked up Japan's only 99, Yae Nozoki, who lives in Tokyo. To quote Dotty: "Yae is the Director of Aeronautics, an active pilot of at least thirty years, who flies many different makes of planes including Zeros. She speaks very good English, is tiny in stature, and was delighted to meet another 99."

The two exchanged pins — Dotty offering Yae a choice of four different 99 pins. The diminutive pilot selected the silver Compass Rose Pin (offered for sale by the Greater New York Chapter — see listing in Roster). Yae pinned Dotty with a distinctive Japan Women Pilot Association Pin — a J with wings in white on a red background.

Dotty Birdsong is a very active pilot and 99 member. She has flown in seven consecutive Powder Puff Derbies, has a Commercial, Instrument certificates, with Single and Multi-Engine Land and Sea ratings, and some 1,600 hours flying time. She is

continued on page 11

Jean McLaughlin

Jean McLaughlin delighted her chapter with a diary of a trip she and her 49 1/2 Francis made, flying their own single engine aircraft to Costa Rica, which she entitled, **Diary of a Glad Housewife**. Space does not permit us to run the whole **Diary**, so a few quotes will give an idea of her style.

"6:00 a.m. The sky is still dark but sprinkled with stars and what a day to head south — temperature about 0 degrees F and a fresh couple inches of snow. Learning to pack is quite an education — you put out just the bare essentials and then cut it in half. A toothbrush and swimsuit are really all that's necessary. Girls, let your hair blow like the natives — it feels wonderful after years of teasing and hair spray."

continued on page 11



Jean McLaughlin, member of the Central Illinois Chapter, demonstrates to student, Shirley Janssen, who is a "66," one of the important preflight inspections.

NOMINATING COMMITTEE

by Garnett Nance, Chairman

ATTENTION: All 99 members. Our membership is growing and we have extremely important projects, both currently and upcoming, including the new International Headquarters Building in Oklahoma City and the new Aerospace Museum Building in Dayton. We must continue to strive for top-level leadership. We sincerely trust that your Chapter is giving some priority at this time toward choosing candidates for

nomination to International Offices for 1974-1975. Last year, only 44 Chapters (33%) submitted a partial or complete Nominating Ballot. We must do better than this with our privilege of selecting our leaders.

Your Chapter Chairman should have received copies of forms to be printed in the **News**. If not, you may make copies. Each Nominee should prepare six copies of her

History and one copy of the Acceptance Form. They must be in the hands of the International Nominating Committee Chairman by March 1st. This all has to be coordinated between all members of the Nominating Committee and work completed for report to the Executive Board at the Spring Board Meeting. Therefore we urge your promptness — time is of the essence. Thanks.

International Nominating Committee
The Ninety-Nines, Inc.

Return to: **MAKE SIX COPIES**
Garnett Nance
2029 No. Woodlawn, Apt. 108
Wichita, Kansas 67208

HISTORY FORM

Name _____

Chapter _____ Section _____

99 Member since _____ Ratings _____ Hours _____

Offices Held: _____ Committee: _____

Chapter _____ Chapter _____

Section _____ Section _____

International _____ International _____

Specific Training and/or Experience related to the office sought: _____

Number of International Conventions Attended: _____

Membership in aero-orientated organizations and offices held: _____

Awards: (Aviation oriented)

Ninety-Nines _____

Local _____

National _____

International _____

Flying Activities:

Races _____

Business _____

Pleasure _____

Other _____

Occupation: _____

Nominee's Signature: _____

Dated: _____

FROM _____ Chapter or Section where no Chapters exist.

Chapter or Section _____

Nominating Committee: _____

TO: _____

The Nominating Committee of the _____ Chapter or Section of the Ninety-Nines, Inc., requests your consent to submit your name to the International Nominating Committee of the Ninety-Nines, Inc., for consideration for the 1974 ballot for the office of International _____.

Signed _____

Chapter/Section _____

Nominating Committee _____

Address _____

Nominee: Circle ACCEPT / DECLINE -- Return to the Chapter or Section Nominating Chairman who will send this form to the International Nominating Committee Chairman with her Official Nomination Form.

Chapter or Section _____

Nominating Committee Chairman _____

I hereby ACCEPT / DECLINE your request that I be a candidate for the office of _____ on the 1974 International Ballot.

Signed: _____

Chapter: _____

Address: _____

I have sent my history to the International Nominating Committee Chairman _____.

For the use of the International Nominating Committee Chairman.

TO: _____ Chapter or Section _____

The name of your nominee _____ for the Office of _____ has _____ has not _____ been placed on the 1974 International Ballot.

Signed: _____ Chairman

International Nominating Committee

The Ninety-Nines, Inc.

This is the ONLY Format accepted by the International Nominating Committee -- Nominee's acceptance forms must be attached.

OFFICIAL NOMINATION FORM

The NINETY-NINES, INC.

NOMINEES FOR THE INTERNATIONAL BALLOT

From the _____ Chapter (or Section where no Chapter exists) of the _____ Section.

Signed: _____ Chapter or Section _____

Address _____

We the above, submit the following names for consideration for the International Ballot of The Ninety-Nines, Inc.

President: _____

Vice President: _____

Secretary: _____

Treasurer: _____

International Nominating Committee Member: _____

1. Fill in the blanks above after your Chapter (or Section where no Chapters exist) has decided whom to nominate and has the nominee's consents.
2. Attach the acceptances to this form.
3. Mail to the Chairman of the International Nominating Committee -- Garnett Nance; 2029 No. Woodlawn, Apt. 108; Wichita, Kansas 67208.
4. Mail in time to arrive BEFORE March 1, 1974.

International Flying Activities

by Charlene Falkenberg, Chairman

Where To Fly

Hey gals! Let's get rid of the mid-winter hum-drums. Let's go flying. If you live in the center of our country why not visit "Hot Springs National Park," in Arkansas. You will land at beautiful Memorial Field; it's equipped with tower operating from 7:00 a.m. to 11:00 p.m. You will find it on the Memphis Sectional. There is ample lodging nearby with transportation available. Spend a delightful weekend at this resort which has been famed since DeSoto found Indian tribes sharing the healing hot waters in 1541. The attractions for your partaking are clean air, green mountains, golf courses, sparkling lakes to name a few.

For those who have memories of the Powder Puff and Calgary, Alberta, Canada, why not fly up to Calgary, drive to Banff and spend some time at the huge Banff Hotel. For ski buffs the Canadian Rockies are all you need. Also you will find related activities and a full slate of entertainment. Look up our 99, Eleanor Bailey when visiting her stomping grounds.

The Chicago sectional will be needed to fly to a particularly attractive dining spot for the family. The "Don Q Inn" is located two miles north of Dodgeville, Wisconsin. The proprietor, Don Quinn is a pilot and constructed the adjacent airport that is within walking distance. Unicorn is 12218 — lighted runway — hangar — fuel and tie-down available. Just announce — "A Ninety-Nine is coming in." If you have a very favorite spot for a fly-in send your International Flying Activities Chairman a line and we will try to share your find.

Coming Events

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.

April 5, 6 & 7, 1974 — Southeast Spring Section. Annette Rogers, Kitty Hawk, N.C.

April 27-May 14, 1974 — Southwest Spring Sectional. Pat Shearer, Hawaii

August 21-25, 1974 — International Convention. Cy Beers, Puerto Rico

Sept. 27, 28, 29, 1974 — Southeast Fall Section. Betty Hood, Marco Island, Fl.

May 24, 25, 26, 1974 — **Champaign, Illinois** — 6th Annual Illi-Nines Air Derby — speed and proficiency categories — open to male and female pilots — spot landing contest — fun filled weekend — for information contact Mrs. Von Alter, 904 Pius Lane, Bettendorf, Iowa 52722, Race Kits \$1.00. . . . sponsored by the Quad City, Central Illinois & Chicago area chapters.

LATE NEWS FLASH:

Powder Puff Derby Zapped This Year

due to the Energy Crisis. Further news in later issues.

by Marion Andrews

Chairman Kay Brick, I am happy to report, was able to go on the "Treasure Hunt" to the Bahamas and will be stopping in Fla. to enjoy the warmer clime for a few days. Kay says: "Outside my hospital there was a sign which says, 'Give Life a Lift.' That's just what you 99s have done for me with your cards, gifts and prayers. I am most grateful to each and every one of you!" Our other patient in for modifications, Lois Fairbank, is back to work and doing fine.

We welcome aboard Alma Hitchings as a new member of the AWTAR Board of Directors.

Marion Banks, Wanda Cummings, and Barbara Evans were off trailblazing the race route before the oil wells went dry. With the exception of Toledo, all stops have been checked out. You can get your charts and dream anyway about the 1974

Race Route. Whether or not it is to be or not to be remains to be seen; at the moment, it sure looks doubtful.

Kay reports that there is just out a colorful illustrated hard cover book entitled, "Great Flying Adventures" which contains exciting accounts, and photographs, of "11 true aviation exploits." While written for the young, all pilots will enjoy them, and especially the one about Joan Steinberger in the Powder Puff Derby. The final paragraph in the book in the chapter, "What Happened to Them Later," also refers to our Joanie. It's a good buy at \$1.95. Author is Sherwood Harris. Published by Random House, N.Y. 1973.

AND don't forget to read, and gift, "Ladies, Rev Up Your Engines" by **Mardo Crane**, AWTAR, Inc., Teterboro, New Jersey 07608 will rush you a copy for \$3.25 — proceeds to the race fund.

Flying and Scuba Diving

by Mary Foley

Effects due to evolved gases, or dysbarism, and principally caused by nitrogen and other gases escaping from solution in the blood and other body fluids during flights in excess of 30,000 feet. Most of the aircraft flown by general aviation pilots are incapable of attaining this altitude. However, there are instances which dysbarism can occur at lower altitudes. Of particular interest in the relationship between scuba diving and susceptibility to dysbarism. Symptoms of dysbarism have occurred in aircrew members at altitudes as low as 7,000 feet. These individuals had been scuba diving immediately before the flight.

At sea level the average adult body contains approximately 1 liter of nitrogen and other gases in dissolved form. Under water, as the pressure increases, the dissolved gases are compressed. In addition, breathing from a scuba tank adds more dissolved gases to the body fluids.

The effects of evolved gases are produced by the change in the total barometric pressure of the environment. Under water, the rate of increase in barometric pressure is extremely rapid. The barometric pressure doubles at a depth of only 33 feet, and increases rapidly with increasing depth.

As the diver ascends to the surface, these added gases come out of solution in the body fluids, and ordinarily are lost in respiration. Difficulties arise when the

gases form bubbles in the tissues, usually when the diver has ascended too rapidly to the surface or the diver continues ascent by taking off in a plane.

Depending upon their location and quantity, these bubbles produce the major symptoms of dysbarism. It is believed that the symptoms of bends are produced by bubbles which collect in the tissues about bones, joints and muscles causing pain. Other less frequent manifestations of dysbarism include chest pain accompanied by a sense of suffocation and severe distress, skin symptoms such as tingling, itching and cold and warm sensations. Impairment of vision, headache, partial paralysis, and other disturbances have also occurred.

As scuba diving increases susceptibility to dysbarism during flight, the Military Airlift Command requires all aircrew members participating in scuba diving to a depth below 15 feet within 12 hours of a flight to obtain medical clearance if they are to be flying in an aircraft with a cabin altitude greater than 5,000 feet.

The Navy's rule is somewhat different: "The general rule of 12 shall be applied: no flight above 12,000 feet for 12 hours following a scuba dive of 12 feet or more." (U.S. Naval Flight Surgeon's Manual, 1968)

Enough time must be allowed at sea level, breathing air, to wash out the excess nitrogen and other gases which have been stored in the tissues during the dive.

The 99s Bicentennial Star Program

1973 July 1976

by Fay Gillis Wells, Chairman

In July of this year, the American Revolution Bicentennial Commission (ARBC) awarded official recognition to the Bicentennial Program of the Ninety-Nines. The program was officially launched on July 24 at the Second Flyaway at Atchison where we broke ground for the International Forest of Friendship, drew up plans to install international airmarking signs, and for an extensive clean-up and beautification program concentrating on airports in connection with the "Clean-Up America" drive. We plan to generate interest in "See the USA" and to participate in the Bicentennial "Invitation to the World."

Our Star Program is separated into five facets — one for each point of the Bicentennial Star, the heart of the Red, White and Blue logo, symbolizing America's 200th

Birthday celebration.

As Chairperson is too impersonal for such a special Birthday Party, the heads of the 99s Committees for the five facets of the Star are called "Sparklers," for their leadership not only sparks their committees, but makes them sparkle as well.

The Sparklers and their Committees are: THE INTERNATIONAL FOREST OF FRIENDSHIP — Jerry Roberts, Hadden Heights, N.J.; THE INTERNATIONAL WOMEN'S AIR AND SPACE MUSEUM — Bernice Steadman, Travers City, Michigan; AIRMARKING — Pauline Glasson, Corpus Christi, Texas; CLEANUP-BEAUTIFICATION WITH JOHNNY HORIZON — Virginia "Gini" Richardson, Yakima, Washington; INVITATION TO THE WORLD — Jean Ross Howard, Washington, D.C.; GENERAL

SPARKLER — Fay Gillis Wells, Washington, D.C.

Each and every Ninety-Nine should be aware that awareness of and active participation in every aspect of the Star Program will contribute toward our goals of involving the people of the world and promoting international goodwill; will contribute to the national ecology and beautification efforts, leaving behind a Forest that will grow into America's third century; and will focus on the continuing contribution of women to excellence in aviation. All of these efforts will bring us closer to making the Bicentennial a meaningful event for all Americans.

IN THE SPIRIT OF '76 - "LET IT BEGIN WITH ME"

International Air Age Education

by Linda M. Hooker, Chairman

With less favorable flying conditions settling in on most of us during these winter months, why not do that Air Age Education project you have been planning to do but just have not had time for during the holiday season. January and February are particularly good months for such AAE projects as a library display. Nearly every school and public library will be most receptive to having an aviation display put up somewhere in the library. For those of you who may be at a loss as to where to start, I offer the following suggestion.

Assemble a "Birth of Aviation" display featuring the Wright Brothers' first flight. For this display there is an excellent 16"x20" poster called "The Wright Brothers' Flyer" (black and white) available for \$1.00 from the National Aerospace Education Association which would make a very nice center for you to work around.

Also available from the NAEA is a series of 10 black and white captioned pictures entitled "The Wright Brothers' Portfolio" for \$1.00 per set. Surround the "Flyer" with this series of pictures. Offer to assist your librarian in pulling a number of books on aviation (i.e. books about the Wright Brothers, Charles Lindbergh, Amelia Earhart, Jacqueline Cochran (one of our own 99s), Jacqueline Auriol, Eddie Rickenbacker, Robert H. Goddard, etc.) and place on a shelf under or adjacent to your display. Add to this any aviation magazines you may have around the house, a copy of the FARs, any flight training manuals or brochures (i.e. Private Pilots Handbooks, Commercial Training manual, Instrument flight manual, Careers in Aviation, etc.), and BINGO you have a library display. In addition to this, those of you who are ambitious may want to consider constructing one of the model airplane kits available of the Wright Brothers' "Kittyhawk" to add to your display. This project can be very educational for you as well as others.

This type of display can be rotated to other school and public libraries in your area. It could also be placed in the lobby or reception room at your local airport, your dentist or doctor's office, or just about anywhere that people gather.

Remember, a little imagination can go a long way and it, combined with an Air Age Education project could be the beginning of a new and exciting adventure for you as well as others.

To order the above-mentioned Wright Brothers material, write: National Aerospace Education Association 806 15th Street, N.W. Washington, D.C. 20005

Join NAEA TODAY!!! It is well worth the \$10.00 membership fee.

Notams

Valera Johnson, International Scrapbook Chairman, reminds Chapters to send copies of **everything** — news write-ups, photos, letters, chapter programs, all types of historical news relating to the 99s — for inclusion of importance in our own scrapbook. And, please do it **Now**. Address: 525 S. Main Street, St. Clair, Mo. 63077.

(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

Jo Ann Steiert, Los Angeles Chapter, Nov., 1973, died in a crash on takeoff from Brackett Field. (A memorial has been established by the Los Angeles Chapter to which you may contribute. See Los Angeles Chapter report.)

Christine M. Ruck, member of the Tucson Chapter of the Southwest Section, killed in a night flight crash the Coastal mountains on November 15th. (See Tucson Chapter report.)

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APT by Margo Smith

Officially, Greater Seattle Chapter, N.W. Section is 100% APT — the first Chapter to achieve that elusive goal, voluntarily. **Congratulations!** The Columbian Orchid, Australian and French Sections are 100% APT, by their countries' regs. Mde. de Beauregard, Governor of the French Section tells me they have a required annual checkride and medical plus a minimum of three hours flite time per six months.

New England APT Chairmen please note: Sue Stidham will continue to serve as Section APT Chairman! (Listing Joan Burley in the roster in that capacity was done by gremlins thereby proving Murphy's Law.) Sue's address is 3204 Mossrock Dr. No. 106, Austin, Texas 78758.

How the energy crisis and the mammoth, monstrous cutback in fuel for general aviation will affect all of us is unpredictable right now. I suggest getting APT early in 1974 before your favorite instructor finds other employment!

Like everyone in the U.S., I too am disturbed by the lack of trust and confidence there is in elected public officials. We all have an opinion and hindsight about what should or might have been done or not done. And we feel helpless and voiceless.

I feel that in 99s we have a healthy, ac-

tive organization — granted, with slightly specialized interests. We have capable, elected representatives. We project a favorable image to the rest of the world — that of an active group of independent, progressive, non-militant, adventurous women. (No one is ever ashamed of having a pilot's license!)

If we are to protect that image and the organization to which we proudly belong, we need to do more than reap the social benefits. Each of us has two basic duties. (1) to keep proficient in our flying and (2) to participate in the 99s by pondering the issues, giving our opinions and voting to elect representatives who execute our decisions.

Currently circulating, there is a letter from me addressed to the International Board of Directors and all Governors recommending the modernization of the requirements for membership status. (There have been no major changes since 1929.) I won't take the space to give the background but you can obtain a copy of the letter from your Governor or Section APT Chairman. This proposal was reviewed by the Board at their November meeting, when it was recommended to change the present membership categories to only three.

Briefly they are: (1) **APT** — current medical and valid pilot's license. Would mean a flight review or checkride at least biennially. Would be requirement for joining. (2) **Sustaining** — lapsed medical or pilot's license. (3) **Life** — generally same as in current roster.

Note: all rights and privileges now extended to 99s including voting and holding office will be the same for all 3 categories. However only APT 99s may hold International office.

The terms APT and Sustaining are **tentative** only. The old terms Active and Inactive would be deleted. (Once a 99, always a 99.)

The Resolutions Committee will prepare the resolution for action by the duly elected delegates to the Convention in August in Puerto Rico. Meantime, it behooves each of us to write suggestions to the Board and Resolutions Committee, to discuss the proposal in advance, to elect responsible delegates who would vote for you according to the discussion at the Convention (please don't tie their hands!) Instead of bogging down in volumes of words at Convention, let's choose the **right** words ahead of time, offer constructive suggestions to the Resolutions Committee to assist them. We must modernize now!

Chapter Personalities *continued from page 7*

Dotty Birdsong

President of Birdsong Beechcraft in Tampa, Florida, where her husband Charles, also a pilot, usually has his Birdsong Motors business as sponsor for his wife's racing activities. Dotty is a youthful-looking mother of three, and **grandmother** of four.

Jean McLaughlin

Another one: "Really thought we were going to spend some more time in Costa Rica because when we arrived at San Andreas without visas which we have not yet had (only passports) and everyone assured were not necessary, immigration told us we could not stay! We asked could anything be done, anyone we could call — only "no." Now I must tell you, in case you ever run into a similar problem, that it was about 2:00 p.m. My husband went to the tower to file a return flight plane, while the airplane's owner tried to purchase fuel. The fuel truck was busy and each minute counted as the clouds were building over the pass through which we must return and thunderstorms plus darkness would soon prevent our return. My girlfriend and I ran into a captain on a DC-7 from the states

who called the owner of the hotel and he immediately came out to help us. In the meantime, our captain had told the men in the tower of our situation and one of them took over. "Do not worry. You will not have to return today as it would be too dangerous." He and our two men took a taxi to the boss of immigration's home (you see this all happened at siesta time and he was napping), where he told them he would be back in his office at 4:00. Sure enough, by 4:15 we had visas for four days, which is what we had wanted."

Although for this trip Jean was "just a housewife," she is also dedicated to aviation. She has been flying for thirteen years logging some 4,500 hours, and has her CFI, as well as ATP ratings. Most of her enjoyment in flying she wants to pass along to wives of pilots who are "scared." She conducts her own mini-AOPA pinch-hitter, and has achieved some remarkable results — as for instance, a man who had been flying for nine years, and after Jean gave the wife four hours of her "course," she went flying with him on a trip for the first time!

Jean and 49 1/2 Francis (who also has his ATP and 20,000 hours) have three children, and one grandbaby. He was her instructor, and they still fly together for the "fun" of it.



When You Are In
Hawaii
Please Call Us
Pat Kelley Shearer
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Trippi Ahrens
373-2609
Betty Skold
949-4908
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NEW MEMBERS

NOVEMBER, 1973

MEMBERS AT LARGE

Haube, Frances Rogers (Edmund Dale)
165 Eng Kong Garden
Singapore 21, Singapore
668358
Morchand, Denise Dewan (Bill Holz)
P.O. Box 46968, Nairobi
Kenya, East Africa
Stewart, Heather S.
P.O. Box 4407, Nairobi
Kenya, East Africa

FINNISH SECTION

Hautala, Leena Hannele (Jukka)
Riihipellont 3C31
00390 Helsinki 39, Finland
(0) 377022
Ikonen, Kati (Jussi)
22100 Mariehamn
Finland
Martikainen, Arja Tuulikki
Markkinatie 6 B 19
00700 Helsinki 70, Finland
90-352525

SOUTH AFRICAN SECTION

Hunt-Davis, Valerie Grace (Derek)
P.O. Box 68046, Bryanston
Sandton, South Africa
Johannesburg 706-5432

SOUTH CENTRAL AFRICA SECTION

Ambrose, Betty Doreen (Dermot)
MP 24, Mt. Pleasant
Salisbury, Rhodesia, So. Africa
885338
Corujo, Maria Manuela (Manuel Jose)
AV. Serpa Pinto No. 183
Luanda, Angola, So. Africa
25884
Olds, Cheryl Carolyn
6 Knowtop Drive, Greendale
Salisbury, Rhodesia, So. Africa
45221

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Comerford, Marilou T. (William M.)
2104 Dutton Crescent
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Canada
613-749-3028
Maple Leaf
Ellery, Jean C. (Keith)
RR 1, Woodstock
Ontario N4S 7V6, Canada
519-537-3836

WESTERN CANADIAN SECTION

Alberta
Thiessen, Margaret A. (Abe)
Box 27
Forestburg, Alberta, Canada
403-583-2203

NEW ENGLAND SECTION

Eastern New England
Bevilacqua, Arlene Marie (George)
40 Irving Drive
Walpole, MA 02081
617-668-7996

NEW YORK-NEW JERSEY SECTION

Finger Lakes
Haag, Sheila Smith (Richard)
564 White Springs Rd.
Geneva, NY 14456
315-789-3120
Middlebrook, Patricia C. (Daryl L.)
RD 2
Penn Yan, NY 14527
315-536-4772
Phillips, June S. (Charles, Jr.)
P.O. Box 57
Keuka Park, NY 14478
315-536-9882
Garden State
Mammel, Wanda Lee (Lewis H.)
17 Parkway Place
Holmdel, NJ 07733
201-946-8429
Long Island

Coderre, Anita Angela (Frank)

263 Blue Point Road
Holtsville, NY 11742
516-472-2317

MIDDLE EAST SECTION

Eastern Pa.

Ludwig, Barbara Ann (Alfred L.)
900 Allen Drive
Yeadon, PA 19050
215-CL9-3954
Robinson, Mary Schroeder (R. Desmond)
9601 Ashton Rd., Apt. J-16
Philadelphia, PA 19114
215-698-1320

Virginia

Baldwin, Mary Anne
8807 Gramel Street
Norfolk, VA 23503
804-587-3590

Wash. DC

Hirsch, Mary Hanson
10106 Sabin Drive
Manassas, VA 22110
703-361-6978

SOUTHEAST SECTION

Fla. Suncoast

Herndon, Doris J. (Barney, Jr.)
414 Cranberry Lane
Brandon, FL 33511
813-685-1333
Hicks, Barbara Ann
101-23rd Avenue North
St. Petersburg, FL 33704
813-868-8060

Tennessee

Steen, Phyllis Irwin (Robert J.)
Rt. 3, Box 66
Kingston, TN 37763
615-376-7043

NORTH CENTRAL SECTION

All Ohio

Kelley, Janet Rae (Jim W.)
805 South First St.
Trenton, OH 45067
513-988-0652
LaVigne, Deborah A. (Paul)
36 N. Collier St.
Xenia, OH 45385
513-376-3187
Meek, Madelaine Means (H. Kenneth)
122 Lorish Avenue
Wilmington, OH 45177
513-382-8114
Velesky, Martha A. (John J.)
4128 Shawnee Trail
Jamestown, OH 45335
675-2831

Central Illinois

Boyd, Joan Marie (John K.)
1426 Woodridge
Danville, IL 61832
217-446-8026
Phillips, Ronda J.
440 West Carroll St.
Paris, IL 61944
217-465-1855

Ritter, Ruth A. (LeRoy B.)

3772 N. MacArthur Road
Decatur, IL 62526
217-877-2461

Chicago Area

Conroy, Betsy Reed
212 S. Humphrey
Oak Park, IL 60302
312-386-2102
Curtin, Joan Annette (Robert)
828 Algonquin Road
Arlington Heights, IL 60005
312-825-3175
Renshaw, Marilyn Sophia (William B.)
3480 Lake Knoll Drive
Northbrook, IL 60062
312-498-2885

Gtr. St. Louis

Kilby, Peggy June (Parker)

Rt. 1, Box 161
Foristell, MO 63348
314-673-2427
Schueler, Ruth Nettie (Albert J.)
8978 Belmar Ct.
St. Louis, MO 63126
314-843-6013

SOUTH CENTRAL SECTION

Albuquerque

Slawson, Bettie-Jo
956-B Louisiana Blvd., NE
Albuquerque, NM 87110
505-255-6689

Dallas Redbird

Sexton, Sandra Jean
515 Lee Street
Cedar Hill, TX 75104
214-299-5143

El Paso

Thomas, Polly Ann (John P.)
3112 Titanic Drive
El Paso, TX 79904
915-751-5227

Omaha Area

Pickhink, Diane Kay
3402 North 93rd St., No. 3
Omaha, NE 68134
402-572-1868

Shreveport

Hiern, Sara Smith (Barrie C.)
1506 Cross Lake Blvd.
Shreveport, LA 71109
318-631-0858

Pilkinton, Amy L.

Rt. 1, Box 402 AC
Bossier City, LA 71010
423-6054

NORTHWEST SECTION

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Arima, Elizabeth Dell (Wallace)
3624 DeBarr, Box 3-064
Anchorage, AK 99501
907-279-7851
Miller, Edith Elizabeth (M. Carl)
SRA Box 1540, Rainbow Ave.
Anchorage, AK 99507
344-3129

Talbot, Marion Lloyd
3020 Teleqana Drive
Anchorage, AK 99503
907-274-5496

Wade, Mary Elizabeth (Hugh G.)
4800 Shelikof St.
Anchorage, AK 99507
907-344-5800

Willamette Valley

Wicks, Rene Louise
1180 East 22nd Avenue
Eugene, OR 97403
503-686-9780

SOUTHWEST SECTION

Long Beach

Bray, Nancy Vyyjala (Bannister R.)
2532 Hermosa Ave., A
Hermosa Beach, CA 90254
213-374-1218

Los Angeles

Garvey, D. Wave (Donald P.)
2604 Manning Avenue
Los Angeles, CA 90064
213-475-2241/838-9928
Rumm, Jeanne Louise
8019 Irving Avenue
No. Hollywood, CA 91605
213-767-1946

Monterey Bay

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Salinas, CA 93901
408-422-2177

Mt. Diablo

Howlett, Patricia Erskin (Nelson E.)
3692 DeRosa Court
Concord, CA 94518
415-687-8313

Rollen, Lucile Katherine (Leo F.)
2437 Cardinal Court
Concord, CA 94520
415-689-2950

Orange Cty

Baker, Shirley Ann (Thomas H.)
14662 Comet St.
Irvine, CA 92705
714-551-2722
Farrar, Betty Jean
340 Cypress No. 5
Laguna Beach, CA 92651
714-497-2609

Phoenix

Johnson, Dianne Joyce (Alan W.)
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Phoenix, AZ 85013
602-263-8783
Rausch, Julia Ellen
749 E. Maryland Ave., No. 2
Phoenix, AZ 85014
602-264-7169

Redwood Empire

Hussey, Elaine Tenn (David)
1830 San Pedro Avenue
Berkeley, CA 94707
415-525-5762

San Fernando Valley

Horvat, Patricia Anne
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Los Angeles, CA 90038
213-465-4757

San Gabriel Valley

McQueen, Frances Ann (Donald M.)
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Covina, CA 91723
213-339-5251

Santa Paula

Niles, Barbara Jean (William L.)
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805-647-6335
Riley, Carolyn Ruth
127 Highland Terrace
Camarillo, CA 93010
805-482-2653

Ross, Jacquelyn Ardith

127 Highland Terrace
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Crownover, Beverly Ann
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707-542-3324
Dunn, Melva Mae (Robert W.)
4440 Old Redwood Hwy., No. 20
Santa Rosa, CA 95401
707-528-4256

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Unger, Virginia Elmgren (Thomas G.)
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Re-instatements

FINNISH SECTION

Aho, Iiris Anelli (Aarno A.)
Suviukuja 4 A 6
02120 Tapiola 2, Finland
22941
Blomstedt, Riitta (Petri)
Toppeluksenk 31 A
Helsinki 25, Finland
442 534
Laurila, Ritva Anelli (Heikki)
Ayrantaantie 34 A
012140 Laajalahti, Finland
Mainander, Barbro Anita (Paul Olof)
Kosulankatu 6
Varkaus, Finland
2439

Salotaival, Leila
Yliopistonkatu 9 A 30
Turku, Finland
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Vilenius, Marita (Veikko)
Ahtari KP 1
Ahtari, Finland
202

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Klaue, Charmaine (Franz W.)
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First Canadian
Frieberg, Gerda (Louis)
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Willowdale, Ontario, Canada
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Warwick, RI 02889
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Palombi, Joan M. (Philip J.)
204 Pleasant St.
Lawrence, MA 01842
617-682-4492
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Chandler, Ann L. (George J.)
RFD 2
Barre, VT 05641
802-476-6328
Mack, Patricia H.
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Orford, NH 03777
603-353-9119
Riehle, Hope Maynard (Theodore M.)
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So. Burlington, VT 05401
802-862-7814

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Rifton, NY 12471
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Long Island
Kiser, Mary B.
21 N. Porchuck
Greenwich, CT 06830
203-661-3783
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LaMarca, Audrey Parsons
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716-297-4079

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Camp Hill, PA 17011
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Hull, Mary Mason (James W.)
RD 2 Spring Garden
3015 Warrensville Rd.
Montoursville, PA 17754
717-368-1629
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Schaad, Myrna Jeanne (Edwin L.)
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Pittsburgh, PA 15236
412-653-4288
Tri-Cities
Groves, Alice Ellen (Louis, MD)
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304-846-6113
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Volkmann, Nancy Gale (John M.)
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804-340-2964
Wash. DC
Mahie, Evelyn (Christoph)

Via Verbano 34
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Upton, Durette M. (A.J.)
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Griffin, Bernice Irene (Noel E., Jr.)
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904-357-2326
Fla. Suncoast
Diamond, Joyce Teetor
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813-894-2363
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Schultz, Marjorie Louise
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Memphis, TN 38117
685-9912
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Burroughs, Bettie Jo (Charles A.)
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317-362-4755
Richard, Gail Regis (Robert J.)
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Top of Texas
Crabtree, Cynthia Heil (Elliott)
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Fair Oaks, CA 95628
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Cannon, Patricia Lee (Jeffrey)
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Santa Clara Valley
Hitt, Janet R. (William C., Jr.)
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Los Altos, CA 94022
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Schock, Margaret G. (Ray)
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VOLUNTARY FUEL REDUCTION

If you're going to get maximum use of your airplane in the current Energy Crisis, you're going to have to conserve your fuel — make your available fuel go further. Here are ten ideas to help:

1. **KEEP GROUND OPERATIONS TO A MINIMUM.** Substantial fuel can be saved by reducing the time that the airplane is operated on the ground. A call to the tower before starting the engines, reduced taxi power and a short run-up time before takeoff will all result in fuel saving.
2. **CLIMB EFFICIENTLY.** Use the speeds recommended in your owner's manual. Lean your engine during climb — your owner's manual tells you how. Higher powers are normally used during climb and fuel is consumed at a high rate. During this time — proper leaning can result in substantial fuel savings.
3. **FLY HIGH.** For a given power setting true air speed increases with altitude, resulting in more miles per gallon of fuel.

Light airplanes can gain from 5% to 10% additional gasoline mileage by operating at higher altitudes.

Don't fly at an altitude where the speed gain is offset by unfavorable winds.

4. **RIDE THE WINDS.** Ask for winds aloft information and take advantage of altitudes where favorable winds are available. This can save substantial fuel. For example, a 20 mph tail wind adds 10% to a 200 mph airplane resulting in a 10% savings in fuel. If you throttle back to travel at the same speeds, you'll still save 10%.

5. **THROTTLE BACK.** The use of lower power settings is the most important single thing that can be done on every trip to substantially reduce fuel consumption with only a small increase in trip time.

Generally, the total fuel consumption on any given trip will be reduced by approximately 12% to 15% by selecting 55% power instead of 75%. Although the percent of savings varies slightly from model to model, the rule applies to single or multiengine planes. The additional time added for each 100 miles of cruise flight will average only four to six minutes.

6. **FLY A STRAIGHT LINE.** Planning so that your flight will be direct to the airport closest to your destination is a very simple matter when flying VFR and very practical when operating IFR by requesting direct routing and enroute vectors. Modern navigation equipment can be effectively utilized to fly direct and shorten the miles between points.
7. **KNOW YOUR AIRPLANE.** Your owner's manual contains many pages of operating and maintenance information about the most efficient and reliable use of your airplane. Particular attention is called to the cruise performance charts, which establish power settings for maximum range and endurance of your airplane. Knowing this information can give you substantial fuel savings.
8. **MAINTAIN YOUR AIRPLANE.** Good mechanical condition of your airplane is very important for efficient operation and, therefore, the best use of fuel. Even cleanliness is important. A clean exterior, especially on the wing leading edges, results in better fuel economy.

Place your airplane in the hands of your dealer for proper care.

9. **PLAN AHEAD.** Time spent on the ground in flight planning will avoid needless delays on the ground, unnecessary fuel stops and other conditions that can be wasteful of time and fuel.
10. **FILL EMPTY SEATS.** Whether it's company flight operations or an individual business trip, a little effort in coordinating and scheduling can provide many miles of travel with no additional use of fuel by filling empty seats.

Your light Airplane is one of the most energy-efficient forms of transportation available — much better than most cars.

Use your airplane. It's a responsible use of fuel.

BAKERSFIELD CHAPTER Margaret Harps, Reporter

Bakersfield 99s hosted the coffee break for the F.A.A. safety seminar in Nov. for some 400 pilots. They plan to do the same for a Dec. safety program. This will be the 4th seminar and with an increase in attendance from about 100 to an anticipated 500 for the next meeting.

Charlene Mackessey is now receiving congratulations on her instrument rating.

Maxine Turner has been chosen by the Taft Business and Professional Women's Club for the "Woman of Achievement" award. Maxine has been working for Crocker National Bank for the past 23 years, holding the position of utility clerk. Maxine has a commercial rating and has just earned her instructor's rating. She is working on an instrument rating.

Maxine and Ted, who is also a pilot, have a new Cherokee 140. Add a son and a daughter to the family and you know Maxine keeps busy.

Members of our chapter enjoyed a discussion and film on parachuting by Joan Emmack, former member of the U.S. women's parachute team. Following the discussion they saw parachutes packed at Art Armstrong's hangar called "the Loft." Art is owner of the Taft School of Sport Parachuting. Art then arranged for the 99s to watch students jump. Joan do a "style" jump, and, to see the precision jump of the new "square" parachute. With winds aloft of 25 knots, it proved very interesting.

EL CAJON VALLEY CHAPTER Helen M. McGee, Reporter

Our Vice Chairman, June O'Neill, who is presently living and working at Grand Canyon in all the beauty of pines, snow and Arizona, invites all her friends to fly in for a few days of fun and relaxation with her.

Santa Monica's 50th anniversary dinner dance in November at Hughes Hangar was jammed with pilots, parachute jumpers, wing walkers, astronauts, and all aviation oriented friends sharing stories, dancing the Charleston, antique airplanes and cars. Helen McGee representing this chapter also enjoyed Arthur Godfrey's comments MC-ing.

Dottie Sanders is presently in the Bahamas flying co-pilot for Jan Gammel of Denver, participating in the Treasure Hunt Air Race. Also from the San Diego area enjoying the sunshine with them, are Marian Banks and Wanda Cummings. They celebrated in New Orleans on Thanksgiving Day with southern turkey and made it to the Grand Bahamas before race entry deadline.

Vi Chambers, Virginia Renn, Chuck and Doris Taylor flew to Santa Barbara on a recent Sunday on a DRF flight.

During the Thanksgiving holidays, Lynn Coulthard flew Betty Wharton of the San Diego Chapter and her husband Claude to Concord to pick up her plane, stranded there since the October PAR. Vi and Larry Chambers on their way to Sacramento to visit friends at the same time, exchanged plane-to-plane greetings.

A joint Christmas party with the San Diego Chapter was highlighted with a

"Toys-for-Tots" sharing and giving experience — one of the true reasons for Christmas. Lynn Coulthard's movies from her two months stay in Australia provided part of the festivities.

LET'S ALL KEEP FLYING — AND FLY APT THIS COMING YEAR.

FRESNO CHAPTER Betty Martin, Reporter

We are still recovering from our Halloween dance on October 27. It was a great success both socially and financially.

On November 27 and 28 we assisted the FAA with Operation Raincheck.

There has not been much flying lately due to weather. Lois and Jerry Beeler flew to Arizona for Thanksgiving.

As reported last month, most of us are APT and it is certainly a very nice feeling.



Voline Dodgson in left seat ready to take check ride with instructor, Judy Eggleston.



Fresno Chapter Chairman, Theola Nutt, receiving Safety Pin from Jack Patrick of FAA.

GREATER OGDEN AREA CHAPTER Lei Howard, Reporter

Hi, once again. Due to an upset in our membership I now have the dubious pleasure of writing for the chapter. I say dubious because we might be the smallest chapter right now or at least close to it but we **have** the busiest people any chapter can have.

Since we have been so busy I must report three months' activities at once. Some of this is due to the fact that I have become terribly absent-minded. When you are a grandmother for the **first** time you perhaps can be forgiven for overlooking

some things. That's right, one new future pilot born into our family this month, November. It's boy-type, eligible for the status of 49 1/2er.

In September, your Greater Ogden Area Chapter held a fly-in on 15th. Much to our surprise since we organized it rather quickly, we had a marvelous turn-out. Thanks to all local aviation lovers, and members of the Experimental Aircraft Assoc. We were supposed to be open only 12 noon to 4 p.m. but we were so busy having fun showing off our completed room that the time flew and it was nearly 7 p.m. before we closed our doors on a lovely and interesting afternoon.

It also happened that Fran Hammond, our newest member pilot, was marrying off a daughter that day.

Our October meeting was held at the Sherwood Hills Inn in the lovely scenery of Brigham City Canyon. Fall had put on its loveliest dress for the 99 Birthday dinner. Among the evening's events, was presenting Maurine Shurtleff, now happily Mrs. Don Baird of Brigham City, with a wedding present. We also had the pleasure of meeting and greeting Betty Vandergraff, who though licensed, has not been active in flying fields for many years. We hope she will seriously consider taking an active part in the 99s.

November brought Frank Moreno, tower operator, to our humble abode to discuss "procedures" with us. We were happy to welcome our newest member, Ruth Kendrick. Joan Winterling and hubby Skip will be moving to Hawthorne, Nevada on or about Jan. 1, 1974. We will miss you, Joan and Skip, and wish you much happiness in your new home.

We are pleased to mention that our talented and energetic chairman, Joan Williams, has started a chapter newsletter which keeps us all informed of local happenings between meetings. We, though small in membership, have a most interesting group of people!

To all of you, from the Greater Ogden Area 99s. A VERY HAPPY HOLIDAY SEASON!

LAS VEGAS VALLEY CHAPTER Liz Heller, Reporter

The chapter started off their airmarking season by repainting the marking at North Las Vegas Air Terminal. Those helping were Marie McMillan with 49 1/2er Mac and Gofer Jeff, Bonnie Clayton with her 49 1/2er Don, Lois Erickson, Nancy Schirmer, Nancy Craddock, Liz Heller, Betty Slater, Honey Pyes, Carole Vilardo and Jane Leighty.

Marie McMillan ferried a Cessna 150 from the factory in Wichita to Las Vegas recently.

Lois Erickson and Nancy Craddock are working on their instrument ratings. Marie McMillan will be taking her commercial checkride very shortly.

We had a good turnout at the last meeting to hear Win Karish, safety specialist of the GADO office, speak. Shortly we will be welcoming some of the Long Beach Chapter members on their fly-in to Vegas.



Powder Puff Will Yield to Fuel Shortage

Race Cancelled for 1974

In view of the national emergency with regard to the fuel shortage, the board of directors of the All-Woman Transcontinental Air Race has voted to cancel the 1974 Powder Puff Derby. The race had been scheduled to take off from Riverside Municipal Airport, Riverside, California, on June 29, 1974 and to terminate at Boyne Mountain Airport, Boyne Falls, Michigan. Designated airports en-route were to have been Casa Grande Municipal Airport at Casa Grande, Arizona; El Paso International Airport, El Paso, Texas; a must-stop at Hale County Airport, Plainview, Texas; Riverside Airport, Tulsa, Oklahoma; a must-stop at Lincoln Municipal Airport, Lincoln, Nebraska; Quad City Airport, Moline, Illinois; Toledo Express Airport, Toledo, Ohio for a total of 2,588.53 statute miles. The initial trailblazing of the route was done in November and high enthusiasm among all those involved along the way was evident. It is with the deepest regret that the decision to cancel the 28th Annual Powder Puff Derby was necessary.

Commemorative Powder Puff Derby Album

to be Issued to Maintain AWTAR Continuity

Once the decision was made to cancel for 1974, the prime concern became how best to keep the Powder Puff Derby alive, both in spirit and in fact. On the practical side, some expenses have already been incurred for 1974 and there are year-round maintenance costs for which commitments have already been made. Equally important was the question of carrying forward the AWTAR purposes in a year with no race.

The **Powder Puff Derby Commemorative Album**, to be published in July in an 8 1/2 x 11 magazine format, will help realize both goals in keeping AWTAR a vital on-going organization. The album will include a complete AWTAR history, a review of each year's race, photographs of people and places, and much, much more. The Board will be happy to consider all suggestions for material to be included. Perhaps you may wish to write a letter on the meaning of AWTAR to you; excerpts from representative letters will be included in the album.

If you have participated in even one Powder Puff Derby — as a contestant, as a 99 committee member along the route, or as a spectator, this album will revive half-forgotten memories. If you have not yet participated, we hope this album will serve as an invitation to join in when AWTAR takes to the air again. "Let it happen to you."

A Message from AWTAR:

With the greatest reluctance, I must announce that there will be no Powder Puff Derby in 1974. You can imagine, I am sure, the soul-searching which preceded this most difficult decision. The pull of the heartstrings was in one direction but the weight of reason was in another.

And now I would ask your help in keeping AWTAR alive in both spirit and in fact. A Powder Puff Derby Commemorative Album is being planned to accomplish this dual purpose.

I invite your participation in the preparation of the Powder Puff Derby Commemorative Album, and I urge you to order one or more copies at pre-publication prices. In this way you will have a chance to relive moments of past races and to keep the AWTAR alive for future races.


Kay A. Brick, Chairman
AWTAR Board of Directors

AWTAR/All-Woman Transcontinental Air Race, Inc.
Teterboro Airport, Teterboro, New Jersey 07608

Dear AWTAR Board,

Please reserve me _____ copies of the Powder Puff Derby Commemorative Album at the pre-publication price of \$7.50 (postpaid) ☐ I am enclosing payment now. ☐ I will send payment before June 1, 1974.

Name _____

Address _____ City/State/Zip _____

Orders and remittances postmarked later than June 1, 1974 should be in the amount of \$12.50 (post-publication price.)

Note to previous AWTAR contestants:

If you would like to have your picture included in the special section on contestants, please fill out the form below and send us a black and white picture of yourself (either taken when you raced, or a current one) along with an additional \$2.50 (total of \$10.00) for half-tone processing. Must be received before March 15, 1974.

Name when contestant _____

Name now (if different from above) _____

Years raced _____

Brief Aviation biography (be sure to include ratings, hours, memberships, type of aircraft flown, where you placed, etc.) _____

These thumbnail sketches will add valuable information to our files.

LONG BEACH CHAPTER

Jean Pyatt, Reporter

We welcome new members Nancy Bray, Shirley Brown, and Carol Gooler. Nancy attended the Pinchhitter Mechanic Course at Northrup Institute of Technology in November, which was sponsored by the Los Angeles Chapter. We're glad Adele Young has rejoined our chapter. Sandy Critchell has received her Instrument Rating and become engaged to George Clary, a Test Engineer at Rohr as well as an instructor at Bates Arrow. Congratulations to Angela Masson and Nina Laughbaum for placing second in the Kachina Doll Race. Jean Pyatt has passed the CFI written examination.

Santa Monica Airport celebrated its fiftieth anniversary on November 10 and 11. The banquet, with Arthur Godfrey as honorary Master of Ceremonies, was well attended. Marilyn Twitchell flew 3c a pound rides on Sunday with the Los Angeles Chapter. Emma McGuire has tied down her beautiful new Cessna 182 at SMO.

Wally Funk spent two weeks in Oklahoma City studying Air Taxi Operations. We hope that many of you got to see her on the Mike Douglas show on November 23. Jean Schiffman is acting as secretary for the Western Institute of Aviation. Lloyd Haynes' program for underprivileged youth, Education Through Aviation, begins again in December with some of our Long Beach 99s giving rides on Saturdays. Pat Shearer visited with us briefly in November in her capacity as International Membership Chairman.

Janice Gerber has received her "Safety Pin!" She is working at Southwest Skyways in Torrance. Betty Gabrielson and her husband, Walter, are building a Pioneer 11 sail plane. Betty is now employed at Rose Aviation in Hawthorne. Our flying travels include: Gene and Jim Fitzpatrick and daughter, Kay Woodson, to San Diego for the start of the PAR; Gene and Jim to Carlsbad, New Mexico, to visit Dolores Reed of the San Fernando Valley Chapter; Margaret Calloway to Colorado and Montana; and Millie Kruger to Phoenix for Thanksgiving.

NORTHERN ARIZONA CHAPTER

Eloise Selvidge, Reporter

Charles Rutledge, accident prevention specialist from the Scottsdale, Ariz., FAA office, presented a long and complicated briefing on Part 61 to the Northern Arizona Chapter of the Ninety-Nines and friends Nov. 8 in Cottonwood, Ariz. The briefing was necessarily long and complicated because so is part 61, but the speaker brought it down to manageable proportions by using slides which quoted the various salient sections and subsections. While each slide was on the screen, Mr. Rutledge gave a concise explanation and in some cases used examples as illustration. The audience, which numbered about fifty, paid rapt attention. After an intermission for coffee and other strength restorers, the program was concluded with two films. One was a new film on wake turbulence which showed experimentation with smoke makers carried by heavy aircraft, and other smoke makers installed beside runways where large aircraft were operating. The vortices made visible by this means were a hair-raising sight.

The meeting was presided over by Eunice Dickey, newly elected chairman of

the Northern Arizona chapter, who introduced the speaker.

ORANGE COUNTY CHAPTER

Darlene Brundage, Reporter

June 29 is the current word in Orange County and in Riverside, California. The PPD Start is the main topic. We finally agreed on what we are going to wear, a major decision, and are still working on what we are going to do. Amid all the meetings and pointed conversations, the chief decisions arrived at are that we will do whatever is necessary or within our power to get the race pointed from Riverside to Boyne Mountain, Michigan next summer.

Our Vixen Frisk this year is planned for March 22 (rain date 29th) out of Fullerton Airport. We've planned a slightly different game this time, allowing male pilots in addition to female of the past seven years and changing the rules from proficiency race to speed-type. Hopefully, our "Chauvinist Special" will attract not only new entries but also attention of the local press to the Derby start in June. Esther Grupenhagen and Darlene Brundage are at the helm.

Our hearts are out to Carol Simmers on the recent loss of her 49 1/2er, John.

Margo Smith is bragging about L.A. Chapter's "Mechanics for Pilots" seminar. She said we all "Missed It" if we missed it. (On the other hand, Margo, you have been known to pass out misinformation to me, too, like the fact that there was no 99 News copy due for the October issue. Still, we'll take your word and try to make the next mechanics seminar.)

The Christmas Party was in conjunction with LGB Chapter at the Naval Officer's Club, Terminal Island, Long Beach.

Off on the Roadrunner in November were 49 1/2ers Pete Paoli and Howard Rinehart and Max Grupenhagen. Doing the Kachina Doll were Sylvia Paoli and Mitzi Rinehart and Esther Grupenhagen. Max placed 7th in the men's, and Sylvia and Mitzi placed 7th in the women's, with Esther in 8th.

Zona Appleby is hard at work, not only on the PPD Start but on forming a new Chapter in the Riverside area called "Inland Empire," hopefully being chartered at the PPD Start. Their first get-together was November 17 and was attended by hopeful charter members: Sonny Robinson (LVS Chapter), Lynn Greer (SND Chapter), Sonja Scott (former O.Co. member), Karen Thom, student pilot and Dorothy Coleman (Palomar Chapter) and Zona. It was a rather wet day and although several O.Co. members planned to fly in to the meeting, Betty Ackerman and her 49 1/2er were the only brave people to drive to it.

REDWOOD EMPIRE CHAPTER

Nina Rookaird, Reporter

The Redwood Empire Chapter met at the San Rafael home of Nancy Buckalew. We had the pleasure of having Joyce Wells, Bay Cities Chapter Chairman, visit with us. She reported on the progress of her Chapter's endeavor to obtain the P.P.D. terminus from Oakland in 1975. We also discussed plans to combine chapters for a mechanics seminar.

Frances Gauger, our Fly-in Chairman, pinned a special corsage on Lynn Ahrens, since she was the only one to make it to our Auburn Fly-in. Frances Gauger also tested us on weather sequences and minimums — a good way to remind us of details that we never thought we would

forget.

Lynn Ahrens and Nina Rookaird visited the Hamilton Field CAP meeting. It is a very active group.

Plans for the Christmas Party and visiting the Physiological Chamber at Castle were made.

Nina Rookaird attended the FAA Clinic in Concord at the Sheraton. Ken Garland spoke on care and treatment of engines. Coral Bloom, Sacramento Chapter, was holding her Diablo Valley College ground school class there that night, also.

Janet Allbeck presented the Chapter's Woman of the Year Award to Louise Ramsey. Congratulations. The news reporter will have the picture in the 99 News if the processing company ever finds the film.

RENO AREA CHAPTER

Hazel Hohn, Reporter

This month's column is going to be a short one. The November meeting was cancelled, and hardly anyone has been flying. Chairman Kay Schlinkmann and May Haskell drove down from Truckee, Calif., for the Nov. meeting in very stormy, snowy weather. When they got to Reno Airport, they called Katie Bolstad who said in amazement, "You're not calling from RENO, are you?" Katie advised them to get right back to Truckee (it took them 3 hours) and said she'd call everyone and cancel the meeting, and notify the members that the Christmas party would be held at her house on Dec. 17.

Gerry Gardiner has sold the Convair. She's co-pilot for RAM Aviation, and is flying a Dove DH 10 on a daily round trip from Carson City to Las Vegas.

I sold an aviation article on the first flight in Nevada to the Las Vegas Review Journal, and am working on getting a historical marker erected in Carson City to commemorate this event. The flight took place on June 23, 1910. Werner and I have also been attending FAA workshops every other Saturday in various members' garages, working on whatever project the host for that day is interested in.

SACRAMENTO VALLEY CHAPTER

Barbara Foster, Reporter

Sacramento Valley members were afforded a real treat in the person of Mohini Shroff, member at large from Bombay, India. She is truly a delightful person. She graciously answered numerous questions about customs in her country, her flying experiences and the finer points of wrapping a sari. We wish her well in her efforts to make flying a career.



From Sacramento, getting ready for PAR start. L to R. Thelma Cull, Barbara Goetz, Kay Malcolm, Shirley Lehr, Romona Anderson and Sandy Case.

With as much fan-fare as possible, considering the monsoon season is upon us, we planted our little Friendship tree at Executive Airport. Several members of the Bicentennial Commission, airport dignitaries and Chapter members were on hand to do the honors. Our special appreciation to the groundsman of Executive Airport for providing plastic walkways to help keep us out of the goo.

The new pilots lounge is furnished, plainly labeled and ready for use in the terminal building at Executive Airport. Sacramento Valley Chapter along with SCAUA (Sacramento County Airport Users Alliance) have been working toward this goal for many months. A cozy little room with shag carpet, couch, table and chairs and gay antique aircraft print drapes is a welcome sight.



Roller-wielders from Sacramento Valley relax after airmarking Auburn Airport.

SAN DIEGO CHAPTER

Marilyn Eimers, Reporter

Mini news this month as the members are busy preparing for the holidays. The November meeting of the San Diego Chapter was held at the home of member Penny Lowe. Sheryl White received her 99 pin and was officially welcomed as our newest member. Attending a Ninety-Nine meeting for the first time was guest Sandra Crane. Sandra is a student pilot who is presently attending San Diego State University.

New Ratings: Betty Lambert announced that she has received her multi-engine examiner's license.

Rainy weather hampered flying activities over the Thanksgiving weekend. Earlier this month Ruth Ebey flew to Santa Ynez for a visit to the interesting town of Solvang. San Diego and El Cajon chapters will ring in the holiday season with a joint potluck dinner at the home of Vi Chambers.

To all members we hope you had a very merry Christmas season and will have lots of safe flying in 1974.

SAN FERNANDO VALLEY CHAPTER

Bonnie Seymour, Reporter

As this article goes to the Editor the general aviation future looks clouded. The cry for equal allotments of fuel seems to go unheard in Washington. Here's hoping that by the time this comes to print an equitable arrangement will have been made.

Meanwhile our first general meeting headed by our new slate of officers is history. Pat Shearer, of Aloha Chapter, and our National Membership Chairman attended. She briefed us on the Ninety Nine's new image: a PROFESSIONAL-type Women's Pilot's Organization, as against a sorority-type purely social group. Pat urged all members to work for increased member-

ship. Members and guests were given a demonstration of a proposed system for a combined graphic and digital weather information service, by Mr. Sam Kite of Tektronix, who demonstrated a remarkable machine for pilot weather briefing. This machine combines digital weather information with a graphic display, which could be helpful to pilots without additional cost over the FAA proposed non-graphic technique. Mr. Kite is seeking support for his proposal. Contact him at Tektronix, 16930 Sherman Way, Van Nuys, Calif.

Pam Brands has a pilot's dream job. She recently returned from Wichita with a lovely 172. She got 12 hours in a new airplane — and they pay her too!? Pam completed her ferrying duties in time to return to hostess our Christmas party.

Donna Tracy, our illustrious lady truck broker, has had nothing but excitement ever since she entered the PPD this year. "Trucker's" magazine has written up her dual "non-standard" pursuits of flying and trucking. Then she had the distinction of taking the ex Mrs. Elvis Presley and friend for an airplane ride. Finally her truck served as the electronic headquarters for radio KLAC broadcasting at the 66th Anniversary of Grand Ole Opry, from Nashville.

We had a nice letter from former member Connie Kerlin. She too has a dream job. She is living in Atlanta and flies to different cities in the East to assist in teaching ground schools. She tells us she has been to many cities by way of an Aero Commander or a twin comanche. Nice work! They are expanding to the far West so we hope to renew our friendship with Connie soon.

Member Liz Dinan returned from Egypt, Lebanon and Israel just before the war. Gerry Vickers has been to France. Gerry pulled some neat "strings" and rode "up front" in a DC10 from Nice to Paris. Perhaps just as (or more so) exciting she had a ride in the four place "Robin."

Accomplishments by members haven't been at a standstill. Helene Bernbaum deserves a "tip of the hood" for her newly acquired IFR rating. And an extra prop roar to Ellen Miller for her new "centerline thrust rating." Mary Totans earned the mostest in the leastest award by getting in 41 hours of flying in three weeks. She and 49 1/2er have been to New York and Key West.

Twenty four members and guests enjoyed a fly-in to New Cuyama recently. It was told they would have no trouble finding the airport. But finding their way on foot to the restaurant wasn't as easy — no charts or nav aids.

SAN GABRIEL VALLEY CHAPTER

Eve Hunt, Reporter

Congratulations to Margaret Lawson on getting an instrument and a multi-engine rating in the same week — a real achievement!!

The November meeting gave us two new members, Dorothy Messenger and Francis McQueen. Mr. Larry Twedell showed slides on Search and Rescue at this gathering.

Four airplanes participated in a fly-in to Santa Inez on November 11. Attending were Jo Ann Miro with guests Julia and Eldin Johnston, Marion and Bob Marriott, Ilse and Jack Cook, and Joan and Ed Winter and son.

Ilse and Jack Cook flew with Beverly and Mickey Mohoney to Phoenix on November

3 and 4 to take part in the Kachina Doll and Roadrunners Air Race.

Marijane and Terry Nelson recently flew to Van Nuys to view the aviation art exhibit of Douglas Ettridge at the Sky Trail Restaurant. Mr. Ettridge has studios in England and Santa Barbara and is often commissioned to paint personal aircraft. Marijane is active in the Aerobatic Club at Corona.

Dorothy Monsanto and Eve Hunt attended the FAA Seminar on Radar Contact and Emergency Landing Procedures. Naomi and Jim Wilden flew with the Aerosquadron to a fly-in at Yucca Valley. Then they and two other couples flew onto Parker for a weekend of boating. Joan Winter is flying every day preparing for her commercial rating.

SAN JOAQUIN VALLEY CHAPTER

Charlotte Morrill, Reporter

The rains have come but that doesn't deter some of our real pros. Laverne Gudel reports flying eighty five hours in the past two months in every direction on the map. Diane Hijos, age twenty two, the daughter of 99 Rosie Hijos, soloed this month. Congratulations Diane.

We had a fun and exciting "fly in" to Mendocino County Airport. Everyone had just completed landing when an Air Force T29 made a forced landing on one engine. They were escorted in by a huge Coast Guard PBV which made a low fly by. The town of Little River, Fort Bragg, etc. turned out with fire trucks, an ambulance, and the sheriff. The pilot made a beautiful landing and all went well. About ten young men unloaded in a hurry.

It was exciting and we were relieved with the outcome. We proceeded on to the NOYO River Inn with transportation via Lee and Fran Roesch who were in the area vacationing. Mary McBurney and the Haverfield Ambulance Service. A magnificent day, beautiful weather and the same kind of hospitality.

We will be happy to welcome back Marie McDonald who has had her wings clipped for two months because of their Bonanza's beautification and maintenance. Happy New Year to all.

SANTA BARBARA CHAPTER

Judy Roeser, Reporter

Our November meeting was a real treat. Honorary member Liz Cummings, our Flight Service Station operator, took us all to dinner at Bray's Restaurant. A good time was had by all. Thank you, Liz.

The highlight of the month for the Santa Barbara Chapter was our own extension of "Project Aware" to include a workshop on map reading and traffic control procedures. The non-flying wives who attended were greatly enlightened on these subjects by Santa Barbara Tower operator Jim Decker and our newest 99 member, Betty Engstrom. It was a huge success. Special thanks to Evy Treen who planned and organized the whole thing.

Tentative plans are to carry "Project Aware" further with a meeting in early spring to acquaint these non-fliers with the inside of the airplane. The objective will be to help make them more comfortable when they fly. We would be happy to share our experiences with any chapter interested in this program. According to the Phoenix Chapter, who initiated and titled it, the letters A-W-A-R-E stand for "A Wife's Aware-

ness Reassures Everyone." Write for details to Evy Treen or our chapter chairman, Marion Fickett.

Speaking of Evy, she has been a busy girl this month. At her invitation several of our members and their 49 1/2ers flew to Mojave to participate in the California Air Classic. Air Races. We were able to make ourselves useful directing traffic, helping with registration and even pylon judging. What excitement! What fun!

Irma Christian and her husband John worked hard on the Santa Barbara Airport Association's First Annual "Avions d'Elegance", a static display of a variety of airplanes, old and new. The only requirement for entry was pride of ownership. They had a grand turnout and everyone was impressed with the beauty of these aircraft which had received so much Tender Loving Care.

New members in the Santa Barbara Chapter are Janet Jones, Charlene Hovey and Betty Engstrom. Welcome!

In lieu of a meeting in December, we had a party at Janet Shelby's house.

SANTA PAULA CHAPTER **Adrienne Nater, Reporter**

Unusually early rains have come to Southern California, and they choose to pick flying weekends for their welcome dampening. Our girls have done a fair amount of hanger flying these last few weeks. The scheduled fly-in to Fox Field in Lanchester was converted to a cross-country to Santa Barbara and the tower had to put up with four plane loads of Santa Paula Chapter girls. Attending their official membership meeting were Carol Riley and Jackie Ross. Members Norma Williams and Barbara Deeds. Sally Allen and Jill Williamson, Evelyn Perry and Adrienne Nater attended the meeting. Evelyn Perry and her co-pilot Adrienne Nater were in position for take-off. After many frantic moments realized that tower was clearing them, also frantically. Apparently there was a silent area and we were in it. It's strange having other planes taxi around your plane and take off and there you still sit, waiting, and waiting for the tower to call you back. The green light finally got us off. Evelyn's 49 1/2er couldn't believe that the radio wasn't operational, not even for one moment. . . . Frank checked it out though.

Barbara Deeds flew the Channel . . . Santa Catalina that is, and landed at the



Santa Paula, Ca., chapter's Norma Williams, President (L), and Barbara Deeds, Secretary, ready for their first race in the 1973 Pacific Air Race.

Island Airport, thus getting her certificate for bravery. Evelyn Perry and Frank flew to Fullerton for Thanksgiving to have dinner with son Frank and wife Janet. They were in awe of the beautiful snow covered mountains and crystal clear air that greeted them as they viewed the northeastern horizon. Visibility that day was, as Evelyn says "the greatest we have ever seen."

Eleven members are APT. Sally Allen, Barbara Deeds, Gwen Dewey, Barbara McKenna, Evelyn Perry, Norma Williams, Barbara Niles, Jill Williamson, Jackie Ross, Carol Riley and Betty Johnson. Christmas Pot-Luck dinner will be at Betty Johnson's in Camarillo (city, that is).

Santa Paula Airport has been designated as a General Aviation Airport in Ventura County along with Ventura County. That's interesting company for Santa Paula, an uncontrolled, unlighted, short field, located in a small community, compared to a towered, long-lighted field with current commercial traffic in a city of 60,000. The future for Santa Paula Airport will be interesting to watch.

SANTA ROSA CHAPTER **Lynn Cary, Reporter**

Paint and rollers were on hand for the airmarking of Ukiah Airport. The weather saw the first eager markers depart via car and the later group flew in after the ground fog dissipated. A marvelous breakfast of pancakes was a welcomed treat at the end of the clean-up. On hand were Ginny Wegener, Sandy Petersen, Aileen Lee, Eileen Berkland, Ann Tunney, Joann and Ed Robbins, Lynn and Steve Cary, Fran Johnson and Beverly Crowover. Our breakfast sponsors Faye and Bob Kirk deserve thanks for our good breakfast and having everything so well organized.

Several of our 99s flew to Concord for an FAA Seminar and the opportunity to hear Ken Gardner discuss engines. Aileen and Gene Lee and Lynn and Steve Cary flew and Sandy Petersen came from San Francisco. In answer to our direct question, Mr. Gardner had high praise for the manner in which 99s raced and managed their engines. And, of course, **his statement that running an engine full bore is not detrimental to it** warmed the hearts of all racers!

Our November meeting was hi-lighted by the presence of Lloyd Hamilton, our own home town racer of some fame! He showed us his movies of racing at Miami, Mojave, and Reno.

For December we plan to airmark Sonoma County Airport — 60 gallons worth with a Christmas Dinner is planned at the airport.

We send New Year's Greetings to All.

TUCSON CHAPTER **Jayne Hunter, Reporter**

Tucson Chapter lost a well loved and respected member and two good friends when Chris Ruck, her husband Bill, with their grandson along, went down in the Coastal foothills on a night flight return from San Diego to Tucson in their Aztec on November 15th.

We were proud of Chris for her outstanding accomplishments in business as well as in flying. She was the vice-president of and a vital force in the management of Ruck Construction Co.; an active member of numerous organizations involved in human, civic and business affairs, and had

recently been nominated to submit a profile to "Who's Who of American Women."

Chris was proud to be a 99 and has so stated in press interviews. Our Chapter could and did count on both Chris and Bill to enter into 99 projects and activities with enthusiasm and vigor. Our Christmas party, now cancelled, would have been held at their home. They were warm and wonderful people.

Our members are collecting a memorial fund for our proposed 99 Headquarters and Exhibit building in order that the name of Christine M. Ruck will be permanently inscribed there. More than that, we shall keep a place for them in our chapter memory and their many personal friends among us will miss them and remember them always.

Northwest Section

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

ALASKA CHAPTER

Karen Tiede, Reporter

Not much news to send, but we sure are a proud bunch regarding our scholarship recipient: Nancy Wilson has passed her written test with a 95!! She is nearly ready for her check-ride, and who can doubt the outcome. We're sending a picture of Nancy taken alongside the Wilsons' Super Cub in the pouring August rain on the grass strip at their homestead.

More news next time.



Alaska 99's scholarship recipient, Nancy Wilson alongside her SuperCub at Gold Creek, Alaska. The rifle is for real and necessary wearing apparel in the Talkeetna Mountains.

EASTERN IDAHO CHAPTER

Laura Dillon, Reporter

Our September meeting was great. We had about ten members and a guest attending. We discussed the dues increase. All those there felt it wasn't justified. We discussed supporting the Coeur d'Alene Convention in August 1975. The last subjects covered were the suggestion of sponsoring a Pitch Hitter course and relaying medical supplies to Santa Barbara.

Our October meeting was held at the opening of the American Falls Airport — much fun. At the end of October we worked on the selection for the Galyn and Ester Stone Flying Scholarship Fund at Idaho

State University.

Lois and Dick Bauer are the very proud owners of a new Bonanza. Laura Dillon was able to fly with the Air Force to attend the National Convention of Civil Air Patrol in Las Vegas, Nevada.

President Carol Depue had our November meeting to be held at her house complete with 49 1/2ers. It was a going away party for Carol and Ben as they moved to Boise at the end of November. We will miss her and know that the Chapter there will be getting a jewel.

EASTERN WASHINGTON CHAPTER

Irene Anrode, Reporter

Our November meeting at Felts Field was well attended. The group was enthralled by a very unusual presentation of slides of back woods flying in a Super Cub and fire fighting by Mr. Clyde Wells of the Pullman-Moscow area.

We seem to have several members with "winning ways." Lana Basler reports winning a one-year subscription to the **Western Flyer** by correctly identifying the errors in a photograph of an old Air Corps aircraft. Another winner, Ora Rae Merk (Amelia Earhart Scholarship) reports completing her instrument and instrument instructor ratings with the money. She says she is "happier working as a flight instructor and charter pilot than she has ever been in her life." To all those flying into Martin's Field, Walla Walla — she's the gal with the big grin!

Seen at the airport — Alberta Anderson filing for Portland in the Travelaire. Leona Heberling working on her Commercial. Suzie Ward completing her Commercial in the Bonanza. Kay Peterson making arrangements to bring the 235 over from Idaho. Lyddie Hagan back from Colorado. Helen Shanewise flying 49 1/2er Bob to Pasco in the Arrow. (While Helen was in the area, she also reports visiting Ann Clements of Richland and being shown through Ann's new Piper Navaho Chieftain. Nothing like owning your own airline! Wow!!)

Irene Anrode is sporting a new "Spirit of Safety" lapel pin these days. Ask where she got it and she'll tell you about her successful Part 135 instrument ride in the Shoshone Air Service Cessna 411. She also recently took a qualifying ride for Chief Flight Instructor of VA instrument and instrument instructor schools for the same outfit. Still flying air-taxi in her own Twin-Comanche, Irene reports a Cessna 411 with pictorial navigation can spoil a person very fast!!

GREATER SEATTLE CHAPTER

Virginia Nastliuk, Reporter

Our October meeting was held at the Tacoma Industrial Airport — and it was especially good to see Thora Morgan of the Aloha Chapter (but formerly a member of ours). She is living in Kailua-Kona, Hawaii and would like for everyone to visit her in Hawaii. Also visiting was Kathy Taylor from the Reno Chapter. Linda Harris attended for the first time as a prospective member.

Elise Smith is now APT — Charlotte Kamm has her Inst. Rating — Fran Bryant and Sandy Sullivan are now Commercial rated. GREAT GOIN'!!! Darlin Beach and son Ray are ready for winter scuba trips to the San Juans. And Illovene Potter is off again — this time with husband Les, for the Pacific Air Race, then a few days in

Guatemala City, and on to Miami to the Piper convention and will be flying a new airplane home for Seattle Flight, Inc.

NOVEMBER — a time to remember that we have a lot of work cut out for us. Much business and planning because we will be hosting the 1974 NORTHWEST SECTION CONVENTION Sept. 6, 7 & 8 in Renton, Washington (a suburb of Seattle). But, of course, EVERYONE is WELCOME!! A little early information: The Double Tree Inn — room rates \$20.00 single, \$24.00 double/double, or how about 4 to a room for only \$30.00. More info as time goes on.

The meeting carried on at a lunch at the Hungry Fox — where we could all talk a bit more and brag a bit on our certificate from Headquarters for being 100% APT — that's 28 of us. AND the memory lingers on about the fantastic time everyone had in Anchorage. In all, 9 of the Greater Seattle Chapter went to the Sectional Convention in Alaska — and all 9 have exciting stories to tell. Their hosts in Anchorage deserve a big "THANK YOU" for a very wonderful stay. Betty Kramer "found" her Instrument Instructor, Mr. Charles Lund who is with the FAA-ACDO and enjoyed having both Mr. & Mrs. as guests at the banquet on Sunday evening — Sandy Sullivan stayed with her brother and had a ride in a Toyota... says she "regrets everyone didn't get a chance for a ride." (Really???) Kay Stearns had this to say — "Something funny happened on the way to Fairbanks. All our NavAids became unreliable in very marginal weather and we found ourselves considerably off course, about 100 miles in fact" (Ed — the Stearn family is home safe — and I understand the incident was "funny" after they got home.) A Cessna 180 on floats is keeping Kay working for her Sea rating. She's happy with it but "it takes a bit of muscle on those flaps." Congratulations to Charlotte Kamm who tied with Judi McCrum of the Montana Chapter for the Dexter Achievement Award. Judi will keep it for 6 months and then Kay will enjoy it for the remainder of the year.

Joy Krebs returned home with pockets bulging with souvenirs of ivory and jade, pillows and a lovely fur jacket, too. Ellie Cansdale wrote about the trip: "Wednesday the sun stayed with us and we had another fabulous day of hiking, swimming, low flight sightseeing which netted some pictures of moose families grazing near the cabin, and a visit to a neighbor of the Betz's. In the evening we went for a boat ride down the lake to see Mt. McKinley dressed in sunshine, a beaver dam, a tern family and a baby seagull. Thursday morning brought the breaking up of Dick's "harem" as we all headed back to Anchorage and home. I remarked to Dick as we flew in his SuperCub that I hadn't seen any bears, so he found a Mama brown bear and two cubs and circled low. Talk about obliging your guests, these two lovely people really are tops. Night was as day and I hated to waste it sleeping. I caught the mist rising from the lake in bright sunlight at 2:00 a.m."

Now with a Sectional Convention like that, who can try to come close to it... but these Greater Seattle gals are going to at least try to repay the friendships and kindnesses.

WESTERN WASHINGTON CHAPTER

Anita Baker, Reporter

Much work and planning went into the

airmarking that was to have been at Crest Air Park, Kent, but the weather did not cooperate, and it had to be cancelled. We'll try again in the spring.

Laura V. Baxter, our guest at the November meeting, received her Private Pilot's license this summer at Martha Lake. We are looking forward to her joining the 99s. Priscilla Cook entertained at the November meeting with her beautiful slides while both she and Pat Erickson narrated on their exciting float plane trip to the Northwest Sectional in Anchorage in June. Priscilla piloted her Super Cub while Pat navigated. The trip up the British Columbia coast and into southern Alaska and return was a lot of fun for them (and us). They received lots of attention as they stopped at many small fishing villages along the way. Other than being plagued by low clouds, having to leave their plane and fly part way commercial, and Priscilla losing her camera out the window of the Cub, the flight went beautifully, and they had a super time at the Convention.

Warren Wright, a well known Alaskan Bush Pilot, was a house guest of Terry and Dave Kellogg. Since Dave was a former bush pilot himself, Terry reports that the stories and experiences continued on and on into the wee hours.

Shirley Williams passed her flight test and is now a Certified Flight Instructor and will be teaching students in a club she belongs to in Corpus Christi, Texas. Congratulations!! Shirley.

Della Koss flew up to Whidby Island Naval Air Station and went through the high altitude chamber and physiological training program.

Dorothy Pink, Terry Kellogg, Della Koss and her 4 Jr. 99s, Unice Brees and Anita Baker and their 49 1/2ers, Fred and Loris, assisted by the selling of airplane kits, posters, photographs, etc. at the fund raising Historical Airplane Display sponsored by the Pacific Northwest Aviation Historical Foundation, Saturday and Sunday, Nov. 17 & 18. The show was well stocked with antiques, and a good crowd attended, making a very successful weekend. The 99's assist in staffing the sales booth and admissions at the PNAHF Museum located in the Seattle Center during the summer and when needed.

Southeast Section

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

FLORIDA GOLD COAST CHAPTER

Mina Elschner, Reporter

Northern friends always ask how I like Florida retirement living. That can not be answered with just one word. First, there is one thing I like better than flying — living! "Retirement" living means twice the husband and half the income, in most cases. Now that can add up to a plus or minus — depending. To that, add year-round great flying weather; several flying organizations with multiple flying-oriented events and the final sum is "Great!"

One such fun-filled activity took place here in November which could easily be duplicated by any chapter or section. A weekend treasure hunt and air race; simple, uncomplicated. Participants paid an entry fee — half toward cash prizes and the balance to necessary expenses and

treasure booster. The treasure was buried in the ground with a small shovel to mark site, but several shovels were noted and only one marking the treasure — a small chest filled with gift certificates and other goodies. The race part was the return trip to home base with each entry given a time to make the flight based on manufacturers' 65% listed air speed, with top-of-the-minute, stopwatch timers at both points.

This race was organized by Le Club International, a private sports club patterned after France's well known club, with the cooperation of the Florida Women Pilots (all 99s). Contestants took off from Executive Airport, Ft. Lauderdale for a Saturday morning take-off to Great Harbour Bay, Bahamas, 149 1/2 mi. off the Fla. coast. The hunt was on the Island Saturday afternoon. Take-off for the race was Sunday a.m., controlled, with fly-by past tower and timers at Executive. Awards dinner Sunday evening at LeClub. Male and female pilots were equal with the results the most exciting! First three places were won by 99s!!!

Ellie McCullough, L.I. chapter member now living in Vero Beach and Mina Elschner took first place in a Cherokee 140; second place went to Virginia Britt and Helene Krumholz flying Virginia's newly-acquired Executive Mooney. Placing third was Betty Dodds of the Space Port Chapter. Very little recognition was made of the male pilot placing fourth. The 150 mile race had just one check point enroute, some 60 miles from the Island and the race was won by 34 seconds, 49 seconds and 57 seconds. Sum total . . . just plain fun.

Membership briefs: Marian Keys passed her instrument written. Lois Eig doing Glider Flying at Flying Seminole Field, Ovioto, Fla. Welcome back, Constance Brunger, the former Connie Ammons, to our area and the chapter. Connie and Fran Sargent look so much alike, even to the hair coloring, that there was a confusion about who attended the Race to the Bahamas. 'Twas Connie, not Fran. Fran was attending the N.I.F.A. Flying Meet held at the St. Petersburg-Clearwater Airport as advisor for the Miami-Dade Jr. College. Ruth Fleisher served as a judge. Miriam Davis entered the Bahama Flying Treasure Hunt (sponsored by the Board of Tourism there) for the ninth time last Nov.

Bertie Peterson, transferee from E. Pa., an enthusiastic Floridian. Chapter Chairman Helen Mennitto attended the S.E. Fall Section meeting in Calloway Gardens, Ga. in October, reporting to the members at the meeting held at Marathon, a fly-in halfway down the fabulous Florida Keys. Two enthusiastic prospectives were welcomed then. Betty Banks and Donna Roth, the latter receiving her wings in Sept.

Attending her first meeting since transfer from Long Island, was Eleanor Reichenbach, at the Nov. meeting at Executive Airport. Great to have her with us.

The entire chapter was very saddened to learn of the death of Ripley Miller of the Eastern New England Chapter in late Sept., having met, admired and remembered her from races and the Convention in New England. We share the grief with the N.E. Section and to her husband and family, our sincere sympathy.

A deep pall of gloom is spreading throughout the state. Will we or will we not have the Great Miami Air Race in January? or the Acapulco-Ft. Lauderdale Angel Derby in April? or the Powder Puff Derby

and the monthly Grasshopper Fly-in? It is the threat of curtailment or lack of av. gas. Does anyone have a working crystal ball?

FLORIDA SUNCOAST CHAPTER Dotty Birdsong, Reporter

The Suncoast Chapter regular meeting was Wednesday, November 14, 1973 at Charlotte County Airport. The seventeen that lunched at Ramada Inn included visitors Selma Marlow and Novetah Davenport, formerly of Englewood and former Associate Editor of *Flying Magazine*.

Chairman Betty Hood called for reports from all programs after giving the Secretary's report and Treasurer Ethel Gibson reporting. The chapter has raised the necessary money for assignment of 1974 Convention. A project for program ads for Convention was discussed.

November 10 fifteen Suncoast girls, six 49 1/2ers and two volunteers met at St. Petersburg-Clearwater Airport very early to be chief judges for all events in the NIFA Meet. Nine schools were entered for the Southeast Regional Meet with Embry-Riddle winning by points, more on computing than in actual flying competition. It was a long and cold day with 35 mph wind and 58 degrees temperature. There were nine heats of five entries in the power on and power off spot landing contests. Each entry had two passes making a total of 180 landings to be judged. There were twenty-one entries in the navigation event. I regret I had to miss this first meet but our judges report it a great success and recommend all Ninety-Nines help the NIFA group in every way possible when these meetings are close to their area. The only change the girls would have made with this large group was to take at least a day and a half instead of one day.

Barbara Sharit has earned her instructors rating. In my next report I expect to be announcing that she has earned her instrument instructors rating. We are proud of her and all of our up-graders! Barbara Hicks has her commercial!

Marcella Klotter was visiting family members in Chicago. Dotty and Charles Birdsong have just returned from a three week trip to Japan, Hong Kong and Hawaii. The trip was great in every way but the happiest times were having dinner with our only Ninety-Nine in Japan, Yae Nozoki, and exchanging pins with her and visiting some of the Aloha Chapter girls in Hawaii. Yae lives in Tokyo and is Director of Aeronautics. She is still an active pilot of over thirty years who flies many different makes of

planes including Zeros. She speaks very good English and is tiny in stature. Pat Davis met us in Hawaii with two beautiful leis. Betty Skold had a cocktail party for us. She and Florence Beamon arranged for our hotel reservations. Florence was away for the weekend but took us on a tour of the island Monday and we visited her lovely home before she took us to the airport. We did get a chance to visit with Pat Shearer on the phone before leaving. She had been to the mainland.

The date and time of Grasshoppers and Ninety-Nine joint meeting in Orlando is to be announced later. This is the yearly Christmas get-together for the group. HAPPY THANKSGIVING! A VERY MERRY CHRISTMAS AND A JOYOUS NEW YEAR TO ALL!!

MEMPHIS CHAPTER Betty Rockwood, Reporter

We are proud to announce that on Saturday, November 3rd the newly opened Sheraton Inn-Memphis Airport sponsored a Champagne luncheon to dedicate the Amelia Earhart Room to the Memphis Chapter of The Ninety-Nines. June Pentecost, Chairman, received the plaque honoring the Memphis Chapter from Robert Burnett, the Inn's General Manager. The plaque will be hung permanently in the Amelia Earhart Room.

Jana Norrell, who planned the dedication luncheon, is a relative newcomer to Memphis, moving from Orange County, Calif. Jana is Corporate Pilot for Trans-State Development Co. in Memphis where she holds flight instructor, instrument and commercial ratings and flies a Cessna 310 and Cardinal 177 with retractable gear. We know that Jana is a great loss to her Orange County Chapter, but she is our gain and we welcome her.

Hilda Savage is back to flying after having been in a cast from a skiing accident. Rosemary Williams and Hilda flew to Walnut Ridge and Jackson, Tenn.

When Belle and Posey Hedges flew to Mexico for a meeting they encountered a slight problem. After flying into Houston and Tampico the Hedges headed across to Mexico City, but when they reached Mexico City the air field was not in sight. After circling, while airlines waited for them to land, Belle and Posey discovered that the Mexican runways are dark-colored black top instead of the accustomed white



L to R: Dotty Birdsong, Florida Suncoast Chapter, Yae Nozoki, Japan's only 99 member, and 49 1/2er Charles Birdsong of Tampa, Fla., in Tokyo.



June Pentecost (L) receiving the plaque honoring the Memphis Chapter in the dedication of the Amelia Earhart Room at the Sheraton Inn-Memphis Airport by Robert Burnett, the Inn's General Manager. Jana Norrell (R) was party Chairman for the dedication.

airstrip. Needless to say they were glad to be on the ground.

Fern and Chuck Mann flew with Betty and Ricco Gatti, Jr. and Bill James, Sales Manager of Sport Flite, Inc., to Bellanca Aircraft's annual Meeting at its factory at Alexandria, Minn.

We had a great 99s Christmas Party at June Pentecost's Parkway House Penthouse.

MISSISSIPPI CHAPTER Ede Brandon, Reporter



FAA Aviation Safety Day in cooperation with the Mississippi Chapter 99s was recently held in Grenada, Miss. FAA Accident Prevention Controller, Jack McDonald (left) presented an accident prevention proficiency certificate to Peggy McCormick (center) of Greenwood. Mayor J D Quinn (right) also presented a prize to her for being the first out-of-town guest to land for the air show. Other members of the 99s are from left (kneeling) Kitty Green, Jackson; Ernestine Mahan, Chrmm., Batesville; and Bernice Kelly, Jackson. Tommy Patterson, Airport Manager (back, 2nd from left) was on hand to greet these and other 99s (back row) Caroline Cheek, Clinton; Wanda Garson, Meridian; and Ede Brandon, Jackson.

NORTH GEORGIA CHAPTER Vernita George, Reporter

What a wonderful surprise awaited us at our November meeting! Herb Schaaf, Accident Prevention Specialist for the F.A.A. presented us with an Appreciation Award for our assistance to the F.A.A. during the past three years. The award is a beautiful engraved plaque and we are all very proud. Guests present to witness the presentation were Mrs. Herb Schaaf and Connie Kerlin, San Fernando Chapter, who will be visiting our meetings for the next few months. We also welcomed Jackie Grandia who has transferred to our chapter from Utah.

Congratulations to Doris Engerrand for earning her commercial rating.

The holiday spirit was shared and enjoyed by all at our Christmas party held at the home of Paula and Glen Schwartz on December 14.

Hope Santa was good to all 99s and filled everyone's stocking with a ticket to San Juan. Happy New Year!

Middle East Section

DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA
WEST VIRGINIA

CENTRAL PENNSYLVANIA CHAPTER Mary Galbraith, Reporter

Our November Chapter meeting was held in Bloomsburg at the quaint and charming Hotel Magee. Although the winds were gusting to 30 knots and some snow showers reported locally, Fran Dehaan, Martie Pool and Mary Galbraith flew in from Harrisburg. Other members present were Carol Windsor, Ronnie Johnson, Helen Sheffer, Flo Shirey, Naomi Stahlnecker and our hostess for the day, Joanne Wright. Joanne brought her simulator for those interested in trying their skills.

After the meeting our girls enjoyed lunch and viewed slides taken by Jim Sheffer on his trip from Lycoming-Susquehanna to San Salvador in a Piper Pawnee.

Since her accident and a broken leg, Helen Sheffer is back to work again flight instructing.

Our chapter's newest and youngest member, Debbie Bartolet (Hazel Bartolet's daughter) is recovering from a broken leg suffered while playing soccer in school. A senior this year, Debbie soloed at age 16. She is well known to all the chapter 99s and since the age of 8, she has made her appearances at the Penny-A-Pound events helping with the food concessions. She also worked at the terminus for several Powder Puff Derbies.

Martie Pool and Mary Galbraith flew to Philadelphia for the Sectional meeting. Also attending were Hazel Bartolet and Carol Windsor. Hazel, dressed as Amelia Earhart, received a prize for her costume at the Halloween party.

Billie Joyce Wyche of the Houston Chapter recently attended Alice Fuchs' Navajo transition school in Lock Haven. Ronnie Johnson spent the evening with her. We all remember Billie Joyce Wyche as piloting the Windecker Eagle in the Powder Puff Derby.

Naomi Stahlnecker recently returned from an Alaskan hunting trip. She was successful in shooting a Kodiak bear and a caribou.

Our chapter members are busy preparing for our future meetings and flying events. The weather being willing, we anticipate a fun-filled year to come climaxed by the convention in Puerto Rico.

Fran DeHaan recently gave proficiency check rides for the FAA.

EASTERN PENNSYLVANIA CHAPTER Judy DeMarco, Reporter

We converged on Reading for our Nov. meeting, and all enjoyed the practice. The meeting was a success thanks to the planning of Joan Jones. We discussed the choice of the Ben Franklin for the convention & the Hilton for the terminus. We also learned of all the red ink Eileen must be using. Maybe by Jan. it will improve. Head count showed 27 members & 9 guests. We were honored to have Connie & Alfred Wolf with us, they brought as their guest Captain Julio M. Florez, the founder of Aerozias-Condor Airlines in Colombia.

Gail & Jack Lingo are off on the Bahamas Treasure Hunt. Joan & Bob Jones didn't know then that they would get there

ahead of them.

Briefly I would like to inform you about one of our members, Joyce & Osher Pais, who gave of themselves during the Israel War. Both are doctors who, without concern for their own safety, worked in Hadassah Hospital in Jerusalem, which at times had to be evacuated. Oser was born there, and they have many relatives in Tel Aviv. We will be hearing more later.

We all realize by now the far reaching effects the fuel shortage will have on all of us. It does seem one-sided that general aviation must get the smallest allocation. We should educate the public & the government as to all the aspects of the term "General Aviation." Why must we sit back and accept the cost allocation, expensive avionics, plus now the fuel shortage? If we are to survive we must voice our feelings. Each 99 should write to Mr. Butterfield and our elected officials. It wouldn't hurt to try. Happy Landings maybe.

GREATER PITTSBURGH AREA CHAPTER Sophia M. Payton, Reporter

Our Chapter airmarked the new airport at Grove City, Pa. The following members participated: Jane Menzies, Airmarking Chairman; Ruth Hanlon, Georgetown Dix, Helen Davison, Mary Lou Waite, and a prospective member, Julie Canter. Julie is too young for a license, but is busy flying and will be ready by the time she is 16. Oophs! Had a 49 1/2er help too — Helen Davison's husband. After the girls finished airmarking, Jane and husband entertained in their new home. Grove City will have the official dedication of the airport next spring.

Mary Lou Waite and husband are flying the Bahamas Treasure Hunt. Mary Lou ... bring home the bacon! Soph Payton and husband doing some flying in Florida.

Alyce Conrads busy flying with the CAP in search of a down airplane.

MARYLAND CHAPTER June Hanson, Reporter

Beautiful weather was arranged by the E. Penn. Chapter for the Fall Sectional meeting in North Philadelphia and Doris Jacobson, Kay Bays, Joan Bates, Rene and Phil Birch, Ginny Vogel, Catherine Grover, Cleo Sherbow, and your reporter were present from our chapter. There were some fabulous flying costumes at the Friday night Halloween Party, much fun, good conversation, and an interesting meeting. Guest speaker, Louise Sacchi, makes flying the Atlantic in small aircraft sound so routine!

Strong gusty winds were forecast for our November flyaway meeting in Smithville, N.J., but they didn't materialize so fifteen 99s, three 49 1/2ers, and several guests arrived in NINE aircraft. Shopping in the quaint establishments, lunch at the Quail Hill made a good time — as always. Bob and Kathy Poole had returned from their Mexican trip to the CAMA meeting in Guadalajara with Mitzi and Gil Keller in the latter's Aztec. Sally Williams flew in bringing a friend with her in the Cherokee Six; Roy actually let her have the plane alone. Lenora Eaton came with prospective member Alice Grow.

The Christmas Party was at Chairman Rene Birch's home. Paulette Jones is collecting Christmas cards and stamps to be distributed among some of the patients at Perry Point Veterans' Hospital so they may send cards, too.

Donna Hawkins is working on Instrument

Rating and is very close to getting it.

Helen Strok is the Maryland Flying Farmer Queen this year. She and Mike nearly have their Cub ready to fly — the engine runs and runs and runs. Only problem is stopping it.

High school teacher Joan Bates decided to start an Aviation Club at her school to be limited to fifteen student members — SEVENTY-EIGHT STUDENTS APPLIED! Decisions, decisions —

Key Bays recently passed her CFI written exam and made a mercy flight to Philadelphia. She got an emergency call to fly an injured dog to a veterinary specialist — a little Schnauzer puppy.

ALL OHIO CHAPTER ATTENTION!! We're losing an active member and her Beech Bonanza and she's coming your way. LTC Jeane Wolcott (WAC) has been transferred from Aberdeen Proving Ground to: Office of Senior Adviser, 83rd ARCOM, Columbus Support Facility, Columbus, Ohio 43215. She's been a 99 since 1968. Be sure to contact her!

Another letter from Australian 99 Bozena Vrla — she enjoyed meeting Mid East Gov. Jackie Scott when she stopped in Sydney on a recent round the world trip.

Your reporter had an article accepted by PRIVATE PILOT magazine in March 1971; would you believe it was finally published! The cover says it's the December issue but inside, it's the November copy. They are a little mixed up. Also have been invited to speak about flying at a meeting of the Zonta Club of Baltimore (hope Zonta's ready for this!)



Only nine members of the Maryland Chapter were able to attend a hurriedly arranged farewell luncheon for departing member, LTC Jeane Wolcott who is being transferred by the WAC to Columbus, Ohio. Seated l to r, Joan Bates, Guest of Honor Jeane, Kay Bays; standing, Doris Jacobson, Paulette Jones, Ginny Vogel, Catherine Grover, and Mary Beth Jones.

VIRGINIA CHAPTER

Mary A. Baldwin, Reporter

Hanover Municipal Airport, near Richmond, Virginia, was the site of our November meeting. We were honored to have as guest speaker Mr. Ed Gelletly, accident prevention specialist from the Richmond GADO. Mr. Gelletly briefed us concerning the biannual proficiency rides now required by the FAA, and then conducted a courtesy ride with Imel Timberlake in her Cessna 206.

Plans were announced for our December Christmas party which will be held in Colonial Williamsburg. It promises to be an enchanting evening for all.

Every good wish for the New Year from all the members of the Virginia Chapter to all of our sister Ninety-Nines.

WASHINGTON, D.C. CHAPTER

Francine L. Bowman, Reporter

Eastern Pennsylvania will tell you all about the beautiful weather and tremendous turnout at the Sectional in October at Philadelphia. We are still remembering Louise Sacchi who spoke about her trans-Atlantic crossings in single-engines; the Halloween party, with costumes and prizes was another highlight.

In November we had another Fly-In, this time to Gettysburg, to celebrate the coming of autumn. A living sound tour of the Battlefield was offered by special bus and then to the Farmsworth House Dining Room for lunch. Hedy Jaffe did a marvelous job of arranging a most interesting day.

We had a special meeting in November to discuss the Spring Sectional (it's our turn) and assign duties. Helen Delaney (bless her heart) volunteered to be the Chairperson and we are busy deciding everything but the date (which will be April 27, 1974). Besides the Sectional, untiring Helen hosted our Christmas party this year.

Bonnie Klitzkie is the proud new holder of a CFI rating. Peggy Borek visited Irene Wirschafter recently. Peggy, a sister at the Dominican Convent in Miami, is still flying and a member of the Miami Chapter. Mitzie and Gil Keller logged 31.43 hours on their trip to Mexico where they attended an FAA Medical Symposium. Francine Bowman logged over 24 hours dodging CBs in Florida in September. Our very active Dorothy Tuller has been asked by Herndon High School to set up a new Aerospace Science Course in connection with the CAP program.

Hope you had a HAPPY CHRISTMAS and MERRY NEW YEAR.

New York-New Jersey Section

NEW YORK - NEW JERSEY

GARDEN STATE CHAPTER

Dolores Jane Zilincar, Reporter

Our October 14th meeting was a big day at Birchwood in the Pocono Mountains of Pennsylvania. It began with our usual thriller — the Garden State 99 Spot Landing Contest. According to our published rules all entrants must radio in to the 99 contest control and indicate intentions concerning the contest. We are actually beginning to pick up signals from passers-by and other pilots at various airports asking if they can "do their thing" too! The answer is "yes" — for a small donation. It really is wonderful to witness the camaraderie existing among all the participants. Everyone is welcome and we are gratified when we consider the main reason for the competition is to encourage each pilot to become aware of her (his) abilities and shortcomings. Our newest member, Phyllis Eckert, was winner for October and was she delighted. Congratulations!

Our regular monthly meetings will be arranged by a different member each time. This gives each 99 a chance to become involved in the fun work of finding a place, planning a luncheon and providing a guest of honor. Dana Mack was responsible for our November meeting. Her thoroughness and regard for detail will be a model for future notices. Dana even had our friendly FSS alerted to notify our fly-ins if the meeting was to be cancelled because of weather.

Mr. Thomas Coyle, State Director-Division of Aeronautics, was guest speaker at our meeting and he gave us the message — become involved in what your State is doing about airports and general aviation! Such provocative questions as: do you know about the vital services our private airports perform at no cost to the general taxpayer; do you realize that these facilities are in turn a source of tax revenue? Have you thought about letting your representative in government know how you think about an equitable method of taxation of privately owned airports so they are not taxed out of existence? Do you know how our local airports can make New Jersey's resort and park areas more accessible to the vacationing public, thereby attracting additional business to otherwise distant areas? Considering our energy crisis, have you realized that aircraft operate more economically, removing great burdens from the highways? How many of us have initiated any action to set an example before the general public regards our competence and our rigid safety regulations? Airports are an economical public utility and it is up to the airminded citizen to get this thought across to the public. As Mr. Coyle pointed out so succinctly — the town that doesn't fly dies.

Our personal accomplishment department this month makes note of the fact that Grace Maguire has earned her commercial rating and Wanda Mammel has soloed her new Bonanza.

Dec. 4th our Chapter acted as hostesses and observers at the First Annual Conference and Seminar of the State Airport Development Advisory Committee. Many new thoughts regarding the aviation community were uncovered. And that's the truth!

LONG ISLAND CHAPTER

Alice Borodkin, Reporter

It's great to be a 99 because ...

Daisy Poss and 49 1/2er Robb spent 8 days in Honolulu with AOPA Trip. While there Daisy called the girls from the "Aloha" Chapter, who had listed their names in the **99 Magazine**. "Aloha" member Betty Skold was hostess to Daisy and Robb for tour of the island. Quote Daisy, "It was nice to feel you had a friend 6000 miles from home you could call and say, 'Hi, I'm a 99 too.'" If all 99s are like Betty Skold, I know we have the best women's organization in the world." Right!

Your reporter was thumbing thru **Cosmopolitan Magazine**, November issue, read article "Come Fly With Me." 49 1/2 Howard said, "Take a chance, look in Roster for Author." Found Holly Ballard a sister 99 — result a "pen-pal" from the L.A. Chapter!

Daisy Poss and Anita Coderre had Vice Governor and Chapter member Ruth Dobrescue give a talk to their Aviation classes at Sagamore Junior High School. The students were so interested that Ruth has an open invitation anytime! The children also had their first experience with light planes on a visit to the airport, and a big thrill for many of them was being able to sit in a Cessna 150. (future 99s?)

Daisy and Anita also took a Sunday outing to Smithville, N.J. Great restaurant and a terrific Fly-in Spot. Courtesy Bus from Airport with super treatment for all pilots.

Our Chairman, Marilyn Hibner, received her Commercial License this month and is

working towards her CFI and Instrument Rating. November meeting had Dr. Frank Bussy, FAA Medical examiner visiting and discussing problems regarding FAA Medicals. Former Chapter member Ellie McCullough, now living in Florida, won Le Club International Great Bahama Air Race.

New York Area Chapters' plans for General Aviation Week for New York State are in progress for the last week in June 1974. For what your chapter can do to participate, please contact me, Alice Borodkin. Happy flying . . .

WESTERN NEW YORK CHAPTER

Diane Mary Mudd, Reporter

Our chapter has slowed down with respect to actual flying, not because of the fuel shortage, but because of the weather. In consequence, we have taken a course of action in paying respect to people who have been involved in flying in the past year.

Members of our chapter participated in a 4-H Annual Recognition Nite and presented the Starlites 4-H Club with a certificate of appreciation for their help in the Powder Puff Derby in July. (We had already presented a similar certificate to the CAP for their help as reported in last month's report).

A second presentation has been set up by Arlene LoPresti and 49 1/2er Russ. They have organized a dinner meeting to honor Dale Hartman, the helicopter pilot, who initiated and helped in the rescue of 10 people from the Niagara River, just above the brink of the Falls. Over 100 pilots are expected to attend this event.

There is a footnote to be added on the LoPrestis: During the time of the PPD, Arlene and Russ were the couple who opened their home to the family of a visiting pilot who was injured by his plane. Three Cheers for the LoPrestis!

We have received a letter from a chapter member who has been having a lengthy visit in Maryland. Ethel Fedders informed us that she has been flying in a Cessna 182, and she just returned to Maryland, commercially, after vacationing in Florida with friends.

The author also had her first "blind take off," when as an observer, a practicing FI took off with the hood. This experience is recommended for anyone having problems with their runway alignment.

Our chapter's annual Christmas Party was a time of fun and exchanging gifts and auctioning off same gifts to help increase our treasury for the coming year.

New England Section

CONNECTICUT - MAINE
MASSACHUSETTS - NEW HAMPSHIRE
RHODE ISLAND - VERMONT

CONNECTICUT CHAPTER

Claire Ball, Reporter

Starting this fall the Connecticut Chapter has been alternating meeting dates between Saturday mornings and evening/supper meetings at Brainard Field. Attendance seems to be equally divided and the change seems to please most members. Our chapter Safety Chairman, Ruth Crowell, presented very informative programs on x-wind landings and basic instruments at our last two meetings.

Members of the chapter enjoyed a boat

cruise up the Connecticut River on October 28 by hosts Teddy and Ted Kenyon. The foliage was at its peak and the weather just beautiful. On the return trip down the river the Kenyons docked at East Haddam so that Nancy Tier could fly directly home. Nancy bid everyone farewell by rocking her wings as she flew over the boat.

Congratulations to Marcia Spakoski for being elected Groton Town Representative by an overwhelming Republican vote!

Members have been quite active with Air Education: Cynthia Kemper is teaching a Piloting Workshop for 4th and 5th graders in Westport. The boys and girls meet one hour a week during "hobby" class time. Bobbie Herbert recently spoke to the Armonk Junior High Students on careers in aviation. Every seat in the auditorium was filled and they lined the walls, sides and back! And on Nov. 7th, Evelyn Kropp spoke on private flying to the high school students in Norwich. Afterwards the high schoolers enjoyed a Q&A period.

Our monthly "Fly-for-Lunch-Bunch" get-togethers are drawing more enthusiasm. On October 23rd Ruth Crowell was hostess at Bradley Field. On November 20th the fly-in was at Jaffrey, N.H. and five planes and nine gals gathered around the pot-bellied stove in the airport restaurant for lunch. Guests were Vivien Utko, Mary Aller, and Harriet Fuller from Eastern New England.

Connie MacLeish and her 49 1/2er, Rollins, recently flew their C-182 down to Clearwater, Florida. Enroute they visited daughter, Susan, at Western Carolina University in Ashville, N.C. and also stopped in Atlanta for a few days of sightseeing. Connie said she was hoping for some IFR weather, but says ever since getting her instrument rating last year, the weather is always VFR!

EASTERN NEW ENGLAND CHAPTER

Judy Gillis, Reporter

Our November meeting was rather special. We saw some of the slides taken by Billie and Stu Downing on their last summer's fabulous trip to Alaska in a Cessna 172. They took over 1500 slides in all. We only got to see a small sampling, but those we did see were beautiful. They flew over most of the Alaska Highway and many glaciers, and saw miles and miles of the pipeline.

We were delighted to have our Governor, Jean Batchelder in attendance along with many other guests and 49 1/2ers.

Arlene Bevilacqua, our newest member, was pinned.

Nominations were made for Chapter Nominating Committee, and those selected are Judy Hartzler, Mary McKillup and Judy Gillis. For Section member, Dot Pulis was elected.

Pat Thrasher recently received her Commercial License, and her daughter, Karen, who is a stewardess, passed her Private written.

Terry Downey is the proud mother of a daughter born 11-1-73.

Our trees for the Friendship Forest in Atcheson have been planted and are doing well. They will be ready for transplant in about a year.

Lois Auchterlonie recently judged at an N.I.F.A. contest at Norwood, Mass. Airport. The weather was quite windy, which made things most interesting.

On November 17, another windy and very cold day, members Helen Kolazyk, Barbara

Sexton, Pam Hawes, Sue Haselman, Ora Stevens and Harriet Fuller successfully air-marked Plymouth, Mass. Airport. The layout was a fine job done by Pam's 49 1/2er and his friend, Warren Tyler. The airport operators encircled the painters with snow plows and gas trucks to shield them from the terrific wind, which was a most welcome good deed. When the painting was completed, the chilly workers were treated to some of Pam's "garbage soup" which has everything!

NORTHERN NEW ENGLAND CHAPTER

Anne Good, Reporter

On October 31, 1973, Chapter Governor, Jean Batchelder, Rae Tally, and Lorraine Richards, all of N.H. and Ramona Morrell, Jackie Tempesta, Elizabeth Anghinetti, and Anne Good, of Maine, flew into Augusta, Maine Airport, and presented the Governor of Maine, Kenneth Curtis, the Ponderosa Pine for the tree planting, initiating the Chapter's official Bicentennial Observances Project.

The Governor of Maine also received special recognition for his efforts to include more women in government positions and to acknowledge the great source of talent and ability that Maine has in its women. After the ceremony we met the Chief Pilot and went aboard the executive aircraft **State of Maine.**



New England Chapter takes part in tree-planting ceremony at Augusta Airport, Maine.

North Central Section

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

CENTRAL ILLINOIS CHAPTER

Clarissa Holcomb, Reporter

Goofed last month — forgot to send our news! The pilots have been flying tho. Libby Kaiser attended the Bonanza meeting at Lake Lawn. Enjoyed Ed Link and Paul Poberezny as speakers on flying activities.

Jayne Schiek flew as observer for Norma Douglas while the Mooney shot ADF approaches at Burlington, Iowa airport. Was off to Little Rock with Ben (49 1/2) mid November. She had a great trip to New England with an interesting landing at Worcester where she met a lady controller in training. Received a warm greeting from FSS at Phillipsburg. Fine place to stop.

Jayne flew to Pekin to Eiff's Central Illinois Avionics open house, and returned the next day — weather CAVU — to the clinic. Our chapter was represented by Mary Waters, Barb Brusseau, Norma Douglas, Kaisers, Schieks, and Norcrosses. Norma won an ELT, and John won a set of Telex headphones. Had a "thank-you card" from Mary Ann Eiff to the chapter for the flowers sent for their Open House. Mary Ann is in our chapter's territory, but joined Quad City to have some place to fly to. She keeps track of our doin's by subscribing to our chapter newsletter.

Barb Jenison says the contractors have been pouring asphalt and may have the runway at Paris — county airport — completed this year. Barbara has been waiting and working a long time on this project.

Bobbie Kesterson managed a couple of hours in the Luscombe. We are proud of her son, Scott, who passed his Commercial written with an 87!

Ruby Andrews and Vic had two set-backs on the PA-12. The first due to unclean work cloths; the second, to an unsteady "horse." Add another month to work time.

A potential member, Wanda Whitley, has about 325 hours in a Cherokee 140 at Highland, Ind. Airport. Her favorite maneuver is stalls!

Kay Martens (as student pilot, again) with instructor Jean McLaughlin flew the Flint's Navion to Mena, Ark. to leave the plane for a paint job. Lila Flint and Jackie flew a 172 to Mena to return them to Peoria. Kay was delighted with logging almost 5 hours in the retractable geared plane.

Much work is being done toward making the May Illi-Nines Air Derby a success. The Board has had several meetings. Three chapters are involved in this project — ours, Quad City and Chicago Area. We really look forward to working together. The Chicago group seems good at raising money and held a Christmas "Wing Ding." Let's hope for good weather all across the country for the New England Air Race scheduled for May 23-24 also.

Flew the "Green Tiger" to New England last week with Max, getting some time "under the hood." My sister found a potential 99 for me in the person of Beth Watson of Wethersfield, who got her rating in October and has been using the license on the rest of the family since. On our flight home, after waiting two days for weather, we flew above the snow flurries over New York State with strong headwinds. Three hours to Jamestown for fuel and lunch. Another four got us to Sparta well before dark and thunderstorms! Next — Looking forward to a survey of Hawaii.

Had a fine meeting at Decatur with Sheryle Kuizinas and Ruth Ritter hosting. Nineteen were present.

CHICAGO AREA CHAPTER

Sandy Klock, Reporter

21 planes flew into Hobart, Ind. for our fun October meeting, with a total of 44 in attendance. Sue Gatlin was the day's most proficient pilot, winning the spot landing contest.

Sure hated to miss our November 18th meeting at Elgin Airport, which featured the movie of Capt. Elgin Long's trip around the world in a Navajo — "A Man, A Dream, and A Plane." However, I've been flight instructing at R.D. Aviation, Lewis-Lockport Airport, on Sundays, and that weekend was the grand opening of R.D.'s new offices on

the field. I helped give penny-a-pound rides, and it was such fun seeing smiles on the faces of my passengers, ranging in age from toddlers to a gentleman of 81 years!

A warm welcome to new members Debbie Karas and Lucrezia O'Brien!

Long-time member Helen Sailer was recently named a Fellow of the Life Insurance Management Institute, with a specialty in life and health insurance claims. This represents several years of study in addition to her regular work, and Helen says now that it's behind her there's more time for flying!

A nice letter came from our farthest-flung member, Barb White in Venice, Fla., and it looks like she and 49 1/2er Corky are doing wonders for aviation down there. They've been trying to preserve beautiful Venice Municipal Airport for private flying, and have formed an organization (Venice Aviation Association) of 217 members to make this possible. An air show in October made new friends for the airport, but their main efforts are devoted to education of the public. This includes (1) the "VAA Sky Ride," which is a \$3.00 per person (for groups of 3) flight over the Venice area, pointing out not only the joys of flying, but also a lesson on the geography and ecology of the area; and (2) free 5-week aviation "short courses" for the general public, in the spring and fall. The Whites are doing one fantastic job for the furtherance of general aviation. Let's all be thinking about what WE can do.

Nancy Hersee and Jean Burson are on the sick list, and Charlene Falkenberg broke her left leg and is hobbling around in a flexible cast. Get well soon, gals!

I'm sad to report the passing of several members of 99 families to New Horizons — Nita Fineman's husband, Sid; June Basile's husband, Anthony; Sylvia Harper's mother; and Myrl Muka's mother. Our deep sympathy to all the families.

GREATER KANSAS CITY CHAPTER

Dorothy Stratton, Reporter

Hazel Perkins was hostess for our November meeting at her home in Independence. We welcome Sherry Quinlan as a new member of our group. It was decided the "Girl of the Year" award should have a special name and Jan. 10th is the deadline to submit your idea for a name to Virginia Pacey. Nona Martin reported on progress of plans and work for our Spring Sectional which we will hostess in Kansas City.

Marilyn Dickson and daughter Kristi visited her Grandmother in Oswego, Kansas October 28th and got in a whole two hours flying time. Mary Ann Hamilton is staying current by flying shuttle trips to summer cottage in Minnesota and 99 pleasure trips. Jean Wilson soloed in a glider. She exclaimed, "What a Thrill!" Cathy Zimmerman has a new Skylane. Ruth Stafford has her own plane, a Bonanza, and husband Sheldon parted with the Staggerwing and bought a 1934 D Model Monocoupe, only flying one in the world. Betty Jo Hoff flew a cross country trip to Memphis via St. Louis, working for her commercial license.

November Fly Out Lunch — met at Shangri-La, Grand Lake, Grove, Oklahoma Nov. 15th.

Mary Ann Hamilton and husband Gordon hosted our Christmas Party Dec. 14th at their home.

GREATER ST. LOUIS CHAPTER

Rose Mary Roth, Reporter

Sunday, November 18th, eight of our members gathered for breakfast with our former International President, Betty McNabb. Betty was in St. Louis to be a guest speaker at the Experimental Aircraft Association Banquet.

Seems our 99s will do anything to get up into the blue and Sue Matheis is no exception. She is doing a traffic report for KMOX Radio on Friday evening with Officer Don Miller in a helicopter and Sue close behind in a Cessna 150. Sue says that though the job is only once a week now there's a good possibility that she may be doing it more often in the future. The November Fly-to-Lunch-Bunch numbered 8 members and guests who met at Quincy, Illinois airport. That date also happened to be member Amy Laws' birthday. The next scheduled Fly-to-Lunch-Bunch was to Mexico, Missouri Airport, December 12th.

Our December meeting was in Greenville, Illinois with Mary Lowe as our hostess. This is our one yearly meeting when we highly encourage everyone to bring a guest to share our festivities.

INDIANA CHAPTER

Lois Hawley & Kathy Forrest, Reporters

Tomorrow's general aviation pilot will have to be up on his computer lingo according to Joe Wartolic, of the FSS in Lafayette, Indiana. Speaking to the November meeting of the Indiana 99s, Mr. Wartolic emphasized that the current one-to-one method of briefing pilots is on the way out because the government and the taxpayers can't afford it. New communication systems are being tested which will gradually phase out many of the FSS stations, and place more emphasis on traffic control centers. One such system would have a keyboard at each airport desk into which the pilot would feed his flight plan to the computer. Anyone who has ever taken a computer course, and had his program rejected, knows how finicky the wire monster can be!

In other activities, Martha Holst and 49 1/2er John enjoyed a flight over Vienna while on a Purdue Alumni tour. Martha reports it was a pleasure to fly in a Cherokee Six and take pictures of the Blue Danube and the Vienna Woods.

Pauline Genung has been flying her Swift 99K over the woods of Indiana, taking over 300 children for rides as the result of a newspaper boys and girls contest, and also searching out women pilots and instructors and telling them about the 99's organization.

Airmarking again reported in strong, with eight more Indiana towns sporting fresh yellow paint on their rooftops. Doug & Judy Graham, and Ruth & Wally Ruggles are to be congratulated on their determination!

Also at the November meeting, Mrs. S.G. (Billie) Smith received her 25 year pin. Twenty-five years a 99. That's a long time. Billie, Congratulations!

IOWA CHAPTER

Ruth Ulfers, Reporter

A Happy Birthday party for 99s was one highlight of our November meeting. Eleanor Linderbaum brought a beautifully decorated cake to celebrate our 44th year. We're the kind of women who "get better, not older," right?

One of our "getting better" members,

Rowena Bennett from Mapleton, passed her commercial checkride October 26th. Congratulations!

Our meeting in Marshalltown was attended by 45 people. After a great buffet dinner 49 1/2er Dr. Charles Bendixen showed the FAA film "RX for Flight" and then elaborated on problems such as hypoxia, night vision, effects of medication and noise-hearing loss complications. The discussion proved that 99s and their husbands are a smart bunch of people.

Pat Borup is our newest Iowa member. Pat has a private license, is a practicing R.N., raises two boys, and she and her husband fly from the Wellman airport. Three prospective members were our guests. Ann Johnson and Berniece Nortom both obtained their private license late this summer. Wanda Schultz was waiting to schedule her private check ride and occupying the interim by building her own 2 passenger plane!

Marilyn and George Cragin of the El Paso Chapter were in Iowa in November to see her family. They also visited with 99 Jean Ellingson and 49 1/2er Lem while they were here.

Our January meeting will be held in Sioux City on the second Sunday. Bob Stolz, pilot and mechanic, will present a program on the annual EAA meeting at Blakesburg.

LAKE MICHIGAN CHAPTER

Evelyn Borst, Reporter

Two plane loads of medical supplies and materials were flown to Detroit City Airport on November 17th, 1973. Eloise Smith and Polly Huitt flew a Cessna 172 and Ruth Eiseman and Joe Wingier flew a Cessna 182. Our November meeting was held in Three Rivers with 14 members present. Ruth Kersten was "pinned"! Sue Ward got APT and also her SAFETY PIN! We enjoyed our Christmas party in Lansing on December 8th and seeing the girls from the Michigan Chapter too.

Mary Creason has just been appointed a member of the Women's Advisory Committee on Aviation. Maisie Stears, our Chapter Chairman, is recovering from back surgery. We miss you, Maisie — hurry and get well soon!

MICHIGAN CHAPTER

Patricia Domas, Reporter

The 18th Annual Michigan SMALL Race is now a pleasant memory. (See article Dec. issue). Many thanks to all who worked so hard and to all contestants who participated.

The October chapter business meeting was held in Howell following the Race, and was presided over by 1974 officers: Suzanne Crook Whyte, Chairman; Claire Ojala, Vice-Chairman; Nancy Hecksel, Secretary; and Joyce Odom, Treasurer. Welcome to new members. Roberta Wolf of Gaylord and Chris Hunter of Traverse City.

Suzanne Whyte attended the dedication of the Otsego County Airport Memorial Park. She spoke briefly with Governor Milliken who was present for the ceremony.

Amelia Earhart Scholarship winner, Pat Domas has begun flight training for her Instrument Instructor and Multi-Engine ratings. She has passed the Instrument Instructor and Instrument Ground Instructor written.

Members of both Michigan chapters enjoyed the joint Christmas party in Lansing.

hostessed by the Lake Michigan Chapter. Nancy Hecksel received a Christmas present from her 49 1/2er Warren, who put a special number on their airplane. If you hear Mooney 99 NH flying the airways be sure to say hello!



CAPTION: 1974 Michigan Chapter officers, (seated) Suzanne Whyte, Chairman; L to R, Joyce Odom, Treasurer; Claire Ojala, Vice-Chairman; Nancy Hecksel, Secretary.

MINNESOTA CHAPTER

Clara Johansen, Reporter

December was officially designated as Aviation Safety Month by Minnesota Governor, Wendell Anderson. Invited to assist in the ceremony were our Chapter Chairman, 99 Betty Kuechle, representatives from Minn. Aviation Trades Assn., and National Business Aviation Assn., as well as officials from FAA and GADO. Minnesota Chapter 99s will be especially safety conscious this December!

On four consecutive evenings, in Nov., our 99s helped at the Aviation Safety Seminars conducted by the FAA and Minn. Dept. of Aeronautics. The second night, during break, the 99s held a quick meeting inviting all women pilots present to attend and many did, including new members Linda Erickson and Shirley Hallgren. We welcome Barbara Bellair who rejoined our chapter. She'd taken time out for graduate studies at the University of Minn. and is now an Elementary School Principal. Since midsummer, Janie Koznick, Janice Nielsen, Nancy Plummer, Mary Jane Migis, Elaine Jensen and Mary Thompson have joined our chapter. Welcome. Our congratulations to Gail Vail on acquiring her instrument rating.

Thanks to Dorothy Bolander and her helpers, Project Aware was a great success. A large number of pilots' wives attended the seminar Nov. 27. After hearing Andrew Detroi, Accident Prevention Specialist, GADO; Ken Patz, Aviation Representative, Minn. Dept. of Aeronautics; and Theodore Lester, M.D., Pilot and FAA Medical Examiner, the wives came away more aware but reassured of a pilot's capabilities, and their own roles in the airplane. The very funny characterizations of "Willie's Wives" by 99s Nancy Plummer, Joan Sommerfeld, Sally Woodburn, Mary Jane Migis, Rita Orr, Janie Koznick, Linda Haedge and Betty Kuechle, narrated by Dorothy Bolander gave the audience even more insights to happy flying. Several 99s

and their guests flew into Minneapolis for the seminar. Carolyn Olson and 2 pilots' wives came from Hackensack, Mn. and stayed over for the Fly Out Lunch at Rochester, Mn. the next day.

As this report goes to the Editor, our Christmas Party Chairman, Barb Pearlman, promises that the 99s Christmas party at the Decathlon Club will be fully as enjoyable as the one we had there last year. She expects Santa to fly in. Happy Flying in 1974.

QUAD CITY AREA CHAPTER

Jo Anne Walker, Reporter

Quad City pilots are progressively feeling the effects of the fuel cutbacks. 80 Octane fuel is not obtainable at the present time by customers on this field. Most people flying long cross country distances are phoning ahead to be sure of adequate fuel.

Von Alter and Barney Young flew medical supplies to Des Moines the other day. Ellen and Bob Thiel and daughter, Shana, spent four days in Northwestern Iowa the weekend of Thanksgiving.

Neil Pobanz and JoAnne Walker attended a committee meeting of the Illi-Nines Air Derby on November 16 in McHenry, Illinois. At this meeting, Marion Jayne explained the method by which the handicaps for the 1974 race will be revised. Anyone interested in having aircraft tested for a handicap on a measured course may contact Marion.

Von Alter and Norma Smith have received their Spirit of St. Louis Safety Pins.

Quad City Area Ninety-Nines were hostesses at a well attended FAA Safety Seminar at the Davenport Airport on November 19.

Quad City Airport is scheduled to be a designated fuel stop for AWTAR in '74. HOW'S THAT FOR OPTIMISM!

WISCONSIN CHAPTER

Betty Willmore, Reporter

November meeting — typical Wisconsin 99 flying day . . . poor visibility and low ceilings! But 8 planes flew out of Morey Airport in the 98 st. mile Air Derby. The triangular course was over woodsy terrain and included a 300 ft fly-by of two very elusive grass strips!

Participants in the proficiency rally were Joan and John McArthur; Pat Back and Ron Milanovich; Dee Kluppel and Elaine Strickland, Louise Yeazel and son, Mark; Mavis Monson and Ann Lytton, Betty Willmore and Jim Fish; Mary and Joe Krautkramer; Marilyn Donagon and Caroline Morey.

First place trophy went to Joan and John McArthur with a score of 97.5342!

Second place trophy went to Louise and Mark Yeazel, 97.2377. Louise also had the best fuel score. Fuel estimate was within 2/10ths of a gal!

Mavis Monson and Ann Lytton scored the best over-all speed and had the best performance by an all-female crew.

Marlyn Donagon won first place in the spot landing contest.

Mary Krautkramer (Chicago chapter) took second place.

Marilyn Shaeffer, Madison, is new member.

Ramona and Jewel Huebner and Arlene and Hersch Schwartz flew their planes to Guadalajara, Mexico to a medical meeting. They reported good weather and no problems flying south of the border!

South Central Section

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

ALBUQUERQUE CHAPTER

Becky Lutz, Reporter

A state-wide Fly-In held recently in Santa Fe gave our chapter a good opportunity to present our "tree of friendship" to the Santa Fe Airport. The pine tree was presented to Congressman Manuel Lujan who planted the tree for us on the front lawn of the city airport. Congressman Lujan told us that this was the first event commemorating the Bicentennial celebration that he was aware of in New Mexico. Among the girls at the Fly-In were Roz Kinlen, Joyce Buehler, Micki Collins, and Becky Lutz.

Blanche Griscom recently went to Santa Fe also as part of a statewide committee to select appropriate aviation textbooks for high school classes. Blanche teaches two aviation classes at a local high school. Claudia Beckner is sporting her "Spirit of Safety" pin. Claudia is also working toward adding another "I" to her CFI rating.

Joyce Buehler enjoyed talking to George Rhodes, president of Aviation Training Seminars, Inc. during the A.O.P.A. Clinic held here recently. Mr. Rhodes is well known as producer, host, and author of "Discover Flight with George Rhodes" WKWZ-NBC.

Several of the girls attended the New Mexico Aviation Association banquet held in November. **Flying Magazine's** Gordon Baxter was guest speaker for this annual event. Roz Kinlen and husband Jim spent some interesting hours with Mr. Baxter and his wife as they helped host his Albuquerque stay. The Kinlens even found time to host a buffet dinner and cocktails the evening before the big banquet which was quite a gathering of aviation types.

Joyce, Roz, and Becky Lutz along with others from the aviation community are on a committee to help plan for the third annual SICAM poker rally to be held in January.

Welcome to Edythe Bishop who comes to us from the Greater Kansas City chapter. I recently passed the commercial written and am looking forward (?) to that checkride.

Our annual banquet will be over as this goes to press. Happy New Year.

ARKANSAS CHAPTER

Marguerite Nielsen, Reporter

Governor Dale Bumpers and Director of Aeronautics, Eddie Holland met with Arkansas Ninety Nines Cary Hunt, Marge McLean, Kay Newth, Ruth Gray, and Virginia Proctor in Little Rock for the purpose of promoting aeronautical good will. The girls served as hostesses during the open house at Adams Field in Little Rock. The board room was offered for future meetings of the Arkansas Chapter.

Dr. Mac Poe may be a nervous navigator but is a terrific golfer. To prove the theory . . . Charlene and Dr. Mac have made the return flight from La Quinta, California where Dr. Mac took the coveted silver bowl that accompanies first place in the U.S. British Challenge Cup competition when he competed with thirty-nine other doctors in the invitational which consisted of 20 British and 20 Americans.

Arkansas members Delores Deam and

Velma Hite have moved from Ft. Smith to 5901 J.F.K. Blvd., North Little Rock, Arkansas and 418 North Jackson, Lebanon, Missouri respectively.

Attending the national CAP meet in Las Vegas, Nevada was Louise White who thoroughly enjoyed an air lift aboard the C118. Marge Nielsen has been promoted to 1st Lt. CAP and is serving as Accident Prevention Counselor Southwest Region FAA.

. . . and from the Land of Opportunity . . . happy flying to you all.

COASTAL BEND CHAPTER

Vel Kiker, Reporter

August saw two Coastal Bend racing teams participating in the 1973 Skylady Derby. Katherine Caraway and Elizabeth Morris flew Caraways' Cessna 172 placing sixth; Barbara Corley and Vel Kiker competed in Kikers' Cessna 150 placing eleventh. The same teams flew the 3rd Annual West Baytown (Texas) Kiwanis Club Proficiency Race held in September. This time the Morris-Caraway team placed eleventh, and the Corley-Kiker team, twenty-first. At the awards dinner, Liz Morris was presented with the trophy for being the newest licensed pilot competing and also won a fifth of champagne as a door prize. Vel Kiker won a year's subscription to **Sky Prints**, also a door prize. Lucky girls!

October the group convened in Schulenburg and enjoyed a report — complete with snapshots — of a trip to the Bahamas taken by Ruth and 49 1/2er Bill Cox. Color us envy. We also welcomed new transfer Joyce Smith and 49 1/2er Jim, formerly of Orange, Tx., now living in Corpus Christi, Texas. Color us happy.

In November, the chapter hosted an FAA Safety Seminar in Yoakum jointly presented by the San Antonio and Houston GADO offices, and sponsored by Lewis Travland of Rawhide Aviation. Color us up-to-date.

No meeting in December — but Peggy Zapalac and Liz Morris actively working on their commercials; Katherine Caraway on her instrument rating; Jewel Fisher, Margaret Clegg, and Ruth Cox assisting in family businesses; Barbara Corley plotting new ways to get us all APT; Delores Zuck and Vel Kiker flying those Coast Guard Auxiliary patrols; Allona Basden settling in in Fort Collins, Colorado; and Archie Mercer — where are you, Archie? — will all tie up this year's loose ends. Color Coastal Bend busy!

COLORADO CHAPTER

Mary Neil, Reporter

Our big November news was that we sponsored and worked with the FAA in presenting a two-day safety seminar Nov. 2 & 3 that was well-received by about 500 pilots from the Denver and surrounding area, some from as far away as Alamosa and Cheyenne, Wyo. The Golden Sentinel team of FAA specialists covered aircraft accidents, airspace navigation, weather, mountain flying and survival, and showed numerous new training films.

News at our last meeting included: Donna Myers "fun trip" to Phoenix for the races and a visit to 99s in the area; Betty Jo Reed's 275 hours of pure pleasure this past year in her KingAir N44F; Avalon Graf's new job getting Graf Air Service "off the ground;" Dolly Gibbons' progress on the Instrument Rating — she should have it by

the time we read this. Transfers attending included Peg Sulfridge from Michigan and Nan Gaylord from Tulsa — are we lucky! They are good 99s and most welcome. Guests included Verda Brittingham from the Indiana Chapter who was in town conventioning with the Eastern Star. Other guests and prospective members were Julie Maslanik, Mary Adams, Elva Ruberg, Kay Madson, Cindy Bellmar, and former member Fredda Turrill.

Our own Jean Ferrell and Jean Glick (New York Chapter) took a "Care" package of Prague Czechoslovakia for a friend. Food and clothing — 200 lbs. of it — all as baggage. Jean F. works as a simulator instructor for United here in Denver while Jean G's husband works for Seaboard World — (so that's how they did it). The trip went smoothly, even the weather cooperated, except for a two-day delay in Frankfurt because of the Air Traffic Controllers' strike. Even Jean Glick, who is a Radar Controller for New York Center, was grounded. They are planning another "mercy" mission in March.

Next event for us was the Christmas party Dec. 13th at the Lowrey Officers Club. Dave Olds of the FAA was there to tell us, among other things, about establishing the Wright Bros. Memorial Award in the Colorado Area. A Banquet was held on Dec. 17 at Stauffer's Denver Inn at which time an award was given to the person who has made an outstanding contribution to Colorado Aviation. Senator Peter Dominick, Republican from Colorado and a pilot himself was the main speaker. Our own Emily Howell was the honored recipient! She is going to have to add another room on the house for all her trophies. Emily flies for Frontier Airlines and was nominated for this award by the United Airlines representative and our Chairman Eulalia Nichols, both serving on the Award committee. The dinner was sponsored by the Colorado Air Force Assn., the Colorado Chapter of the Ninety-Nines and the FAA GADO office here. We are **Proud** of Emily and of foresighted Frontier Airlines — they also employ Karen Thomas, Colorado 99, in their Public Relations Dept. and Donna Myers, former President of International Ninety-Nines, whose husband is a Vice-President of Frontier.

Eulalia Nichols and I had a delightful flight to Aspen early in Nov. in my Bonanza N782OR to begin some preliminary planning for a South Central Section Meeting. Betty Pfister met us and drove us to her fabulous home. It was a delightful day and the Section meeting looks like fall of '75 at this point. Gas permitting, of course!!

DALLAS CHAPTER

Betty Boop, Reporter

The October Meeting at the home of Tanya Thornton included a wedding shower for Barbara Whitsill (ex Powell), a happy occasion for Dallas (another 49 1/2er — Bob and a name change for directories.)

The November meeting was a birthday party for the Dallas Chapter, chartered 16 years ago on November 17, 1957. Originally Dallas was part of the Texas Chapter and as Texas grew so did the division of the chapters. Today the 99 members in the Dallas Area have grown and there are now 2 Dallas Groups (Dallas and Dallas Redbird).

Over the years Dallas members have participated in many, many fund-raising ac-

tivities, have donated time and money to various organizations for the advancement of aviation and the community, and participated in various airmarkings and airport beautification projects. The Dallas Chapter has been hostess to three Sectionals and co-hostess to one other Sectional.

Martha Ann Reading (one of the charter members of the chapter) was the first to receive the SC Section Jimmy Kolp Award for her many contributions to the 99s and aviation. Our members have been and still are officers, members, and helping hands in other aviation groups (i.e., CAP, IAC, etc.). We have the pleasure of having as one of our members the first woman to successfully complete American Airlines Jet Training course for the Cessna Citation, in addition she has just completed Flight Engineers school. Our members own, are partners in, or instruct at various flight training schools and air charter services. (Ed. Note: How about names of your outstanding members — with a "Chapter Personalities" article and photo??)

We have had three FAA Accident Prevention Specialists, plus our members have worked for the FAA in other capacities including that of weather briefer over the years. We also have had the privilege of having had three Section Governors come from Dallas. We know we're patting ourselves on the back, but, we're PROUD we're 99s and members of the DALLAS chapter.

Happiness and Good Wishes Always — Dallas.

DALLAS REDBIRD CHAPTER

N.A. Cloud, Reporter

Happy 1974 to all of you! 1973 was "interesting" to say the least.

Redbird is winding up their activities for the year. Our regular meeting for November was spent in producing an inventory of our DISPOSABLE INSTRUMENT HOODS which were just approved by Headquarters. Anyone wanting to get APT really should have one of these, only \$1.75 postpaid, in Ninety-Nine Blue. Write Kathy Long.

Bonham, Texas Airport is now properly airmarked. Seven of our members (out of eleven) flew up there recently and joined some of the Dallas Chapter members in painting runway numbers. We are really getting good at this, only took us an hour and a half to paint both runway ends.

December saw us having a fly-in with the Dallas Businessmen's Flying Assn. to the Dallas-Fort Worth Regional Airport. We've all been dying to land at the world's largest airport but so far they have said no. But now, finally, we got our opportunity. We took three airplanes (not counting BFA's airplanes) and had a conducted tour of all the facilities.

Also in December was our annual Christmas party. We were hostesses this year and had the Dallas Chapter as guests.

Elinor Johnson and 49 1/2er Rowland flew in the Fairview (Okla.) Flylady Air Race in November and came in fourth. This was the first race for this team and as everyone knows, it ain't easy for husband and wife to fly together. However, this one worked out okay!

Helen Wilke and Kathy Long have received confirmation of their sponsor, H.L. Hunt, again this year and are already making plans for next summer's air races. Several other members are working toward that end but nothing has jelled yet.

Hope the fuel crisis is resolved by the time you read this and we'll all have plenty of fuel for 1974. We'd even pass the blue skies and tailwinds for full tanks.

EL PASO CHAPTER

Norma Kudiesy, Reporter

Betsy Wright obtained her private pilot license on her seventeenth birthday November 21. Congratulations Betsy.

Several of our members have returned from vacations, everything from enjoying a mountain retreat to shopping in faraway cities.

Polly Thomas is a new El Paso 99. She flies a Cherokee. Her husband is an M.D. We all welcome her.

Phyllis McCarthy, a Major in the CAP, was honored by the Sertona Club as "Citizen of the Month" for her long years of service and efforts in search and rescue operations at a luncheon recently.

Marian Banks, Vice-chairman of the AWTAR Board, visited El Paso to set up plans for next summer's fly-by of Powder Puff Derby contestants. Twenty-two airport board personnel, FBO's and 99s representatives attended.

Ruth Deerman is giving flight safety check rides to those interested. She was visited by Meg Guggolz of the Santa Fe Chapter and Ann Roethke of the Wisconsin Chapter who brought DRF supplies with them.

Our Christmas party this year was held at the home of KK Garlitz with the Chaparral Chapter joining in the festivities.

Louise Mitchell was off to isolated areas of Mexico again via bush pilot services with a staff of twenty to treat over 450 patients in a five day period. These mountainous areas have no medical facilities available.

FORT WORTH CHAPTER

Jean Bishop, Reporter

Fort Worth Ninety-Nines spent November preparing for our annual Wright's Day Dinner held December 16th at Colonial Country Club. UFO's were the topic of the three speakers at the dinner, John D. Jackson, ground instructor with American Airlines, Miss Tony Page, editor of **Cross Country News**, and William Case, Aviation editor for the **Dallas Times Herald**. Many of those interested in aviation in our area attended the dinner.

Diane and Roger Coon and Tom and Jean Bishop are still working on their BD-5's while Jim and Nancy Armstrong are building their BD-4.

Carolyn Merrithew quit her job as manager of Planes and Pilots and is busy redecorating her house. Carolyn will have more free time for 99s now — we've missed her. Betty and Joe Parsons were in McAllen trying to boost the contractor building their house. They then flew to Guadalajara, Mexico, to shop for light fixtures. They were home for only two days before flying to Hawaii and Fiji for a vacation.

The pilots at Aero Valley Airport at Roanoke gave a large dinner and dance in the hangar for the 72nd birthday of our Pioneer Pilot Edna Gardner Whyte. Edna is the owner and manager of Aero Valley. She instructs students daily and is expanding the airport with the addition of 15 more hangars. Edna and May Lou Mahey plan to fly in the Fly Lady Race at Fairview, Oklahoma.

Nancy and Jim Armstrong took advantage of the wonderful fall flying weather to fly to East Texas, West Texas, Central

Texas, and points in between — which covers a lot of territory. They took a guest with them on each trip. One guest was 84 years of age and it was her first airplane flight!

Ernie and Gladys Latham are the proud owners of a 1972 Viking 300 Bellanca. They have been enjoying the lovely weather on Sundays by flying to various spots in Texas and Louisiana for lunch. A great idea for pilots!

GOLDEN TRIANGLE CHAPTER

Ellen VanDeventer, Reporter

New ratings are flourishing in the chapter. Helen Wells has passed her commercial. Congratulations, Helen.

Our November meeting was held in the home of Carol Callan, in Euless. Three prospective members joined us: Peggy Norman, Mary Lou Blain and Sue Jose. Governor Brenda Strickler presented Chairman Linda Hooker with the second place trophy for Chapter Achievement, and plans were finalized for our Christmas dinner, in the Brook's home on December 8.

Jo McCarrell has volunteered to make Santa's run this year for him. She and Wayne have recently acquired a Cessna 182, painted Christmas colors, red and green. Our only request, Jo, is don't try to land it on the roof tops.

November 2 was a joint Safety Seminar for the DAL/FTW area. Seven hundred area pilots attended the meeting at Trinity High School. Plans are under way for another in January, to be held in Arlington.

Chairman Linda Hooker has been working on getting us incorporated, and she reports that very soon after the first of the year, with the IRS willing, it will be finalized.

Our latest flying activity has been distributing the new Safety Improvement Report holders, for the FAA, to the area airports. When you are out, be sure and locate these.

Brenda has been working with two instructors in setting up a group orientation as part of the new requirements due by next November. Our plans are to do it early and avoid the rush.

HOUSTON CHAPTER

Stephanie Vickery, Reporter

While in other parts of the country people are beginning to adjust to the sub-70 degree indoor temperatures, we in Houston are thankfully enjoying shirt-sleeve weather outdoors. To take advantage of the good weather, our paintbrushes and rollers and poised for a series of airmarkings. Early December promises airmarkings at Hearne and possibly Smithville and Cameron. Other airmarkings are being planned. Weiser was marked in November.

The pennies-a-pound ride in late October was a big success thanks to Sally Gluckman, Pat James, Joyce Johnson, and others who worked so hard.

Christmas plans for the Houston Chapter included an airlift of much needed clothing and other items to the Texas State Mental Institution at Rusk, and an enjoyable evening at the Christmas party.

M.E. Oliver is participating in the Civil Air Patrol Level I Clinic at Montgomery County Airport . . . Delle Hightower has been checked out in her new Bonanza . . . Billie Wyche is pleased to have passed the ATR written exam . . . and her student Stephanie Vickery is happy to have earned a long sought instrument rating.

KANSAS CHAPTER

Carolyn Westerman, Reporter

The Kansas 99 November Meeting was held at Brown's Grill West. Four guests attended. Carol Cleverly, Wilma Sheets, Janet Gray, and Suzanne Voorhees. This was Janet's and Suzanne's 2nd meeting and we are looking forward to two more members.

Ruth Johnson flew in the Fairview, Oklahoma, Fly-Lady Derby, November 10. This was Ruth's first flying competition and she came in fourth place in the third leg. Even though there were low-low ceilings, 16 pilots flew the course. Eleanor Knott was presented a Safety Award for returning to the starting point in the first leg due to the low ceiling.

The next day Fairview had their Armistice Day Air Show. Jackie Luke flew her two children, Cindy and Larry, Judy Calbeck, and Juanita Hattan to the air show. They arrived in time for the "luscious" breakfast. A ten pound turkey was given to the pilot of every 10th airplane who landed that morning. Jackie was one of the lucky winners. All those who attended Fairview's Air Show had a super-great time.

Bette Murrell and Bill Barnes were married Labor Day Weekend. Marty Paulson and Jim Pope married November 17.

LUBBOCK CHAPTER

Beth Covey, Reporter

November was a busy month for our little chapter. The FAA-99 sponsored Aviation Safety Clinic was held Thursday, the 15th, in the Flame Room of the Pioneer Natural Gas Building in Lubbock, with a very good attendance. The program opened with a slide presentation on mountain flying, followed by a movie on night flying. Next was a short program on ELT's, with a radio demonstration of what a signal sounds like, so we would know what it was if we ever heard it. Finally, Mr. Jim Couch of the FAA reviewed and explained the new Part 61 regulations.

Our regular meeting for November on Monday, the 19th, started at the new fire station at Lubbock Regional Airport. Capt. Jack Carlile and the other firemen gave us a very interesting and informative program on their fire fighting capabilities in different situations, including fire in the cockpit. They demonstrated the effectiveness of various agents, and explained their application with the different trucks. Capt. Carlile emphasized the necessity of calling in immediately when any emergency condition occurs, in order that the right equipment and extinguishing agents are ready when you touch down.

The quarterly South Plains Safety Council dinner meeting was held Monday, the 26th, at the officer's club at Reese Air Force Base. Before dinner, the group toured the non-destructive inspection hangars, and learned about oil analysis as a method of spotting trouble internally in the engine, and x-ray and a dye dipping process for spotting cracks and potential trouble in the airframe.

Rosemary Stidham and her student, Sherry Sullivan, flew to Mena, Arkansas to ferry a Cessna 150 back for Town and Country Airport. However, the weather was too low to get into Mena, so they landed at a little airport at Poteau, Oklahoma to wait, and lo and behold, Ramona Mitchell, of Mitchell Flying Service, a fellow 99, was

the owner and operator of the airport. Ramona took them into town for breakfast, offered to fix them a lunch, and gave them some sage advice about flying in the Oklahoma hills around Poteau. The weather never did improve, so Rosemary and Sherry never did get to Mena. Nevertheless, they enjoyed their experience, and got some actual IFR passenger time in the 310.

Beth Covey got to ferry a Cherokee 140 from Vero Beach, Florida for Wes-Tex Aircraft, but spent about 6 days on the ground in Meridian, Mississippi and Dallas trying to get back to take her instrument checkride. Finally, she did get back, and got her instrument rating Thanksgiving Day.

NEBRASKA CHAPTER

Sharon Meyer, Reporter

Due to poor flying weather, our November meeting was held at the alternate site, Lincoln, rather than at Belleville, Kansas. Carole Sutton, who was planning to host the meeting in Belleville, drove to Lincoln to meet with us.

Lincoln, Nebraska is going to be a must stop for the 1974 Powder Puff Derby. On Monday, November 5, Trailblazers Barbara Riggs, Elmyra, N.Y., and Marion Banks, San Diego, along with Wanda Cummings, San Diego, and Gini Richardson, Yakima, Washington, arrived in Lincoln to discuss procedures for the Derby stop. Several Nebraska 99s, Jan Heins, Diane Bartels, Shirley Amen, Dawn Parkening, Nancy Alley, Vera Bartunek, Mimi Haworth, and Sharon Meyer, spent a delightful evening with Barbara, Marion, Wanda, and Gini. We are really looking forward to the race, and also, crossing our fingers and hoping the fuel shortage will cause no problem.

Our Nebraska Chapter voted at its last meeting to serve as a co-sponsor for an Aviation Explorer program. This means that we will work with another sponsoring organization to help implement Explorer Posts for high school boys and girls who are interested in learning about aviation-related occupations. Hopefully, this will be a very interesting and worthwhile endeavor.

Our annual Christmas party was at Jan Heins' home in Lincoln this year. Much fun!

We welcome new member, Sue Schuff of Oshkosh (Sue is already our airmarking chairman for western Nebraska!), and reinstated member, Carmen Stineman of Deshler.

Our former chairman, Mimi Haworth, has just been elected president of the Nebraska Correctional Association. Mimi really keeps busy!

Our January meeting will be at Elkhorn, Nebraska.

SAN ANTONIO CHAPTER

Marian Burke, Reporter

MARIAN BURKE has given three Rotary Club speeches during the last month, telling about the 1973 Powder Puff Derby.

The Chapter Xmas party will be at the home of Betsy Hogan and 49 1/2er Bill. Repeating last year which was a great success.

NEW MEMBERS: Welcome! New member ANNE LOWELL . . . Pilot husband, George is a military doctor at Ft. Sam Houston. They have four children and have just completed a military tour of duty in Fairbanks, Alaska. Anne has a Commercial pilot certificate . . . airplane single engine land. Welcome to our group ANNE!

NOTICES: 99s, have you had a proficiency flight check ride recently? The new FAA rule will make it mandatory in the near future. Nov. 1, 74 is the deadline! Check the operator's hand book, review the aircraft information for your plane. Take some time to review the proper use of transponders, use of radio freqs, and use of flight charts. Be prepared! GET APT! STAY APT! HAVE A SAFE FLY'N HOLIDAY!

SHREVEPORT CHAPTER

Dot Lindsey, Reporter

By air and o'er land SHV 99s journeyed to Arcadia on an air marking project. Most of our members were present, the weather cooperated — it was a good day for flying and air marking and we enjoyed a picnic lunch and a bit of hangar flying before the return trip. We also appreciate Mary Jo Voss soloing her camper to Arcadia — it was most convenient and useful and we hope Mary Jo is considering the same for our next air-marking.

Congratulations to Evelyn Snow and Jere Saur who are now Certified Flight Instructors. Our Chapter has four members in this category.

Hazel Brian has probably had an opportunity to fly her new Bonanza. Marion Piper is spending a lot of time in the air getting re-acquainted with her Mooney after its brand new major.

Mary Jo Voss accompanied 49 1/2er Bennie to Washington, D.C., to receive an Award for Valor from the Department of Transportation. Congratulations Bennie.

It's that time of year once again — our Christmas party-meeting was hosted by Mary and Don Friday. We had a fun-filled evening of slow flying and merry making and checked the progress Mary and Don are making on the Skybolt they are constructing.

The "Spirit Of Safety" Pin for that proficiency evaluation flight — if not in 1973 — let's make it a "must" in 1974.

The Shreveport Chapter wishes all 99s Happy New Year with safe flying.

TRI-STATE CHAPTER

Mazie Lipscomb, Reporter

The absence of a report from the Tri-State Chapter the last two months doesn't mean the 99s haven't been promoting the cause — it simply is the result of this Reporter not taking time to sit down and report. When I gave my boss the required six months notice to take early retirement, after 32 years with the bank, one of his remarks was "I don't like it but I can't blame you — have fun" (he is well aware of N4683L and my flying). He also said I would have to work like **** for the next six months. I even set the timer on my oven for 15 minutes to make the rough draft of this report, then off for an 8:30 a.m. Officer's meeting. So much for the reasons.

One of the most interesting projects we have had was cooperating with the FBO at Carthage, Missouri in sponsoring a "Miss Aviation" contest. The winning young lady was required, among other things, to write an article on "Why I would like to fly," be personable so as to appear publicly, etc. The first prize, which was won by Sherree Brunner, was instructions and plane to solo. The Tri-State Chapter included as their contribution her initial membership in the 99s when she was eligible. After the crowning of "Miss Aviation" 99ers Nancy Teel and Harriett Call participated in

Penny-A-Pound rides. The hydraulic line on Harriett's Skylane broke so that left Nancy to represent us.

Not being content with ordinary monthly meetings, Chairman Teel sponsored a one-evening "ground school refresher" coupled with the FAA film on night flying.

Nancy was appointed by the FAA as Accident Prevention Counsellor, and has completed Part 135 Air-Taxi check ride. Great accomplishments!

Our latest project, that of air-marking the Vinita, Oklahoma airport was quite an experience. Our member — Ruth Brewer — lives at Vinita, and through her efforts 99s have literally left their mark. If you have occasion to fly through the mid-west, don't (you couldn't possibly) miss those 60' numbers on the strip beside the Glass House on I-44. Ruth's 49 1/2er AI was our one-man power, helping mark the numbers 17-35, pouring the paint into our cart from the 50-gallon drum, even furnished the long handles for the rollers. The Chamber of Commerce of Vinita bought our lunch at the Glass House and since we had really worked up an appetite, we topped off the good meal with their famous "Mile-High" lemon pie. The only excuse **any** 99 can give for eating dessert like that is to fortify herself, and then go paint 35 on the end of a runway (60' numbers too). Ruth is a good booster for the 99s and women flyers (she does aerobatics) and has us scheduled to air-mark the Tallequah, Oklahoma airport next.



Tri-State Chapter of 99s Air-Marking Vinita Airport. L-R Harriett Call, (Linda King - 66 2/3 in Plaid jacket) Nancy Teel, Chapter Chairman, and Ruth Brewer (Is Ruth wondering if "5" was marked right?)

TULSA CHAPTER **Daisey Dimwit, Reporter**

We have had a busy summer. We haven't even had time to write about it!

We have safely installed all our new officers and here I am back at my old beat reporting. Earline Biles is teaching ground school classes at Claremore Junior College one night a week. She also flew the Fly Lady Derby at Fairview Nov. 10. Nan Gaylord got her CFI and took off again for California. Before she left she had a Hairy Happening, an emergency landing only 5 miles short of the runway, and with a student who had just soloed the day before, same plane! This did not daunt our intrepid bird-woman; she got it repaired and took off again.

Jan Mauritson completed her requirements and has her Ground Instructor Rating, Basic Instruments, and advanced Instruments Instructor, all three!! Our chapter also boasts of the fact we have one

member with an ATR, Betty Nation, who just recently moved the B.J. Flying Service back to Tulsa after 8 years in Pryor.

Our new chairman, Mary Stewart, and 49 1/2er Bill, have been flying the riggin' off their old 195. They have been to Denton, Pauls Valley, Mount Pleasant, Detroit, Michigan and others. They claim to have come across an engine belonging to one of A.E.'s planes, seems it belongs to the FBO at Pauls Valley. Anyway this may bear investigating.

Our biggest pride in a member this year has been in our Katy Boyd, who has been busy putting together a closed circuit TV ground school course! More on this great accomplishment, later . . . Happy New Year from Tulsa! If you don't hear from us again for a while we will be busy planning for our AWTAR Stop this summer. Tulsa will host the pilots at the Camelot Inn on one of the stops. We look forward to participating in the greatest race of the year!

WICHITA FALLS CHAPTER **Virginia Holmes, Reporter**

Marilyn O'Neil, Nan Park, Lou Ellen Foster, Virginia Holmes, and their 49 1/2ers attended the South Central Sectional in El Paso in October. It was a fun and informative weekend. Marilyn O'Neil presented Broneta Evans from the Oklahoma Chapter our 1973 Jimmie Kolp Award.

Our Chapter hosted another general aviation safety meeting November 15th. More than 100 pilots attended. Gary Lavente, accident prevention specialist of the Fort Worth G.A.D.O., spoke on night flying and presented a film entitled "From Dusk To Dawn."

Thanks to Lou Ellen and Lewis Foster, Thelma Grey, Betty Allison, Eleanor Irvine, Ola Mae and Bill Cook, we are now among the list of Airmarkers! Wichita Valley Airport has bright new numbers and stripes as of November 17th.

December was our Christmas party, January — a bright New Year — **with** gas — we hope!

Australian Section

AUSTRALIAN SECTION **Doreen McLeod, Reporter**

Main theme from the Australian Section is Welcome back to many members who have been on overseas flights:

Bozena Vrla who after her travels to the United States and Paris, continued through Germany and Austria, Italy and Switzerland. Whilst in France she flew with Marie-Josephe de Beauregard who showed her Versailles and surrounding castles from the air. In Grenchen, Switzerland, a marvelous reunion with 99 at large Margrit Sallaz of whom she had not heard for 25 years but who had remembered Bozena demonstrating the Zlin 281 in an International Air Show in 1947. Margrit is managing the flying school at Grenchen, the largest training organization in Switzerland. — 31 aircraft including 17 gliders and the aerobatic, Swiss-made aircraft Bravo, which has replaced the Beagle Pup for aerobatics. Back again in Sydney, Bozena has entertained Jackie Scott, 99 from Washington, and flown her over Sydney's beaches with Margaret Kentley and Joan Thompson. It was the grand opening of Sydney Opera House that weekend by Her Majesty, The Queen — an impressive homecoming for

Bozena.

Peg Kelman and Marjorie Johnson are back from New Guinea and Papua after flying themselves in a Cessna 182 through (or rather, around) cyclonic storms and rain. These intrepid two have returned to us in Brisbane with mouthwatering pictures of tropical islands, volcanic mountains and the colorful Mt. Hagen native Highlanders' Show. Peggy, who has been flying since 1935 has the happy knack of making her flying tales sound like exciting pioneer days. Tracking via Townsville and Tully to Cairns, they visited Peg's son who flies for Bush Pilot Airways operating on Cape York Peninsula carrying mail to isolated cattle stations, aboriginal and mining communities, and to prawn fishermen in the Gulf of Carpentaria. A visit to the new and thriving bauxite mining town of Weipa, half way up Cape York provided great contrast with the land north of Torres Strait which with its grass huts and bark canoes, in Peg's words is "so close but into another age." New Guinea is renowned for its difficult flying weather; masses of Cu-Nimb around craggy volcanoes and tiny awkward strips in dense jungle. Every year Highland warriors in Bird of Paradise plumed headgear, leaves or long string skirts their only covering, nose-bones and painted faces, stage a magnificent show; one year at Mt. Hagen, the next at Goroka. With the town natives in T-shirts and baseball caps perched on fuzzy black hair, there are hundreds of thousands of tribesmen — all marching, jumping, dancing and whistling, banging drums and rattling spears. From Mt. Hagen, Peg and Marjorie flew back via Goroka and Madang, to Rabaul in New Britain — the frangipani town. Relics of wartime abound; a Japanese Zero, cannon and anti-aircraft guns, with miles of shelter caves excavated in the soft volcanic hills: visible reminders of 1942-43 when so many Australian and American servicemen lost their lives. Island-hopping home from here over coral atolls and copper mines at Bougainville, they went over Rendover Gizo, the little island President Kennedy swam to after the PT109 was sunk. So ended the flight of the Lik Lik Balus (New Guinea pidgin for small aircraft) in the land of "Adam with Arrows."

After Rosemary de Pierres and Robin Dicks had competed in the Powder Puff Derby, Robin flew back to Wichita to take delivery of a new Beech Duke — a delight to ferry home via the Northern Atlantic route, London, Geneva, Ankara, Teheran, Bombay, Singapore back to Perth: — all whilst sitting atop 3 x 75 gallon extra tanks in the cabin. Robin reports she has enjoyed every minute and appreciates so much the hospitality she has received in the States.

Beryl Young has also returned to Australia from Pennsylvania, delivering the new Navajo Twin to be used by the Queensland Government for which she is pilot. Beryl's solo Atlantic flight to Shannon, then skirting around the Middle East danger zones is a most interesting one, details of which I will report later. Beryl is currently flying the Queensland Premier on an outback campaign for the forthcoming Government referendum.

Congratulations to Rosemary de Pierres on her appointment as member of the International nominating Committee. Also to Julie Clifton-Brown on obtaining her C Grade Instructors Rating.

Prizewinners for the Hinkler 1000 Air

Race are mother and daughter team, Ruth Hodges and Pie Gursancky. In a Cessna 210 they took the Womens Prize and the 5th place in a field of 100 aircraft. Well done!

We wish all 99's a successful and happy New Year.



Left to Right: 99 at large Margrit Sallaz and Australian 99 Bozena Vrla, who visited Margrit's flying school at Grenchen, Switzerland. Aircraft is the Swiss-made aerobatic Bravo.



Left to Right: Marie Richardson (Pilot) and Margaret Kentley (co-pilot) Outright Winners, N.S.W. Air Race: Trophy with Jero-boam Champagne and cheque for \$400. Also winners "Best Ladies' Crew," S.W.P.A. Trophies and \$100. Both are past Governors of the Australian Section. Other members of the crew of the Cessna 172, were Carol Eve (former Secretary of Section) and Kathy Fouray a Student Pilot. The "race" was a handicap event at 75% power with designated check points and identification of Markers, and was a two-day contest between aircraft ranging from 400 kts Mustang (fighter aircraft) to home-build ultra-light aircraft. 74 starters.

Air race results

Full results of the NSW Air Race at the weekend were:

Handicap: Mrs. M. Richardson, Sydney, Cessna, 172, 1; A. C. Hogbin, Coffs Harbour, Cessna 182, 2; B. F. Cramsie, Sydney, PA 28-140, 3; G. Schutt, Moorabbin, Victoria, Cessna, 172, 4; Dr. V. Abram, Quirindi, Beech F33, 5.

Fastest time: N. McDonald, Lugarno, P51 Mustang.

Best Bankstown-Coffs Harbour leg: Dr. V. Abram, Quirindi, Beech F33.

Best Coffs Harbour-Dubbo leg: A. C. Hogbin, Coffs Harbour, Cessna 182.

Best all service or ex-service crew: Air Vice-Marshal W. E. Townsend, Cessna 210J.

Best ladies' crew: Mrs. M. Richardson, Sydney, Cessna 172.

Best crew with less than 200 hours experience: L. J. Satara, Sydney, PA 28-235.

Best performance vintage or veteran aircraft built before 1950: Mrs. C. Nolan, Coffs Harbour, DH82A.

Best amateur-built aircraft: Dr. R. S. Jelliffe, Coffs Harbour, Jodel D11.

Best Beech: Dr. V. Abram, Quirindi, Beech F33.

Best Cessna: G. Schutt, Moorabbin, Cessna 172.

Best Piper: C. Seccombe, Narrabri, PA 28-140.

Best crew with each member 45 years and over: Air Vice-Marshal W. E. Townsend, Cessna 210J.

East Canada Section

FIRST CANADIAN CHAPTER Nora Parish, Reporter

The month of November has been a "wash-out," literally, resulting in very little flying news. The meeting for the month was held at Buttonville Airport, on the 18th, and despite the downpour, we had a good number of members in attendance, due no doubt to the speaker, Dr. Douglas Busby.

Dr. Busby, husband of 99 member Barbara Busby, is involved in many fascinating things, including being an author of note, former consultant in the NASA Space Program, in practice in Aviation Medicine, and consultant to Health and Welfare for Canada, in Civil Aviation Medicine. His talk illustrated with slides, on the things that affect us physically while flying, was most interesting.

With Dr. Busby's help we are hoping to arrange an Airomedical Day at the Ontario Science Centre, possibly in April, which would be open to all pilots. If successful, this could be an annual event, sponsored by the 99's, continuing our effort to promote aviation safety.

MAPLE LEAF CHAPTER Hilda Devereux, Reporter

Our project for October was hosting the Fall Meeting of the East Canada Section at the Howard Johnson's Inn, London, Oct. 19th to 21st. Nancy Rand's committee attended to even the smallest details in table decorations, individual bud vases and roses for the V.I.P.'s and specially designed table napkins. It was a most friendly and informal occasion with guests including local aviation officials attending the wine and cheese party Friday night and the Banquet Saturday night.

Traveling the greatest distance for the meeting was First Canadian Chapter and International Executive Board member, Esme Williams. We all enjoyed meeting Mr. & Mrs. Ken Blair. Ken is London Airport Manager; the partners of London's new F.B.O. operation, John Getliffe, Bob Gardiner and Terry Smith for whose company, Aerotech Services, I am now working as secretary/bookkeeper; and other enthusiastic supporters of 99's efforts in this area.

Lorna Debligny and Betty Jane Schermerhorn started out from Ottawa by airplane, but had to turn back before reaching Sterling because of icing conditions. They still made the long trip by car arriving in London at 2 a.m. Heather Sifton and Gillian Holden checked the weather at Buttonville and the same icing conditions made it necessary for them to drive also.

Many important aviation subjects were discussed, including how we could assist in a mercy flight from Thunder Bay to London. Our new Governor, Barbara Brotherton, and her executive took over Section duties for the coming year. We welcome two new members to our Chapter, Peggy Smith and Jean Ellery. Peggy and Hilda Devereux are currently taking the I.F.R. course in the London Flying Club and Jean Ellery is working on her night endorsement. Helen Wilson is very busy these days helping her 49 1/2er, Bill, with his work at Huron Aviation in Sarnia and Nancy Rand will be present among the local pilots taking the 3 day A.T.C. course at Fanshawe College, London, Nov. 30th to Dec. 1st. Our A.T.C. member, Ginette Senechal, has been transferred back to London for further training.

Our December Christmas Meeting included a trip to London Control Tower and weather offices to assist our new members in becoming "at ease" in controlled air traffic conditions. Most of these girls come from outlying areas and find it difficult to obtain sufficient training and experience at Controlled Airports.

Members of the Maple Leaf Chapter send our best wishes for a happy and active New Year to 99's all over the world.



A bus tour of the City of London included a stop at historic Eldon House. (L to R) Esme Williams, Marilyn Schaubert, Elaine Magee, Ann Hider, Dorothy Renwick, Ann Judd, Jean Fenton, Barbara Brotherton, Hilda Devereux, Isabel Pepler, Carol & Alex Gosling, Nancy Rand during the East Canada Section Meeting.

West Canadian Section

GREATER WINNIPEG CHAPTER Gail Cartwright, Reporter

Saturday, November 17th saw Liz Frost walk off with not one, but two big awards at the Winnipeg Flying Club's annual "Wings Parade." She was presented with the President's Trophy which is awarded to the graduate who achieves outstanding marks, and for excellence in qualifying for a private pilot's license. Her second award was from the R.C.F.C.A. (Royal Canadian Flying Clubs Association) which is awarded to the club graduate showing the greatest proficiency throughout the private pilot course. It is a very rare occasion when one person receives two awards at one time; but one thing we can be very certain of is that Liz has worked hard for this honor. Congratulations, Liz!

Something a little out of the ordinary! On November 11th our out-of-town girls hosted our Chapter's monthly meeting in Morden which turned out to be a big success. This is the first time our Chapter has ever held a

meeting out of Winnipeg since the inception of our Chapter. (I might add that if the food promises to be that good at all the meetings Morden holds, we will definitely do it again, soon!) Weather conditions did not permit us to depart via Winnipeg International and we were therefore forced to take to the hazards of highway driving.

Our Chapter planned a Christmas party for deaf children which was held at the Winnipeg Flying Club on Sunday, December 9th. The main event of the evening was a "Nite-Flite" over the city to see the lights. We showed films which were free of narrative and mostly aviation-oriented. The children were very appreciative of our efforts. Everyone feels Christmas spirit when doing

something to make others happy — especially children, since Christmas is really their time.

SASKATCHEWAN CHAPTER

Darleen E. Yergens, Reporter

Things have been quiet in our Chapter since our Poker Run but this doesn't mean we haven't been busy.

In September seven of our members attended the Western Canadian Section Meeting held in Calgary, Alberta at the Palacer Hotel.

In October we held a membership drive meeting and several members also attended the Saskatchewan Flying Farmers Convention in Swift Current.

Our November meeting had to be cancelled due to weather conditions but we are busy working in conjunction with the Canadian Owners and Pilots Association Flight Four setting up a Survival Seminar with personnel from the Canadian Air Force.

The Canadian Western Section is also working with the Canadian Owners and Pilots Association on their annual convention their annual convention being held April 19, 20 and 21, 1974 in Regina.

Two of our members: Vera McAllister and Toni Ramsay have just completed their instructors refresher course in Brandon.

December 27 your reporter flew to Hawaii meeting some of the girls down there.

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