

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99news



Flair for Flight Page 10

MARCH / APRIL 1974

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On the cover:

Pat Shearer's plane flies the fantastic shore line of Honolulu a sight to be enjoyed at the April 27-May 4 Southwest Sectional.

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Spotlighting The International President



During the current energy crisis, the Board of Directors of the Ninety Nines, Inc., International organization of women pilots, would like to state a policy of assisting in conserving fuel: "Chapters or groups will be encouraged to hold only those flying events which will place increased emphasis on flight proficiency, up-grading of pilot skills, safety and efficient use of fuel."

The 1974 International Convention is still scheduled to be held in San Juan, Puerto Rico! It now looks feasible in spite of the fuel crisis and we are pleased to be able to continue the planning. An alternate site was carefully considered. Two months ago, when the situation looked critical, however the convention committee is working on air transportation arrangements and reports are good. More information is coming and we hope you plan to attend.

The decision of the AWTAR Board to cancel this year's Powder Puff Derby has received very favorable publicity. Many important commitments must be made months in advance in order to conduct this highly publicized and unique flying event. There was no alternative but to act wisely and timely. The uncertainty for fuel at some points along the race route was a factor but the AWTAR Board was sensitive to the President's request to conserve energy and has shown good judgment by cooperating. We encourage all racers to use this year for race proficiency training for an even better race when it can be held again.

A special meeting of the Board of Directors for 99's was held January 17 - 19 in Oklahoma City to discuss many important matters which affect our organization as well as the aviation industry. A policy was formulated in response to the energy crisis which was released to the press and sent to all Governors, chapter chairmen, International committee chairmen and officials of 99-sponsored flying events held during the past 18 months. From mail received, we believe that this reflects the wishes of the member. It should challenge the imagination of 99's everywhere. The 99 NEWS will carry some of the program ideas which are received; others will be sent to the chapters from the Contest Committee, Flying Activities and Air Age Education committees.

The Board discussed membership at length. Our international membership chairman, Pat Shearer, hard at work with questionnaires to the membership, so that responses are now coming in with a good return. Some things learned so far; that those who have responded are proud and glad to be members of 99's because our organization is ACTIVE-and not social primarily, although the social aspects and friendships are important; that the energy and enthusiasm in most chapters enables us to accomplish many interesting, education, informative and useful goals that we enjoy most of flying and sharing with others has brought the husbands and families in to our activities; and that we have hundreds of reasons for flying. Suggestions included: more publicity in magazines other than flying magazines, "too little publicity is given our charter members who are alive and still flying, we have some really great ladies that the members would like to hear about;" "the membership chairman of each chapter should be a real spark plug;" "we tend to be too selective in our membership in the opinion of some and we should continue to look for QUALITY instead of quantity in order to have active members who will take on responsibility." "We should cut out long, drawn-out chapter business meetings. Instead we should have constructive programs or projects for meetings, not just "meet and eat." We lose capable people when we waste their time." "Distance is a problem in many areas and weather disrupts plans often, but many will drive because they don't want to miss the activities!" The Board commends Pat on her efforts and the members for responding. I am particularly pleased to find that the membership really wants to be KNOWN outside its own group, as a part of the aviation community; it wants to participate and influence decisions which will make flying safer and more enjoyable for more people. This comes as no surprise to me, but it is good to see it in letters signed by individual members **from all over the world!** Keep the comments coming to Pat; this will help her put together the helpful booklet for new members.

The Board worked with the headquarters committee and was briefed also by a local attorney on the responsibilities of the Board of Directors of a non-profit organization. Many questions were answered and a summary of this information will become a part of the Policy and Standing Rules which is being put in writing, perhaps for the first time. A review of the contract between the Ninety-Nines, Inc., and the Oklahoma City Airport Trust was made by the attorney. The board concurred with his additions and voted to execute the finalized agreement. This was presented to the City Manager in a subsequent meeting with our attorney, Jan Million (HQ Com) and myself. A project of this type takes time, especially when our Board of Directors is sincere and diligent in its efforts to act in the best interests of the organization on every decision. Please be assured that we are continuing to carry out the wishes of the membership and we are protecting your interests. We are satisfied that we are proceeding properly and will keep you informed.

Susie Sewell
President



Super flyin' lady.

Pert Debbie Gary went out to the airport one day, "and decided I was going to learn to fly." And in just a few short years, she's mastered everything from Cubs to turboprops and seaplanes. Plus earned her commercial and instructors ratings in both airplanes and gliders. "Then I saw Jim Holland perform, and from then on, aerobatics was it."

Today Debbie and Jim are the only full-time formation aerobatic team in the country, performing a dual act that thrills air show goers from New England to Florida.

"Spark plugs are very important," says Debbie, "particularly in formation aerobatics. If Jim's spark plugs weren't good, I'd really have to throttle back for him to catch up. But when we've both got good plugs, we stay together very easily."

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INTERNATIONAL SCENE



The 1973-74 Officers and Board of the International Organization of licensed women pilots, the 99s; (L to R seated) Esme Williams, Board Member; Betty McNabb, former International President and ex-officio Board Member; Thon Griffith, Senior Board Member; Susie Sewell, International President. (L to R standing) Lois Feigenbaum, Treasurer; Mary Able, Secretary; Pat McEwen, Vice President; Julie vom Saal, Board Member.



The small dynamo behind the scenes at International Headquarters is Loretta Jean Gragg, who heads the 99s secretarial staff. She works hard, efficiently, and loyally in the multitudinous jobs involving the organization. Many of the duties she performs for the 99s go unnoticed -- except by the officers and Board who realize just how important Loretta is in the whole workings.



Those who know Thon Griffith personally, are delighted with her husky-voiced forthrightness, her ability to face issues with an open-minded honesty, and her willingness to admit it if she's been wrong about something. These qualities make her invaluable in her job for the Ninety-Nines as senior Board member.

Thon lives in Costa Mesa, Ca., with her husband and staunch 99 friend, George, and her four youngsters, 1 girl, 3 boys. She holds a Commercial license with SMEL and Instrument ratings, has approximately 1,200 hours, much of this in the 1973 Model 58 Baron she flies for a Company. Her business background is impressive, the list of employers including a Steamship Company, a sub-contracting business, and the position as executive secretary for such "greats" as Paul Mantz and Frank Tallman.

She became widely known as the Route Director and West Coast Representative for the powder puff Derby, which became a year-'round job for many years. She has participated in PPD races and International Air Races. Her contributions as an officer in the 99s include Chapter Chairman, Vice-Chairman, Membership Chairman, Bulletin Editor, and 99 NEWS Reporter. She has served as Chairman of the Southwest section nominating committee, and the International Resolutions Committee, and is currently in her second term on the International Board of Directors. Thon's outgoing enthusiasm for the Ninety-Nines organization is a credit to us all.

INTERNATIONAL SCENE



Betty McNabb is your ex-officio Board Member. The 1973-4 year saw her beginning her tenth year on the Executive Board, believed to be the longest tenure in Ninety Nine History.

Her flying career spans 22 years, 5600 + hours, S&MEL, Glider, SES, Commercial, Instrument, CFI and CFII tickets and ratings. She flies all commitments-business (hospital consulting), speaking, and teaching.

She is director of Medical Record Services at Phoebe Putney Memorial Hospital in Albany, Georgia, to which she commutes weekly in the Arrow.

Betty is a guest lecturer at Tulane University and University of Maryland in Medical Record science, and at five colleges and universities in the South, on aerospace education. She lists more than 20 hospitals and nursing homes on her "circuit."

She writes--bimonthly for "Aviation Travel", a column entitled "Women with Wings"; a weekly newspaper column, "Flying High", a monthly medical records column in "Southern Hospitals", and occasional safety column for Southeastern Region, Civil Air Patrol, of which she has been a member for 20 years, now holding the rank of lieutenant colonel, and is Safety Officer for SER. She also writes articles for other aviation and hospital magazines and has published "Medical Records Procedures in Small Hospitals", now in its third printing.

And she talks. (Incessantly, she insists.) She is always in demand as a speaker.

She was the first woman to graduate from the USAF War College non-resident course and holds two degrees, from Florida State University and the University of California. She teaches medical terminology one night a week at Gulf Coast Community College.

She is a Mach Buster and one of US Coast Guard Auxiliary's Flying Wing members. She is a former member of WACOA and an FAA Safety Counsellor.

She writes publicity for the Panama City Stamp Club, of which she is an ardent member, and for the USCG Aux.

Her chief claims to fame, she says, are her high-school consultant husband who has patiently put up with her flying activities all these years, and her 96 year old father who is probably the last man living who was at Kitty Hawk one cold December day in 1903, and saw it all start.



If Board Member Esther "Esme" Williams has an International air about her, she comes by it naturally. This quiet, dedicated 99 was born in Dumfries, Scotland (and doesn't mind saying it was in 1930), and completed High School and Commercial College there. In 1954 she came to Canada, becoming a Canadian Citizen. Then in 1971 she moved to Bahama, and still has a residence at Treasure Cay, Abaco, Bahamas. Currently, she also lives at Jupiter Island, Florida. She holds a Bahamanian, Canadian, and American SMEL, and flies for pleasure. She and her husband John own a Cessna 320F Skynight, and have flown into fifty-four different countries, embracing North, Central, and South America, Caribbean, Mexico, and Europe. She has made many 99 friends throughout the world.

Esme is the first non-American to serve on the Board of Directors. She was a Charter member of the reactivated East Canada Section, and the First Canadian Chapter. She has held offices of Chapter Chairman, Secretary, and Section Secretary. She has been very active in the Angel Derby, serving as Start Chairman, Timer, and Start Co-ordinator.

Esme's ability to consider thoughtfully all the issues which confront the Board makes her a most valued member, and her easy good nature enhances a pleasant personality.



An insight into the enthusiasm Julie vom Saal, Board member, has for the Ninety-Nines is found in a statement made by Julie herself; "Wouldn't it be wonderful if every woman pilot would become a member of our 99s and have as much fun as I have and share our hopes and dreams for the future."

Her first plane ride came at the age of six when she and her father flew with a Barnstormer in the open cockpit of a WWI Jennie. In the '30s in Ft. Worth, she flew with some local pilots on week-end barnstorming trips, enjoying the thrill of sitting through loops and rolls in a Monocoupe, and Pylon races in a Staggerwing Beech. Today she holds a Commercial Ticket with an Instrument Rating, and some 2,000 hours. In 1960 she became a 99. She has owned a Piper Tri-pacer, a Cessna 182, and now a Cessna 206U. She has flown in PPDs, and AWNEARs. Her talents were put to work as Greater New York Chapter Treasurer, Chairman, and Governor of the Section. She has been involved in PPD starts, Terminus, and International Conventions.

Her family can pretty well qualify as a "Flying Family" starting with her husband Fred, who is a Flying Physician; Daughter No. 1 Judy, married to a Navy Pilot; No. 2 daughter Tina, a graduate of Carnegie Tech, logging time in a Cessna 150; and son Rick, a licensed pilot.

Julie's delightful sense of humor makes every problem easier. You cannot be around her without 'catching' wonderful exposure to a refreshing feeling that Fun is most certainly an ingredient in being a Ninety-Nine.

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by
Louise Thaden, Charter Member 99's

Here is a book of historical importance in the world of flying -- HIGH, WIDE, and FRIGHTENED, by Louise Thaden, charter member of the 99s, and pioneer "great" among pilots. (Air Facts Press. \$7.95 plus 50 cents handling)

Louise was part of the colorful era of daring flight. She has written her own exciting story in the book, first published in 1938, and now expanded and republished. Her ability to spin her tale is the more impressive when you realize that it is authentic. Her feelings and reactions are all quite honest, and often hit the reader with a jolt as time after time she becomes her own worst critic.

Although the word "Frightened" is part of her title, it could not in reality have been part of Louise. Her determination to succeed as a woman in a field where even the general public felt there should be no women, was in itself remarkable. Her own story reflects the courage of that small group of pioneers in their battle for recognition of their pilot ability. Louise has held speed records, altitude records, duration records and refueling duration records. She won the first Women's Air Derby in 1929, and was the first woman to win the famed (and formerly all-male) Bendix Transcontinental (with Blanche Noyes as co-pilot). Her chronicle of these and much more, should be read and treasured by every 99, every pilot.

(Ed. Note: If you want an autographed copy, buy your book from Air Facts Press (\$7.95 plus 50 cents handling. N.Y. residents add 7 per cent tax), then write Louise, enclosing a self-addressed, stamped envelope. She will send you a personally autographed paste-in stick-type label for your book. Her address: Louise M. Thaden, 1101 N. Main St., High Point, N. C. 27262. She is a member of the Carolinas Chapter 99s, and is one of our Charter Members.)

Louise Thaden in 1928, sitting on the wing of a Travel Air. That year she made an altitude record -- 20,260 ft. -- in this Hisso 180 hp aircraft. (photo loaned by Glenn Buffington)

Today Louise loves that Beechcraft!



DENTAL PROBLEMS IN AVIATION

By
Mary F. Foley

Diseased teeth, or teeth in a poor state of repair do cause problems in flight on occasion. Changes in barometric pressure aggravate the impaired blood circulation in an irritated or diseased tooth pulp producing a toothache. This toothache generally occurs between five and fifteen thousand feet, and sometimes shows a remarkable constancy in the altitude at which it appears. Pain is usually relieved during descent, and may subside at the same altitude at which the pain began. Experiments have shown that this pain is not due to trapped air beneath fillings, but is often the result of an infection beneath a filling.

Pain may also occur in the region of the teeth from infected sinuses or pressure in the middle ear.

Flying should be restricted for at least 48 hours following a tooth extraction, and for a longer period when dental packs are necessary. Variation in barometric pressure may bring about bleeding. Drugs, such as pain-relievers and antihistamines, which are often given following dental surgery, may have an adverse affect on flying ability.

It is essential that pilots be able to speak clearly over aircraft radios. A variety of speech defects may be produced by faulty partial or complete dentures.

Pilots should have good oral health. The most common dental disorders, dental caries (cavities) and diseases of the gums and other tissues around the teeth, are usually the result of neglect. Preventive measures include effective tooth brushing and use of dental floss, care of the oral soft tissues - especially the gums and tongue, proper food habits particularly limitation of sweets and soft drinks, and twice yearly visits to the dentist. While engaged in frequent cross-country flights, pilots have a definite tendency to neglect their teeth. It is inconvenient to brush the teeth regularly and soft drinks and candy bars are often the only food available at airports. A small tube of toothpaste and a child size toothbrush in a plastic bag can easily be tucked in purse or pocket. There is an old saying: "Be true to your teeth or they will be false to you".



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Chapter Personalities

First Colorado Wright Bros. Memorial Trophy Won By 99

DENVER, Colorado--Dec. 17, 1973 Emily Howell, first woman to fly for Frontier Airlines was presented Colorado's first Wright Brothers Memorial Trophy at the second annual dinner that was attended by aviation leaders from throughout the state and several other states in the midwest.

Major General Joseph C. Moffitt, State Adjutant General, presented the trophy, which is jointly sponsored by the Federal Aviation Administration's Rocky Mountain Region, the Colorado Air Force Association, and the Colorado Chapter of the Ninety-Nines.

Mrs. Howell was escorted to the podium to receive her award by Mr. Al Feldman, Frontier Airlines President. Emily joined Frontier Airlines on January 11, 1973 as a second officer on a Boeing 737 jet transport.

Prior to joining Frontier, she was with Clinton Aviation at Arapahoe County Airport, entering that company's employment in 1958. She became their chief pilot and was a FAA designated Examiner. She logged more than 7000 hours of flight time before joining Frontier.

One of the highlights of Colorado's commemoration of the 70th anniversary of powered flight, that historic event at Kitty

Hawk, North Carolina on Dec. 17, 1903 was the fly-in of small home-built and antique aircraft on Saturday, Dec. 15. They were parked in the north parking lot of Stouffer's Denver Inn, close to Denver's Stapleton International Airport. After landing at Stapleton they were taxied via the local streets about 1/2 or 3/4 of a mile to the parking lot. It held up traffic for a time but many who attended the dinner spent a pleasant time viewing them even though it was a below zero night.

Mrs. Howell's plaque shown in the accompanying picture is a temporary, and symbolic trophy. Mr. William Hinkley noted Aurora Colorado civic and business leader who is also a gifted sculptor has been commissioned to create a permanent Colorado Wright Bros. Memorial Trophy. When it is completed, it will be on display at Stapleton International Airport and other prominent locations throughout the year. Mrs. Howell will receive a miniature replica for the trophy for her permanent collection.

The FAA, Rocky Mountain Area, the Colorado AFA and Colorado Chap 99's will make the Wright Bros. Memorial dinner an annual event, and will establish a Colorado Wright Bros. Memorial Foundation devoted to the advancement of aviation education.



Major General Joe Moffatt, Attorney General for the State of Colorado presents the First Colorado Wright Bros. Memorial Trophy to Mrs. Emily Howell of Frontier Airlines and a member of the Colorado Chapter.

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1973 Long Beach Achievement Awards

Recipients of the 1973 Long Beach Chapter Achievement Awards. Front row: Margaret Callaway, Juanita Thompson, and Marilyn

Twitcheil: back row: Gene Fitzpatrick, Alice Maynard, Jean Schiffmann, and Jean Pyatt. Photograph by Betty Gabrielson.



MEMBERSHIP CORNER



by Pat Shearer
International Chairman

Amelia Earhart, our founder, was a great wonderful person. I was born the year she disappeared, so I can't claim to be an expert on her life. Although I have been interested enough in her to read whatever books I could find about her, I still don't claim to be "in the know." I am proud that she started the Ninety-Nines, and I am proud she really believed in the organization.

However, in some of the questionnaire replies I have seen A.E.'s name supporting everything from the Ninety-Nines being an exclusive sorority to only being a tea-at-four club. How can we judge today in 1974 what Amelia Earhart's opinions would be like now? Those that were fortunate enough to know her well have more right than I to sound off on A.E.'s opinions. But even **they** can't say what she would have said today. From what I have read, she seemed like a forward-looking person, aware that change often came with growth. Can we say what she said in 1936 would be what she would have said in 1974?

I think it is fine to use her as a guiding light, **an omni to home in on**. But I feel it is wrong to chain the Ninety-Nines' growth to

yesterday. For example, the Sacramento Chapter designed a lovely winged Ninety-Nine pin and it was approved for sale by our Board of Directors. Yet, I have heard "A.E. wouldn't like that," "A.E. didn't think wings were right for Ninety-Nines, etc., etc." (Yet, in many of the pictures I have seen of her, she was wearing wings!) I truly don't know whether A.E. liked wings or not. Who knows? If she were living today, then she could tell us.

I can't tell you A.E.'s opinions on the Ninety-Nine membership, either. But I can tell you an incident in her own life. When she was at Ogontz School, she "was asked to join one of the three secret sororities. Her efforts to persuade her own sorority to take in more members, anyone who wanted to join, were met with failure, so she carried her case to the headmistress." "Every girl," she told the headmistress, "ought to have the fun of belonging to a sorority if she wants to."

If we use Amelia Earhart as a guiding light, then how can we exclude a gal from membership in the Ninety-Nines (if she is a licensed pilot) just because we don't like the cut of her jib?

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Flair for Flight

by Glenn Buffington

Ed Note: Glenn Buffington is a good friend and booster of the 99s. He is a noted historical aviation writer, and as Phoebe Omie recently wrote, "is one writer who really knows the facts in the history of women in aviation."

Some altitude, speed, endurance and distance records, Circa 1928-1934.

Considering the occasional local, sectional and national gatherings at which I have been privileged to attend, you Ninety-Nines are meeting the challenge and suggestion handed down years ago by your first President. Most of the occasions are joyous affairs and reflect in the happy attitudes of the members.

In his biography of AE, "Soaring Wings", George Palmer Putnam, commenting on the traits of the flier, wrote "'the Fun of It' was the title Amelia Earhart chose for the second book she wrote, because the phrase fitted her habits of living. In searching out this record of her life I find a wealth of that gay philosophy in what she said and wrote and did and dreamed." (3)



Endurance and test pilot Bobbi Trout (2612) (R) and the author (L), rehash the 'days of yore', during a visit at Rancho Mirage, Calif., October 1973. (Photo - author)

In expounding while teaching at Purdue, AE is quoted, "After all times are changing, and women need the critical stimulus of competition outside the home. A girl must nowadays believe completely in herself as an individual. She must realize at the outset that a woman must do the same job better than a man to get as much credit for it. She must be aware of the various discriminations, both legal and traditional, against women in the business world." (3) Does this sound at all like a current, general theme? And it was written and spoken about forty years ago! And, another AE quote, "Flying is so much more than just a quick way to transverse space. It's freedom and color and form and style. I am at home in the air. Lots of women are at home in the air. Many others, if they aren't today, will be tomorrow." (3)

AE admonished Louise Thaden, during an early-day encounter, "We women pilots have a rough, rocky road ahead of us. Each accomplishment, no matter how small, is important. Although it may be no direct contribution to the science of aeronautics nor to its technical development, it will encourage other women to fly. The more women who fly, the more who become pilots, the quicker will we be recognized as an important factor in aviation." (1)

In a letter received from May von Mach sometime ago, she wrote that AE, in speaking to a gathering of pilots, said they should mix fun in with their flying. Mary did just that by entering her Travel Air, "Mary Ann", in the first Women's Air Derby from Santa Monica to Cleveland in August of 1929, as one of twenty contestants. It was actually the first time women flew in national competition.



Henrietta Sumner (L), winner of the '33 Annette Gipson Trophy Race on Long Island and Jean LaRene (5700) (R) with the Curtiss Thrush, "Lone Star", flown in their '34 attempt to set a new refueling endurance record. Jean was the first South Central Governor and chaired the first Membership Committee of the Ninety-Nines. (Photo - International)

Ruth Nichols had her own ideas about advancing aviation and had been quoted countless times, "Records are made to be broken, and I only wish that more girls could get good ships and keep setting new marks all the time. It has long been my theory that if women could set up some records, in many cases duplicating the men's, the general public would have more confidence in aviation."

"Records as such may or may not be important, but at least the more of them women make, the more forcefully is it demonstrated that they can and do fly. Directly or indirectly, more opportunities for those who wish to enter the aviation world should be opened by such evidence." (2)

Here, then, is a recap of some evidence:

ALTITUDE: (Various categories)

Dec. 7, 1928	Louise Thaden Oakland, Calif.	Travel Air Hispano-Suiza 180 hp	20,200 ft.
May 28, 1929	Marvel Crosson Los Angeles, Calif.	Ryan Brougham B-3	24,000 ft.
June 1, 1929	Bobbi Trout GCAT, Los Angeles	Golden Eagle Kinner 90 hp	15,200 ft.
June 29, 1929	Phoebe Omie Moline, Ill.	Monocoupe Warner	25,400 ft.
Nov. 18, 1929	Ruth Alexander San Diego, Calif. T. C. Ryan Flying School	Great Lakes Cirrus 90 hp	15,719 ft.
Mar. 10, 1930	Ellenor Smith Valley Stream, N.Y.	Bellanca Pacemaker Wright J5 200 hp	27,419 ft.
July 11, 1930	Ruth Alexander San Diego, Calif.	Barling NB-3 Warner	22,598 ft.

Oct. 20, 1930	Marion Eddy Conrad Savoia-Marchetti Amphib. Port Washington, N.Y.Kinner 125 hp		13,461 ft.
Mar. 6, 1931	Ruth Nichols Jersey City, N.J.	Lockheed Vega P&W 420 hp	28,743 ft.
Apr. 7, 1931	Amelia Earhart Willow Grove, Pa.	Pittcairn Autogiro Wright J-6-9 300 hp	18,415 ft.
June 13, 1931	May Haizlip St. Clair, Mich.	Buhl Pup Szekeley 45 hp	18,097 ft.
Sept. 1931	Mary Nicholson Winston Salem, N.C.	Curtiss-Wright Jr. Szekeley 45 hp	15,200 ft.
Feb. 14, 1932	Ruth Nichols Floyd Bennett Field N.Y.	Lockheed Vega Packard Diesel 225 hp	19,928 ft.
Aug. 19, 1932	Maryse Hilsz Villacoublay, France	Morane-Saulnier Gnome-Rhone 420	32,122 ft.
Aug. 2, 1933	Helene Boucher Orly, France	Mauboussin-Peyret Salmonson 60 hp	19,357 ft.

SPEED

April 13, 1929	Louise Thaden Oakland, Calif.	Travel Air Speedwing	156 mph
Dec. 8, 1929	Amelia Earhart Met Airport, L.A.	Lockheed Vega P&W Wasp (3 km)	184.17 mph
June 25, 1930	Amelia Earhart Detroit, Mich.	Lockheed Vega P&W Wasp 420 hp (100 km)	174.89 mph
August 4, 1930	Florence Pancho Barnes Los Angeles, Calif.	Travel Air Mystery Ship Wright J6-7	196.19 mph
April 12, 1931	Ruth Nichols Carleton, Mich.	Lockheed Vega P&W 420 hp (3 km)	210.61 mph
Sept. 5, 1943	May Haizlip Cleveland, O.	Wedell-Williams 92 Wasp 540 hp	255.51 mph
Aug. 11, 1934	Helene Boucher Istre, France	Caudron	277 mph



Louise Thaden (License number 1943) (R), the first Vice-President of the Ninety-Nines and Frances Harrell Marsalis (7346) (L), second NY-NJ Governor, by the Curtiss Thrush in which they set their 1932 endurance record for sustained flight. (Photo - AP)

Fastest closed-course speeds at the National Air Races:

1929/Cleveland	Gladys O'Donnell	Waco J5 Whirlwind 225	138.21 mph
1930/Chicago	Gladys O'Donnell	Waco Taperwing Wright 240 hp	149.9 mph
1931/Cleveland	Maude Tait	Gee Bee Y- Wasp	187.57 mph
1932/Cleveland	Gladys O'Donnell	Howard Racer-Menasco	185.47 mph
1933/ Los Angeles	May Haizlip	Wedell-Williams Wasp Jr	168.21 mph
1933/Chicago	May Haizlip	Wedell-Williams Wasp Jr	191.11 mph

ENDURANCE: (Non-refueling)

Dec. 20, 1928	Viola Gentry Roosevelt Field, N.Y.	Travel Air Siemens-Halske	8:06
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Jan. 2, 1929	Bobbi Trout Mines Fld., L. A.	Golden Eagle LeBlond	12:11
Feb. 1, 1929	Elinor Smith Roosevelt Field, N.Y.	Bird Brunner-Winkle OX-5	13:16
Feb. 10-11, 1929	Bobbie Trout Mines Fld., L. A.	Golden Eagle LeBlond	17:05
Mar. 16-17, 1929	Louise Thaden Oakland, Calif.	Travel Air Hispano-Suiza 180	22:03
Apr. 23-24, 1929	Elinor Smith Roosevelt Fld., N.Y.	Bellanca Wright J-5 220	26:21
May 2-3, 1930	Lena Bernstein LeBourget, France	Farman 192 230 hp	35:45
Aug. 17-18, 1930	Maryse Bastie LeBourget, France	Klemm Salmonson 40 hp	25:55
Sept. 2-4, 1930	Maryse Bastie LeBourget, France	Klemm Salmonson 40 hp	37:55

(In-air refueling)

Nov. 27-29, 1929	Bobbie Trout - Elinor Smith Met. Airport, L. A.	Commercial Sunbeam Wright J-6 300 hp	42:05
Jan. 4-9, 1931	Bobbi Trout- Edna Mae Cooper Los Angeles, Calif.	Curtiss Robin Challenger 170	122:50
Aug. 14-22, 1932	Louise Thaden - Frances Marsalis Valley Stream, N.Y.	Curtiss Thrush	196:05
Dec. 20-30, 1933	Frances Marsalis - Helen Richey Miami, Florida	Curtiss Thrush	237:42

DISTANCE:

June 28-29, 1930	Maryse Bastie LeBourget to Urino, Russia	Klemm/Salmonson 40 hp	1849.76 mi
Sept. 1, 1930	Ruth Alexander Vancouver, B.C. to Agua Caliente, Mex.	Barling NB-3/Warner	1460. mi 16:00
Oct. 24-25, 1931	Ruth Nichols Oakland, Calif. to Louisville, Ky.	Lockheed Vega/Wasp	1977.6 mi.
May 20-21, 1932	Amelia Earhart Harbor Grace, Nfld. to Londonderry, Ire.	Lockheed Vega/Wasp	2026 mi. 14:54
Aug. 24-25, 1932	Amelia Earhart Los Angeles to Newark, N.J. (non-stop)	Lockheed Vega/Wasp	2447.7 mi. 19:05
July 7-8, 1933	Amelia Earhart Los Angeles to N Newark, N.J.	Lockheed Vega/Wasp	2447.7 mi. 17:07



Nancy Hopkins Tier (5889) in the cockpit of the Kinner powered Viking Kitty Hawk in which she logged many hours. She flew the ship in the Dixie Air Derby (Washington, D.C. to Chicago) and the 4800 mi. National Air Tour in 1930. (Photo - Tier)
Still flying, Nancy placed 5th in the Awnear last year in Cessna 170.



Mary E. von Mach (4117), second North Central Governor of the 99's, with her Travel Air during the first Women's Air Derby, Aug. 18-26, 1929. (Photo - Underwood & Underwood)

I am sure we have overlooked some records. For instance, altitude flights by Teddy Kenyon of West Newton, Mass., Frankie Renner of Akron, Ohio, Betty Browning of Kansas City and Juanita Burns of Los Angeles have been omitted because of lack of information. And, no doubt, there are others, sorry to say.

We would be remiss not to mention the era's great long distance flights of Lady Mary Bailey, Lady Mary Heath, Amy Johnson, Mildred Bruce, Maryse Hilsz and Maryse Bastie; flights made in segments rather than a long, non-stop hop. Fine performances were also turned in during the National Ford Reliability Air Tours by Phoebe Omlie, in 1928; May Haizlip, Jessie Keith-Miller and Frances Harrell, 1929; and Nancy Hopkins (Tier), 1930. Also, in 1930, three solo, round-trip transcontinental record flights were made by Laura Ingalls in a DH Gipsy Moth, Jessie Keith-Miller in an Alexander Eaglerock Bullet and Ruth Nichols in a Lockheed Vega. Laura Ingalls flew the same Moth that year in two sensational aerobatic records: 714 barrel rolls and 980 inside loops. The latter record was broken the following year (6-21-31) when charterite Florence Klingensmith flew her J-5 Stearman through 1078 loops at Minneapolis, Minn.

During March and April of '34, Laura Ingalls completed a 17,000 mi. flight from NYC and return, via Central America and the rim of South America, and she was awarded the Harmon Trophy as the outstanding flier for that year.

Viola Gentry was ground manager of the Thaden-Marsalis endurance flight and also flew with Frances Marsalis in the first Dec. '33 attempt to break the record, however she became ill and the flight ended. Helen Richey stepped in to pinchhit. The following year, it was Helen Richey who became the first woman pilot to be hired by an American scheduled carrier (Central Airlines) in a flying capacity, in the days of the Ford tri-motor.

Much hard work, planning and practicing went into most of the record flights by the fliers in their efforts to meet the challenge and record marks for themselves in history. It was not all fun. After one thwarted attempt to set a new in-air refueling record, Louise Thaden was quoted, "Even at that time we were acutely aware of the sad fact that the flight was not to be the fun adventure we had so eagerly anticipated all during the three weeks of off and on practice for it. But the die had been cast and the

thought of quitting hasn't entered the mind of either of us. However, we both are ready to acknowledge that Barnum was so right; there is 'one born every minute' ". (4)

During the summer and fall of 1934, Jean LaRene and two different partners made a number of unsuccessful attempts to break the endurance record. Jean had been secretary of the Dallas Aviation School for nearly three years, and a Curtiss Thrush, dubbed "Lone Star", was used for these flights. Endurance flier, Kenneth Hunter, and Earl Ortman, race pilot, manned the Stinson Junior service plane. Mary Elizabeth Owens Campbell of Fort Worth flew with Jean on the earlier attempts; Henrietta Sumner of Los Angeles, on the latter flights.

Jean LaRene wrote of the experience: "On the flight in Oklahoma City we stayed up 198 hrs. 15 min. (8 days and 6 hours), and were forced down at eleven o'clock at night on account of motor trouble. The whole thing was that we took off with a motor that had over 200 hours on it since a major overhaul, so, of course, it couldn't be expected to run along forever, and I think it did better than we all expected. It was just negligence on the part of the ground crew that the motor hadn't been properly taken care of, so that was that. I had to land that night with a heavy load, as they had just refueled us about thirty minutes before that. We had so much darkness to fly, more than day flying, that we had to refuel every night about 10:30. That was the most hazardous part of the whole thing, but really, a lot of fun."

"Perhaps the greatest joy of flying is the magnificence of the view. If visibility is good, the passenger seems to see the whole world. Colors stand out and the shades of the earth, unseen from below, form an endless magic carpet. If anyone really wishes to see the seasons' changes, he should fly. Autumn turns its most flaming leaves upward and spring hints its coming first for birds and aviators." (2)

"When the airplane and I were young together the challenges were to fly higher, to fly faster, to fly greater distance, to fly longer. From these challenges were born the records, the transoceanic flights and the races which dominated the late 1920s, the 1930s.....". (1)

Commendations to you Ninety-Nines for all your charitable endeavors, your support of general aviation by continuing your regular meetings, air marking, racing, scholarship awards and all the other interesting and worthwhile projects, and at the same time, having fun!

References:

- (1) "High, Wide and Frightened" Thaden
- (2) "The Fun of It" Earhart
- (3) "Soaring Wings" Putnam
- (4) "The Flying Boudoir" Thaden - AIR FACTS, April '68.



Phoebe Fairgrave Omlie (199), currently of Indianapolis, first woman Transport pilot in the USA and the holder of the lowest license number among the charterites, poses by the Monocoupe flown to the Sweepstakes victory in the 1931 Santa Monica-Cleveland Air Derby. (Photo - Southern Aviation)

COMMITTEE REPORTS

AIR AGE EDUCATION NINETY — NINE STYLE

by
Linda M. Hooker, Chairman

This month I want to begin by saluting a truly Air Age Education minded 99, Dottie Carmichael, Air Age Education Chairman for the Golden Triangle Chapter, which is very Air Age Education minded. Each member of the chapter has for several years now done at least three different AAE projects individually on an annual basis as well as participated in Chapter sponsored projects. Dottie, however, this year has led the way in Air Age Education projects in her chapter. She has taken it upon herself to assist the Grapevine Wing Scouts and the Bedford CAP Cadet unit (both groups have several girls in their membership) as one of her projects for the year. To date, Dottie has set up tours for each group for each of the following facilities: 1) the Meacham Tower, 2) the Meacham Flight Service Station, 3) the American Airlines Flight Training Academy, and 4) the Fort Worth-Dallas Air Route Traffic Control Center. With respect to these tours, Dottie made all on-site arrangements, provided transportation to and from, and was there to help answer and discuss the groups questions regarding what they were seeing and doing, and about aviation and aircraft in general. In addition, Dottie has arranged for several other members of her chapter to assist her in giving each Wing Scout and CAP Cadet an orientation flight. Dottie also works closely with other members of her chapter in arranging library displays, collecting and distributing aviation oriented magazines to the waiting rooms at local airports and FBO's offices, giving talks about aviation to school and adult groups,

as well as many other projects underway in the chapter. Its great work Dottie.

Try one of the above type tours for a group in your area. I believe you will find that it really is a great deal of fun for you as well as the group you are sponsoring on the tour.

Please let me hear from YOU about your Air Age Education projects and any ideas or suggestions you may have for things we as 99's can do to further the cause of Air Age Education. Please write me TODAY; my address is 405 Wilshire Drive, Euless, Texas 76039. **LET'S ALL GET INVOLVED IN AIR AGE EDUCATION.**

NOTICE TO ALL SECTION AND CHAPTER AIR AGE EDUCATION CHAIRMEN:

Please send me the following information by **May 1, 1974.**

1. A list of all Air Age Education projects your Chapter or Section has done, is involved in now, or is planning for the future. Please include everything that has been done since July 1, 1973 and give specific details regarding each (who, what, when, where, how, etc.).
2. A list of all teachers, particularly those who are or have been involved in teaching aviation, aerospace and ground school courses, in your Chapter or Section. Please identify their area of specialty.
3. A list of all members of your Chapter or Section who are commercial artists or who have artistic talents.
4. A list of all members who are or have been actively engaged in working as guest speakers for any type of aviation oriented function. Please do **not** limit this list to professional speakers.
5. A list of all members who have any type of special skill, even ones that you might not consider aviation oriented.

to hold only those events which will place increased emphasis on flight proficiency, up-grading of pilot skills, safety and efficient use of fuel."

Ruth Thomas of Tennessee Chapter, tells me February is APT month for them. Three instructors, who have volunteered their services free, will be available at their meeting to start 1974 out APTly. With spring bringing nicer weather and the urge to take to the skies, why not consider an "APT Day" for your next meeting?

Sharing a box lunch and a shady tree sounds like a fun day!

Am pleased to say there's nothing new with the Program, except a new year, 1974. No changes! All Chapter APT Chairmen now have SOP's and if you need explanation on any part, there is your Section APT Chairman or the articles in the May,

POWDER PUFF DERBY

Reporter: Marion Andrews

The important AWTAR announcement in the center fold of the January issue, was beyond the heading "Chapter Reports".

In spite of the fact that an AP release stated that the FAA had forced us to cancel the 1974 Powder Puff Derby, the decision to cancel was that of the AWTAR Board, after a great deal of consideration. It must be understood that the FAA had nothing to do with it. This decision does not fall under their jurisdiction. We were astounded to see news items published containing this erroneous statement. We feel that there would be no guarantee that 100 airplanes could be refueled at designated stops by operators who are having their gasoline deliveries curtailed. Fully as important to us are the adverse reactions which the public might well have now and in the future if we had continued with the 1974 race. This would reflect on General Aviation as well as the 99s. Our hope is that the proceeds realized from the sale of the Commemorative Album announced in the January center-fold will pay the rent and expenses for carrying on operations during this year in which there will be no Powder Puff Derby. The Chapter donations for the 1974 Race, which totaled less than previously donated, are being held for the 1975 Race. The donations for the 1975 Race will be added to those for 1974 in the hope that conditions will be such that we can have a race next year and that it can be run without going into the red. As I reported to you before, the 1973 Race was run at a loss.

Hopefully the 1975 Derby will see the same route as set for 1974. If previous contestants wish their pictures to be published in the Album (and we hope you do) don't forget to add the \$2.50 for processing. Some have come through without the additional fee.

The Album will give a composite picture of the Powder Puff Derby as it has grown over the years with as many interesting details as space permits.

The number of post publication issues available will be limited, so do order at the pre-publication price right away from AWTAR, Inc., Teterboro Airport, Teterboro, New Jersey 07608.



Margo Smith, Chairman

Looks like an APT Clinic will be the "in" thing this year! With flyins and the Powder Puff Derby going the route of Sunday driving, nowhere, the Clinic will serve dual purposes - flight for proficiency and social get-together. To quote from the January 18, 1974 letter from the International Board of Directors on the subject of the fuel crisis;

"Chapters or groups will be encouraged

June and November 1973 99NEWS, for reference. For any special achievement or problem, drop me a line.

The 72-73 year is ended. If you still have not turned in your completed form, do so now, please. Too often I hear from Chapter APT Chairmen that a 99 turned in the bottom of the form with the membership renewal but failed to submit the rest to the CAC. While that means the 99 will be APT in the current roster, there will be no record in permanent files. A form turned in at Chapter level goes into Section records and then into international record. Many Sections now have trophies, so this is one time you do want to be a statistic!

My crystal ball tells me there will be lots of new certificates and ratings this year. Don't be silent about your achievement - tell me!



ACROSS CANADA

Shirley Allen P.R.

Rosella passed with "flying colours!" I am sure 99's everywhere will want to know that Rosella Bjornson, past member of Greater Winnipeg Chapter, hired by Transair last year, completed the gruelling ground school and intensive air training prerequisite to becoming a First Officer in the Airlines. She attained an outstanding 94.5 percent on the written exams.

Realizing a dream doubtless held by many women in Canada, she is now flying F-28's out of Winnipeg. On her first official flight, her proud parents rode with her in the passenger cabin.

The impressive flying background of this determined young woman was achieved by many years of dedication and hard work. Rosella credits some of her fellow 99 members as being her strongest supporters when the going got rough. We are very proud of our newest Commercial Jet Pilot and we hope that others will be encouraged by her example.

Talking with air crews on domestic and overseas flights last year on tour, there seemed to be no opposition to women at the 'front desk'. Comments ranged from "as long as she can meet all the requirements and kick those rudders" to "it's inevitable, let's face it". Only one Captain pointed out that a woman just wasn't strong enough to handle the controls in some aircraft with adverse cross-wind conditions. In answer to this Elizabeth Overbury, who flies BAC 1-11's for Court Airlines in Britain, states "Nonsense - sheer physical strength is not required. 180 lbs rudder pressure, 150 lbs aileron pressure are the limits set within Commercial Transport certification standards."

The Airlines are fresh out of reasons why a woman cannot fly Commercially now, in the past few years women have either not had sufficient qualifications or have been reluctant to apply. Agreed, it is a rare breed of woman who has the stamina and fortitude to make an Airline pilot, but surely we can manage a few more now that the barriers are down!

We can't decree a shortage of airline pilots, but we sure can confirm a National shortage of Instructors. A Survey completed in 1973 of Flying Clubs across the country at all the major cities, reveal more male Instructors are putting in time to go on to the Airlines, bush-flying (in the west) and higher-paying corporate jobs. In Central Ontario Region, its standing room only for students at the Flying Clubs, so why aren't women instructing? Less than a dozen or so across the country. Come on girls, dust off your Commercial licences and get busy.

If you have ever dreamed of aerobatic flying, now is your chance to in on the



ground floor in Canada! As a preliminary to forming a Canadian Team for the next World Championships - Aerobatics Canada held the first all-Canadian Team for the next World Championships.

Aerobatics Canada held the first all-Canadian National Championship Competition at Huron Airpark, Centralia, late in 1973. Aerobatics Canada is now the official governing body for all aerobatic contests in Canada, with the approval of the R.C.F.C.A. (Royal Canadian Flying Clubs Association) and the sanction of the F.A.I. (Federation Aeronautique Internationale) The National Champion is Gerry Younger of Guelph, Ontario.

This first competition incorporated all three categories - Sportsman, Advanced and Unlimited. For those not familiar with aerobatic terms, the unlimited class is not always included in competition, even in the U.S., as very few aerobatic pilots are proficient in this category. It was interesting to note that also for the first time there was an all-Canadian Judging Team, including two or three women, as a result of the Judging School held by Aerobatics Canada in Toronto last winter. This Course proved so popular, it will be repeated again in '74.

Francoise Duquette from Montreal, Quebec is a name to watch - the only woman competing so far. When she finishes building her Pitts S-2A which is taking all her time and effort now, she will be a definite threat to the male competitors and a prospective member for the Ninety-Nines.

Aerobatics Canada is a group of dedicated people pilots and non-pilots, keenly interested in promoting aerobatics - new members welcome - Contact Haley Horne, Membership Chairman, Buttonville Airport, Buttonville, Ontario, Canada.

Also of interest to aerobatic buffs - we have a girl on our newly-formed civilian aerobatic air show team. The Red Cap-Carling Crew organized by Manx Kelly of the famous Rothman's Team in Britain. Four zippy-looking red and white Pitts with 200 horses snarling under the cowls, will be flown by three men - an Englishman, a Canadian, a Czechoslovakian and Debbie Gary from the U.S.A. They are presently

perfecting their routines under sunny skies in Pompano, Florida, ready for the Air Show circuit in Canada this summer, and will be available on a first-come basis for bookings free of charge.

Canadian Aviation Events on the horizon this year, in which we are pleased to say, Ninety-Nine members are prominently involved - **From East to West** - Watch for further announcements on a relay-type of air rally, sponsored by the R.C.F.C.A. starting in the Atlantic Provinces and ending at the "Salute to Aviation" in Calgary, which is the theme in Flare Square at the Stampede this year. July 4-13th. The "Salute to Aviation" will incorporate all phases of the development of aviation throughout time. Eleanor Bailey, P.R. for Alberta Chapter is the person to contact for more information on this. A great excuse to go West in '74.

The 21st Governor General's Cup Air Rally will be held in Winnipeg, Manitoba and organized by the Greater Winnipeg Chapter, you'll be hearing more about that from Helga Voucek later. This is Canada's ONLY National Air Rally and each year it is held in a different Province - won by a 99 member way back in 1953 and again in 1971. A spectacular Air Show and Static display, commemorating Winnipeg's 100th Anniversary, to be held in mid-August and a World Conference on Aerospace at Vancouver in conjunction with the well-known Abbotsford International Air Show. One of the items on the Agenda "The Case for the Woman Airline Pilot" and we're working on getting one of our 99's out there to participate on the panel.

Western Canadian Section also sponsoring a Hospitality room at the C.O.A. (Canadian Owners and Pilot's Association) convention in Regina, Sask. in April Western Section's Meeting in Brandon, Manitoba, May 25, 26th. East Canada Section meeting in the Nation's capital, April 26, 27, 28.

DRF (Direct Relief Flights)

The DRF program has come to an uncomfortable predicament. Not only is the gas shortage crisis affecting deliveries, but supplies have piled up across the country awaiting volunteer 99s to hedge-hop them to the west coast. It is something that can be helped so some degree if, before you start a load toward the destination in Santa Barbara, you have already made certain of your relay. Otherwise, supplies pile up to await transportation, often at the expense of some volunteer storage place, which finally needs its space. It is such a worthwhile program, and too valuable to let go to a haphazard or impulsive flights bog it down. It might be wise to plan these relays, and to consult the head of the DRF program, Joan Steinberger, 5723 Alondra Dr., Goleta, CA 93017, for help and advice.

COMMITTEE REPORTS

FLYING ACTIVITIES

CHARLENE FALKENBERG, Chairman

It is hard for a Flying Activity chairman to plan flying activities during the fuel shortage. However, if there is fuel available do continue the good work you have done in the past. Keep in mind the conservation of fuel when you plan trips. Make sure all seats are filled and urge your members to work on their proficiency as they fly to these events.

Helen Hewitt, the South Central Section Flying Activity chairman, has been working toward this end. She has sent the following suggestions to all chapter F.A. chairmen in her section. It would be wise for all of us to heed them.

1. Keep your chapter notified of changes in regulations and additions or changes in the Airmens Information Manual as well as any new local operating procedures. (This overlaps with duties of APT chairman)
2. Plan interesting activities - Both fun and training flights for your chapter.
3. Notify your section F.A. chairman of your chapter flying activities, new ratings, accomplishments, and honors.

Put the hood on at every possible opportunity and stay proficient. Don't take off with an empty seat - remember, we learn something from every flight even though sitting in the back.

Helen, who lives in Shreveport, Louisiana, is married to a geologist who is also a pilot. They have four sons and a Bellanca Viking. Helen has logged 2100 hours. She heartily recommends that you fly in to "Pirates Cove" located at Baers Field landing strip northwest of Shreveport. A short walk through a grassy field will bring you to the shores of Caddo Lake and the world's best catfish and hushpuppies. Helen writes, "come see us and we will take you there." Wouldn't we all love to do that.

CHARLENE FALKENBERG



Pauline Genung, Ninety-Nine Public Relations Chairman, U.S. with "Jennifer," her 1946 Globe Swift.

INTERNATIONAL HOTLINE U.S. REPORT - by Pauline Genung

Shirley Allen's terrific job as Public Relations representative for the Ninety-Nines last year Internationally has made us aware of the urgent need for a continuation and expansion of the same good P.R. efforts in the U.S.A. Lending a hand in the States, I will try to spearhead Ninety-Nine P.R. in this country and supply some specific guidance and resource information as needed, coordinate news releases for head-quarters, and stimulate the exchange of good P.R. ideas between chapters. Plans are also being made to attend as many of the Spring Section Meetings as possible so we can get our heads together and make great strides in re-introducing the Ninety-Nines organization, its members, and contributions to aviation to the general public this year.

Thinking "public relations" should become second nature to every chapter as we adjust flying activities and meeting schedules because of the current fuel shortage. We should be cognizant of the fact that for us PRIORITY in use of av-gas is important so that general aviation--and the Ninety-Nines in particular--appear in a favorable light to the public. Actions speak louder than words and this can be visual proof that we take our organization and flying seriously!

The Powder Puff Derby and local races have always served as a prime newsgetter; yet don't underestimate the importance of the public's reaction to your other chapter projects and active members. Kathleen Van Nuys, a columnist of some eighteen years experience in the Indianapolis area, recently told North Central Section P.R.

Chairman Lois Kennard, and myself, "The Ninety-Nines has a tremendous storehouse of newsworthy subjects, but it is important for the P.R. Chairman in EACH CHAPTER to establish a line of communication and rapport with the local newspaper."

P.R. HINT 1

If your chapter has not taken that necessary first step as advised by Mrs. Van Nuys, DO IT NOW. Drop your local Women's Department Editor or Aviation Editor a note, introduce yourself, and request a meeting with her or him at their earliest convenience. Supply one of the new Ninety-Nine brochures telling briefly about our organization. This will get the ball rolling, but it is your responsibility to keep it moving. The key is communication and YOU must continue to supply your editor or columnist with news and factual background information to get the job done. Suggest that the editor start a Ninety-Nines file and then promise that will keep it filled with up-to-date information.

I have received request for help and offers or assistance from Ninety-Nines in many parts of the country. The interest is evident; make Ninety-Nines P.R. your first order of business. Know our "product" and proudly tell the world.

Section and Chapter P.R. Chairmen: Watch for PAULINE'S PIREPS with additional helpful information and P.R. suggestions. Also, let me share your successful P.R. efforts with other chapters. We've got a good thing going - let's all help make it even better!



Speaking Frankly

WITH MARD0

Loyalty and friendship between Ninety-Nines was recently demonstrated in a very heart-warming way by two of our prominent members, Marian Banks and Thon Griffith, with the subject of their thoughtfulness Kay Brick, AWTAR leader. When Marian heard that Kay had the dread cancer and must have to receive the awfully expensive cobalt treatments, for which she had no insurance--Marian wrote many Powder Puff Derby girls for help. It came generously, and without it Kay would have had no assurance of getting these treatments. When she began recovering, Marian took her at her own expense, to Bermuda during the treasure hunt there, and then back to Florida to stay with Marian's college buddy. The second part of this remarkable saga came when Thon Griffith and her husband George,

brought Kay to the west coast so that she might fly with them and Marian Banks to Guatemala. Again, at no expense to Kay. Their only desire was to see Kay up-and-at-'em as soon as possible. . Of course, fate stepped in to turn this "trip to recovery" for Kay, into a nightmarish accident for Marian. On a boat trip in a small outboard, with a man at the helm, a too-quick turn was made, throwing the girls into the water. Thon managed to help Kay, but Marian was hit on the head by the propeller. Somehow, she was rescued, and in the course of traumatic events, was flown back to San Diego. She had part of her ear cut off, and although an attempt was made at once by a plastic surgeon, the ear graft would not "take." Marian is now undergoing further surgery, and feels that she is lucky and grateful "not to have any injuries that cannot be repaired". Despite the big gash on her head, and half her left ear gone, Marian believes the Plastic surgery will make it as good as new, and she expects to be wearing two pierced earrings by Christmas!

Loyalty, friendship--and courage. Good to know we've got 'em. Right? and especially in our Ninety-Nines.

International Board of Directors Policy on the Energy Crisis

A statement of policy has been issued by the International Board of Directors regarding the current fuel crisis. The Board has announced, "During the current energy crises, the Board of Directors of the Ninety-Nines, Incorporated, International Organization of Women Pilots, would like to state a policy of assisting in conserving fuel:

Chapters of groups will be encouraged to hold only those events which will place increased emphasis on flight proficiency, up-grading of pilot skills, safety and efficient use of fuel."

FROM AIR FACTS PRESS

HIGH, WIDE and



Frightened

By Louise Thaden

AIR FACTS PRESS
110 East 42nd Street
New York, N.Y. 10017

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LEIGHTON COLLINS

**AIR FACTS
PRESS**

(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 take-off from Brackett Field. (See Los Angeles Chapter report).

Dolly Bernson Benoit, of Florida, a past Governor of the New England Section (1934)

Mary Blackwell Joehrendt, September 28, 1973. (see Florida Spaceport Chapter).

Manila Talley, age 75, Oklahoma Chapter, died of cancer on the 23rd of November. Was kept from being a charter member by having car trouble on the way to the meeting.

99 FUN GALORE IN '74

(Record it in the)

Scrap Book

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VALERA G. JOHNSON

525 S. Main

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ROSTER CHANGES

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Continued on Page 40

Chapter Reports

East Canada Section

EASTERN ONTARIO CHAPTER Marliou Comerford, Reporter

Since last writing, this Chapter has been busily involved in the "doing" and the "planning". In November, we held a Weather Nite at the Ottawa Flying Club with an unexpected large turnout. We were especially pleased to welcome a contingent of young Air Cadets. Mr. David Mudry of the Atmospheric Environment Services spoke on various weather conditions with particular emphasis on what happens to us weather-wise here in the Ottawa Valley and we viewed two fine films; one on icing conditions and the other on wing tip vortices, two important hazards. Also, at this meeting we met prospective member, Helen Kirkconnell. Felicity McKendry did a fine job in organizing this very successful event.

Early in January our meeting took the form of a visit to the Ottawa International Airport Control Tower where we were invited to monitor the radar while an incoming Eastern Airlines pilot performed a PAR approach for us. We found it most interesting and informative and were invited to drop in at any time by the friendly people there.

This Chapter is hosting the Spring Sectional which will be held at the Holiday Inn, Dalhousie St., Ottawa, on April 26, 27th. We are also forging ahead with plans for our Poker Run scheduled for May 25th. If any 99's are expecting to be in Eastern Ontario at that time, now is not too soon to think about participating in this event. We'd love to have you. A Happy New Year of flying to all 99's.

FIRST CANADIAN CHAPTER Nora Parish, Reporter

Continuing the Chapter's program to promote Aviation Safety, a seminar conducted by officers from Air Transport Command, Trenton, Ont., was held at Buttonville Airport on Feb. 10. The agenda covered Air Search and rescue.

When visiting Buttonville Airport plan to see Heather Sifton's "Prop Shop". The shop stocks every imaginable item to please people who fly as well as those who don't. A great place to shop for that very different gift.

For all sailplane enthusiasts, a Canadian Walter Chmela set a new National altitude record for sailplanes 42,000 ft. This record was set in Colorado on Jan. 9th.

Barbara Botherton and 49½ Tom have decided they need a change from all this snow and cold weather and have taken off in their Comanche for the Bahamas. Sounds like a great idea and it will be interesting to hear how the fuel shortage affects their flight.

MAPLE LEAF CHAPTER Hilda Devereux, Reporter

This month we would like to share with you a delightful poem written by our Chapter Secretary, Ann Judd: "The dishes aren't washed, the bed isn't made, Where the clothes were dropped is where they've stayed; For the winds are calm and the weather's fine-And Mother's gone with the Ninety-Nines. The houseplants are droopy, the dog has no meal, The kitchen floor has a gritty feel, But the ceiling is high and the weather's fine-And Mother's gone with the Ninety-Nines. She left this morning (before eight o'clock) Her system is in a condition of shock-For she's never Really awake 'til half past nine-Except when she goes with the Ninety-Nines! Here she comes home to the dust and the mess Which she won't even notice or I miss my guess, Her eyes have a sparkle that's not from the wine, She must have had fun with the Ninety-Nines!;

With members like Ann in our Chapter--it looks like a great year ahead for the Maple Leaf Chapter!

South African Section

SOUTH AFRICAN SECTION by Yvonne van den Dool

Jackie Robinson, member from Durban, is at present working in Carlisle, England. Jackie first learned to fly in Zambia when this territory was still Northern Rhodesia, but settled in South Africa soon after. She is working her way around many countries for an indefinite period. Will be visiting Australian 99s soon.

Shelagh Anderson, Salisbury, Rhodesia is now a full time farmer. She and Roy have a grand airstrip, their own frequency and are in the process of getting NDB and hopefully VOR too. Sounds great! Shelagh and 49½ Roy recently lost their Cherokee Six when it was written off in the Centenary area of Rhodesia. They have borrowed another Cherokee Six until they manage to get a new one. Sorry I missed you in Salisbury recently, Shelagh.

Eve Ramsey comes from Durban, Natal. She and husband, Jack, used to own a Colt and now have a Tri-pacer. Recently Eve travelled most of Europe. Found flying very expensive at Biggin Hill, England, but much cheaper in Greece, where she says the wealthier residents are all very air-minded and several islands have excellent landing strips. She found on Mykonos the airport manager most helpful and says any pilot who visits the island and wishes to fly, only has to contact him and he arranges for whatever type of aircraft one needs, to be brought from Athens by Olympic Airways. They have from a Cherokee 140 up to the latest Aztec for

hire. Island hopping there sounds like fun, and is what Eve would like to spend her days doing.

Lyn Wessels from Brakpan has just converted to the Cessna 210. Jenny Louw has written her commercial exams. Charmaine Klaue, Bloemfontein, O.F.S. who recently received her Free State colours for the second time, has added a night rating to her twin rating, and also has an open rating for all singles up to 3,500 lbs. weight.

We welcome Fay Preston, Johannesburg, who recently joined us. Another new member works at Grand Central Flying Club, and is Janet Manning. Molly Lowe, Mica regularly flies the kids to and from school in Pietersburg. Jeanette Fraser-Jones has her Instrument Rating. Yvonne van den Dool recently returned from a gorgeous trip to Rhodesia and Kariba Lake.

South Central African Section

SOUTH CENTRAL AFRICA SECTION Reporter: Val Humphreys

Again I'm slow with my news, and depressed too about the oil restrictions. Good old aviation, like every other sport and transport dependent on the internal combustion engine, is hard hit, and news is therefore scattered. Before all these restrictions began, we South African 99's headed for Rhodesia for our bi-annual meeting. We were joined by some very enthusiastic Rhodesian pilots who gave us a really warm welcome. Also the officials from their Division of Civil Aviation were most wholehearted and enthusiastic in their support of women pilots and the concept of the 99 organization. It is so good to have the backing of the government in the task of making flying safer and better - Lucky Rhodesians!

Among the Rhodesians that are now 99 members are Betty Ambrose, Cheryl Olds, Zee Withlam and Julia Whitall. We hope that really soon they will get a Rhodesian Chapter off the ground.

I had a lovely letter from Pilar Martins in Mocambique. She says she has taken part in some more air rallies and shows there, and is nearly always the lone woman pilot. That is a brave spirit to carry on in a really male dominated world - maybe American pilots will find it hard to picture our African situation - particularly Mocambique - where, in general, women in planes and on motor cycles are regarded as bit of a joke and an oddity and not very feminine. Well, as you can see from Pilar's photograph she's very feminine!

Another strange feature (from an US viewpoint) of this section of ours is the fact that, because our members are scattered right across the southern portion of Africa, we seldom see each other and

have to rely on letters for news. The major adhesive in this situation is flying. Without this magical bond, we wouldn't have much in common. Let's hope the oil situation eases and we can recapture the beautiful freedom of flying wherever and whenever the mood takes us.



**PILAR MARTINS,
BUSH PILOT,
MOCAMBIQUE**

South Central Section
ARKANSAS - COLORADO - LOUISIANA

ABILENE CHAPTER
Marjorie Andrews, Reporter

Through the efforts of President Betty Heise, and Secretary Nancy Richter, Knox City, Texas now has freshly painted runway numbers as of December 8. Betty and Nancy first flew up there a week previously in the CAP Colt to finalize arrangements, planning to return in time for our luncheon meeting. About noon, we received a call from Betty explaining that the winds had decided to cross at 90 degrees and too strong for the tiny Colt. They would of course wait it out. The agreed upon Saturday arrived cold, but clear, so with a brisk tail wind, Marjorie Andrews, Betty and Nancy plus a baggage compartment and half the rear seat full of painting equipment, flew in Marjorie's "Chris, Too!" seventy statute miles, in twenty minutes.

The group was welcomed with open arms, including lunch when we finished, and our picture and a two column story on the front page of the **Knox County News**! It was purely fun for us and because the members were only three (one nineteenth) we felt it a great successful first time air-marking. Betty left our mark---"the Abilene 99's". The Knox City townspeople hope to have many improvements by spring, including paved taxi-ways and a new runway surface. They are an aggressive, friendly bunch challenged by the airport slogan: "The End of NoWhere", are determined to make their town "The Beginning of Somewhere".

Our second exposure came January 4 on an hour-long Cable 7 TV interview with Molly Fullerton. Betty Heise, Nancy Lynam, and Marjorie Andrews were asked what we Ninety-Nines do as a group locally, nationally, and internationally, and individually. The time flew for we were talking about a most favorite subject.

Nancy Lynam has just incorporated her flying service, "Fly With Nancy" and flies the red, white, and blue Aztec, flown in conjunction with her and husband Don's

oil business. They are actively engaged in helping solve the energy crisis.

Marjorie Andrews took Chris, Too up and flew 1.5 hours at 60 percent power settings and got just what the owner's manual predicted for gph and tas. With careful planning, throttling back, leaning properly and making best use of winds and altitude really can go a long way toward conserving fuel.

Through the cooperation of Ft. Worth District GADO's Gary Lavender, we have received a list of all licensed female pilots in this four county area and plan to actively solicit members. We believe the local group now has something to offer in the way of activities and goals.



Abilene Chapter finishing up at Knox City:
L to R: Bob Harrison local Knox City businessman, Nancy Richter, Betty Heise, Marjorie Andrews and Kenneth Crownover, also of Knox City.

ALBUQUERQUE CHAPTER
Becky Lutz, Reporter

Charter member Harriet Nye was guest speaker at our annual banquet held at Four Hills Country Club. With her usual wit and charm, Harriet recalled the fun and exciting times of learning to fly in the 1930's. Certificates of Appreciation were presented to the Albuquerque Tower personnel, the Weather Bureau personnel, the E.A.A., and Roger Mitchem, Accident Prevention Specialist, for assisting the Chapter with our projects during the year. Approximately twelve girls received APT certificates. Our newest member, B.J. Slawson, was pinned, and Becky Lutz was the recipient of a lovely traveling trophy and an individual trophy. This trophy was initiated in 1967 by 99 Chairman Margaret Perez to stimulate leadership in 99 activities. The girls vote annually to select the recipient.

Our chapter assisted the University of Albuquerque in their grand opening of its Aerospace Resource Center. The girls helped with a variety of chores demonstrating the simulators, "manning" the radar room, explaining the exhibits, and even landing a Cessna Aerobat on Coors Road. The U of A is pioneering a program in aerospace education with emphasis on air traffic control.

We viewed the film "Stamp of Friendship" at our January meeting. For the first time in recent years, our chapter has an applicant for the Amelia Earhart Scholarship. Claudia Beckner is applying and is working toward her Instrument and Instrument Instructor rating. Claudia and her 49 1/2'er Everett also attended the annual Amelia Earhart banquet held by the Zonta Club in January. Many of the 99's were also in attendance at the FAA-NMAA two-day seminar held in January.

Third annual Poker Rallye and the grand opening of the Valencia Community Airpark inspired participation by several of the girls who either flew in or drove in to both activities. Rita Elliott tells of using her newly acquired Instrument rating on a recent holiday trip. Micki Collins and husband Gene continue to zip around the country in their Bellanca. Joyce Buehler is having fun in the Cherokee 140. Becky Lutz had a lovely flight to Liberal and Wichita to the Beech factories. Mazatlan, Mexico, was the holiday choice for flying trips for Claudi Beckner and Becky Lutz. Becky reports an unexpected RON at El Paso, and Claudia flying a Beech 36 a week later, reports being grounded at Truth or Consequences. (A quick change from the sand and sun to the snow and wind!)

ARKANSAS CHAPTER
Marguerite Nielsen, Reporter

Charlene and Dr. Mac flew to Phoenix to attend the Arizona Heart Association meeting. Arkansas Ninety Nines Jan. meeting is being held in conjunction with the Flight Instructors' Reevaluation Clinic in Hot Springs. Kay Newth will speak to the Zonta Club of Little Rock on Amelia Earhart Day and also to the Zonta Club of Ft. Smith. Delores Dean will be a guest at the dinners, of A.E. Chairmen Kay Newth and Marge Nielsen of Little Rock and Ft. Smith Zonta Clubs.

Happy flying to you all.



OPEN HOUSE ADAMS FIELD LITTLE ROCK, ARKANSAS. Left to right: Marge McLean, Cary Hunt, Kay Newth, Governor Dale Bumpers, Ruth Gray, Virginia Proctor, and Eddie Holland, Director of Aeronautics State of Arkansas.

CHAPARRAL CHAPTER
Mary De Kinder, Reporter

Kay, Cal, Ginny and Joe Bond flew IFR in the Arrow from Los Alamos to Los Angeles and commercial from there to Oahu for a week. They had planned on renting a plane and doing some island hopping, but found that if one doesn't write ahead of time and reserve a plane, one can rent on for only three or four hours at a time. (So all you HAWAII sectional attenders, attend to plane rental reservations early if you're interested in that method of sight seeing!)

We have continued our airport tours for school students, with two tours this month, thanks to Connie Rose and Mary

Continued on Page 22

PUERTO RICO '74

THE NINETY-NINES, INC. INTERNATIONAL CONVENTION UPDATE

Charter flights have been arranged as follows:

ORIGIN	DESTINATION	FARE Round Trip	STATUS	REMARKS
Atlanta	San Juan	\$ 89.65	Filled	Standby
New York	San Juan	137.18		
Chicago	San Juan	188.18		
Los Angeles	San Juan	268.18		
Dallas	San Juan	190.68		

Please get your checks in to Page Shamburger, 500 Carolina Street, Aberdeen, North Carolina, 28315. Girls, in fairness to everyone concerned if your plans should change and you have a reservation on one of the charter flights, please notify Page immediately. We are looking forward to seeing you in Puerto Rico August 21 - 25 for the best convention ever.

ATTENTION CHAPTERS:

The 1974 "99" Convention Souvenir Program will include a page of "99" items for sale. Chapters may advertise their wares for \$25.00. For an additional \$5.00 they may sell their money making items in the Ninety-Nines' Items For Sale Room at the Convention.

CONVENTION NEWS UPDATE

By Esther Wright

The energy crunch has caught up with us. All of our charter flights have been cancelled. Page has been working desperately and successfully to secure group flights. These group flight rates are from Atlanta, New York, Chicago, Dallas and Los Angeles. Remember by going on these flights we will not be using extra fuel because the airplanes would be going to Puerto Rico anyhow. If you have any questions that have not already been answered please contact Page Shamburger, 500 Carolina Street, Aberdeen, N.C. 28315.

Please get your accommodations reservations as soon as possible. If you have misplaced the reservation envelope please write to Fran Davis, 4808 Holston Heights Lane, Knoxville, Tennessee 37914.

Chairman, Cy Beers and co-chairman Page Shamburger have put in many long hours working and planning for this great party, August 21 - 25, 1974. When was the last time you have attended a convention without paying registration fees? There will not be registration fees in Puerto Rico. You know in advance what it will cost you. The girls throughout the southeast section have been working to make this a party you will all remember.

Send in your Hotel reservations and flight deposits now. Deadline for Hotel reservations is July 15. Deposit of a minimum of \$50.00 per seat must be made by March 15 and total fares due by May 1 to qualify for group rates. If you should change your mind a full refund will be in order until June 1. Remember, husbands are not only welcome but are expected. Looking forward to seeing all of you in Puerto Rico August 21-25.



ACTION! Committee members hard at work on the "Puerto Rico convention in '74". Who are they? No ident. so they probably want to remain "behind the scenes"...The entire Southeast Section is planning this tremendous "fun" convention for August 21-25.



CONVENTION - 74 - REMINDERS

FLY YOURSELF-ERS - Contact: Aviation Travel or if members, AOPA's Kitty Howser, for latest information, maps, RON requirements en route.

Please let Page Shamburger know so ground transportation can be arranged.

If you make **your own** airline reservations, watch our times of flight arrivals for your ground transportation.

Flights, **GROUP-OF-40, minimum:** Total fare must be in by May 1st. You can change your mind and get a full refund if we know before June 1st.

Hotel's package plan includes five days, four nights, two choice-of-the-menu meals per day, greens and tennis fees, health club privileges and MORE.

\$140.00 per person (double occupancy) - add \$52 if a single room is required.

If you're sharing the room with another 99, please identify her by name on the hotel reservation. Minimum \$50.00 deposit for room by July 15.

HOTEL SPECIAL REQUESTS (concerning suites, etc.) and Room reservations with checks should go directly to:

El Conquistador Hotel and Club
Las Croabas, Fajardo, Puerto Rico

CONVENTION HOSTESS - THE ENTIRE SOUTHEAST SECTION.

Cy Beers, Chairman
Page Shamburger, Co-chairman



WAIKIKI BEACH---pictured here from the yacht harbor to Diamond Head. Approximately 150 resort hotels and apartment-hotels are pictured in this area. (Please credit HAWAII VISITORS BUREAU PHOTO)

FLIGHT-SEEING HAWAII

By Lindy Boyes

Looking down on the brilliant red-orange fountaining lava is like looking at a giant campfire with flames leaping high. Madame Pele was once again doing her thing, and Kilauea Volcano was putting on a show.

An overnight trip to Kona for a "Complete Hawaiian Experience" started from Honolulu International Airport on a typically sunny afternoon. The propeller-driven airplane made its way leisurely past Honolulu -- Punchbowl crater, where the National Cemetery of the Pacific is located, stood out clearly, its dark green slopes contrasting with its surroundings. The Koolau Mountains behind Honolulu were spotted with shadows from the scattered puffs of clouds above. At the water's edge, Diamond Head and then Koko Head rested like a mighty dog with head on forelegs and paws tucked under the white edge of a green-and-blue blanket of water.

Oahu drifted behind as we headed toward Molokai's south coastline. Although plans are afoot to develop the west end of the small island, as yet it remains untouched. Along the shore scallop-shaped lines are the lava or coral rock walls of fishponds built by Hawaiians of earlier days for the practical purpose of always having fresh fish near at hand. The variations of water colors are beautiful from pale greens to dark turquoise.

Off to our right is Lanai, the pineapple island. Ahead lies Maui, the valley isle.

The long strand of beach that marks Kaanapali shows evidence of development...scattered large hotels, a golf course or two, and houses. Behind Lahaina Maui's green mountain formations are vertical with narrow canyons that tease one to explore their hidden depths - but not by airplane. That has proved to be a deadly game in an abruptly ending chasm.

The quiet seaside retreat of Kihei is backed by the 10,000 feet of Haleakala, a spectacular volcanic formation whose crater and rim area are part of Haleakala National Park. Looking up, we see the rim partially obscured by clouds, as it frequently is. Lucky is the visitor who gets to the top by car or airplane on a day free of clouds. The unobstructed view is spectacular.

A glance to the right and the little island of Kahoolawe shows its arid self. Its has an over-population of goats. Across the Alenuihaha Channel before us is the Big Island of Hawaii and our destination on the Kona coast. The nearly twin 13,000-foot peaks of Mauna Kea and Mauna Loa appear in the distance. Closest was Mauna Kea where die-hard ski buffs take advantage of a short skiing season each year. But Mauna Loa was the scene of action on this day.

Half-way up on its southern flank is the Hawaii Volcanoes National Park where Kilauea Volcano is the center of attention with its lively and colorful performance of molten lava.

By contrast, at sea-level a vast bed of a black coal-appearing substance presented a calm scene. The "coal" is lava that spilled into the ocean during an eruption in 1801. In the midst of the rocky black lava is the smooth black asphalt runway of Ke-ahole Airport that serves the Kona coast, where we landed.

The town of Kailua is five miles from the airport and reachable by rented car or taxi. We chose to rent a car and set off for town and the Keahou Beach Hotel. The sun was setting behind us as we entered the small seaside community which is especially popular with fisherman and is the site of the annual International Billfish Tournament.

Appropriately, fresh "ono" and "ahi" (varieties of mackerel and tuna) were on the Kona Galley's dinner menu and were as **ono** as that Hawaiian word can mean (good tasting).

At Keahou Beach we were on historic land of the Hawaiian **alii** of the olden days. Only families of the early Hawaiian rulers were permitted to enjoy the tidal pools of this idyllic setting.

There was no aerial volcano-watching on Sunday because self-produced clouds obscured the action. The return to Honolulu was the reverse of the previous day's scenic route. A leisurely flight of an hour and fifteen minutes, touch down at Honolulu's airport, and our "Complete Hawaiian Experience" had been realized.

SOUTHWEST SECTIONAL FLIGHT PLAN

Saturday, April 27, 1974

Transportation to hotel from airport. For those that arrived last night on the Orchid Special, there is a briefing poolside at 8 AM. Coffee and donuts provided. 6:30 PM there will be a poolside get-together.

After cocktail party, dinner and show at the Hawaiian Hut. (Optional).

Sunday, April 28

Briefing and Registration poolside of hotel at 8 AM. Coffee and donuts provided.

Free Day. Hawaiian wear unlimited Muu Muu Factory bus will be picking up to take you to the Muu Muu Factory. Hawaiian Heritage show at King's Alley (this is included in your basic plan A). An afternoon cruise on the glass bottom boat (this is included in your basic plan A) or visit the Historic Mission Houses (also included).

Sunday evening there will be transportation to Jane Kelley's house for the luau. Hawaiian wear is suggested.

Monday, April 29

This morning - tour of the City (included). Afternoon free. Monday Night - Evening in Old Hawaii (Falls of Clyde, Bishop Museum, Planetarium). A suggested optional event is the Don Ho show after the Old Hawaii night.

Tuesday, April 30

Plan B leaves Oahu Island today. Optional event of Kodak Hula Show in the morning in Kapiolani Park.

Tuesday Evening - optional event but great -- the Polynesian Cultural Center Tour. Departs at 2 PM.

During the day (optional) barefoot luncheon cruise. Will return in time for the Polynesian tour.

Wednesday, May 1

Lei Day. Events will be announced by the City later.

Evening - optional suggestion is the Golden People Show - a colorful dinner pageant of music and dances of Hawaii's ethnic groups.

Thursday, May 2

Day of leisure. Suggestion is the Pearl Harbor Cruise - an excellent tour with a narration of what happened Dec. 7, 1941, when the Japanese attacked the harbor. Pick up time 8:45 AM.

Thursday evening - optional event -- the Polynesian Water Ballet.

Friday, May 3

Day at leisure. Suggestions - Foster Gardens, the Art Academy. There will be a picnic lunch at one of the beaches (optional).

Friday evening - an optional but good event -- the Sunset Dinner Sail -- very romantic!

Saturday, May 4

Transportation to the airport for your return flight.

Wooten. Mary wasn't sure they **really** cared about pressure altitude or airfoils, but they cared enough to ask! Also continuing and gaining a momentum in interest is our movie presentation with a "get interested in your airport, please" pep talk to city business and service groups.

Karen Islam of the Kansas Chapter, Marilyn Cragin and Ruth Deerman of the El Paso Chapter, and Governor Brenda Strickler of Golden Triangle Chapter added their good will and lots of help as guests at our late January meeting. We got into some serious planning for October 4, 5, and 6, since we will be hostessing the SOUTH CENTRAL FALL SECTIONAL, IN Las Cruces, New Mexico. Come see what a really small chapter can do!



L to R, Lela Carwardine, Ruth Deerman, hostess KK Garlitz, Rene Hirth, Doris Shreve enjoy same El Paso or Chaparral "covered-dish."

CIMARRON CHAPTER **Claretta Curtis, Reporter**

On a blustery, cold afternoon, accepting the challenge of the Alpha Eta Rho aviation fraternity of Liberal's Seward County JUCO, the flying Cimarron 99's had their first competitive air meet. Much to our delight we won the meet.

The 99's captured two of the top three places in each of the three events, soundly trouncing members of the College's aviation fraternity!

Top finishers in the power-on landing event were the 99's Carol Bond, first, with a score of 67 feet; 99's Mary Yeager, second, with a score of 77 feet; and AER's Mike Schuster, third, with a score of 172 feet.

The power-off event was won by Schuster with a score of 40 feet. The 99's Darlene Brolhier was second with a score of 96 feet, and Carol Bond was third posting a score of 105 feet.

99s swept the first two places in the bomb drop also with Paula Maple and Pat McClure finishing first and second, respectively. McGee of AER was third in the accuracy event.

Both the AER and 99's members expressed appreciation for the assistance of Mr. Art Downs of Liberal Aircraft who make facilities available and assisted with the judging.

Plans are currently being made for a similar meet in the Spring.

COASTAL BEND CHAPTER **Vel Kiker, Reporter**

Saturday, January 19th, Coastal Bend 99's held a luncheon meeting at La Mancha Restaurant, Yoakum. Five members - Katherine Caraway, Liz Morris, Barbara

Corley, Peggy Zapalac, Vel Kiker were present, and guest, Chapter Beau, A.J. Caraway.

Peggy Zapalac recently earned her commercial rating, and Liz Morris passed the commercial written. Joyce Smith was first to be APT.

Sunday, January 20th, Katherine and A.J. Caraway helped the Houston Chapter airmark Smithville, Tx. Vel Kiker joined the group for lunch (after the airmarking was finished. Tsk! Tsk!)

Cub Scouts in Yoakum received First Rides from the Caraways, and the Schulenburg Girl Scout Cadette Troop have begun their aviation badge work with Vel Kiker.

Coastal Bend 99's stay busy!

COLORADO CHAPTER **Mary Neil, Reporter**

At our last meeting Jean Ferrell gave us a terrific program about her recent travels in Africa and Europe--sighs and wishes were heard from all sides.

Our other Flight Simulator Instructor for United Airlines and Hall of Fame award winner, Doris Langher has just returned from 12 days in Tunisia, where she had a side trip into the Sahara Desert and even rode a Camel along the coast of the Mediterranean. She reports that the hotels and people were marvelous, quite a contrast to last years trip to Russia. They had a little trouble however, when about two hours out over the Atlantic the Swissair 747 lost number 4 engine and turned back. After 22 hours delay they went off again.

Dolly Gibbons earned her Instrument Rating on Dec. 8.

Marilyn Nordstrom our membership chairman had five new members for us to vote on at our January meeting. They are Mary Adams, Cindy Bellmar, Julie Maslanik, Kay Madeson, Elva Ruberg. We also welcomed Nan Gaylord formerly Tulsa Chapter and Peg Sulfridge formerly Michigan Chapter also.

The Colorado Chapter sponsored five girls belonging to Aurora Central High School's Air Force ROTC Unit for their expenses at an all day Aerospace Education Seminar for Aerospace students at Lowry Air Force Base, Denver. On Jan. 11, Wave Flights, Black Forest Gliderport are scheduling a Feminine Wave Camp Mar. 3-9 with some big names on the program.

DALLAS CHAPTER **JEB, Reporter**

The Proficiency Race originally scheduled for Dallas in April 1974 is presently suffering postponement pains. However, hope's are high that that means we'll make it just that much better next year.

The January Meeting was at the home of Edna Wright. With the major emphasis on how gasoline shortages will affect us. Sue Maddock has been from coast to coast the last couple months with trips to Philadelphia, Duluth, Minneapolis and San Francisco. Lee and Mary Kitchens went to South Texas and Kitchens Ranch. Lou and Rod Marquess went on down to San Antonio and Beaumont. Sandra Simmons

reports trips to Tucson and Phoenix in the Citation with her "trusty husband" as "copilot."

Doris Weller toured the South Pacific in November visiting Tahiti, Fiji, New Zealand, Australia, and New Caledonia.

Jerry and Maurice Melton reported that the Bahama's Treasure Hunt is even better the second time around.

Betty Riggan and husband depart for the Galapago Islands in February-he is going to research a film and write a script. The infamous Max Conrad (Into The Wind-his story by Sally Buegeleisen), was in Dallas in-transit to South Africa. He and Chuck LeMaster of Kansas were transporting a Ford Tri-Motor there for use in a movie. Jan Wahrer was grateful for the bad weather that kept them here so she could visit with them a little longer.

DALLAS REDBIRD CHAPTER **Phyll R. Uppe, Reporter**

Well, the gas situation hasn't slowed us down too much. If we can't fly more, we just talk more. If we could just bottle the hot air at our meetings, No One would have any problems.

EVERYBODY came to see us this month. Ruth Deerman, from El Paso, was in town and chatted with several of us. Pauline Mallary, of North Georgia, found out she could come visiting **very** inexpensively so she hopped over here for our monthly meeting. Spent the night with Helen Wilke, toured the new DAL-FW Airport.

Pat McEwen, Vice-President from Wichita, Kansa, came thru on her way to sun and sand in the Virgin Islands to bake out a nasty bronchial condition. As always, we couldn't just let her go thru Dallas, she had to stop overnight and get together with a few of us at Hazel Jones' house.

Also at our meeting was Sue Stidham, Western New England, and Betty Worstell from Redwood Empire Chapter. Betty is going to transfer to Redbird and we're delighted to have her.

Bryant Hutchinson went flying in her 182 the other day and ran into ice. Left the plane somewhere in south Texas. Betty Worstell has been out in the 172 several times lately. Pat's **still** trying to activate that instrument rating. Elinor Johnson and Rowland flew the Bonanza recently.

Five members attended the local Zonta Amelia Earhart dinner this month. Clare Schweickart (Mrs. Russell), wife of the Astronaut, gave a very interesting talk about the ideal qualities of an astronaut's wife. High on the list was flexibility and patience. Most of us decided we could (maybe)handle the flexible part but would really bomb on patience.

Early next month we fly to Athens, Texas to visit our new friends, Duane Perry and Elaine White--two school teachers in the Athens area who recently learned to fly. We're encouraging them to begin a new Chapter down there.

EL PASO CHAPTER **Norma Kudiesy, Reporter**

Polly Thomas, Betsy Wright, and Marilyn Cargin helped make Christmas a little brighter for some El Paso families by

assisting the local Association for Retarded Children in bringing several home for the holidays from schools in Lubbock and Abilene. Polly and Betsy flew to Lubbock and Marilyn went to Abilene. It was a tender and rewarding experience.

Betsy logged eight hours as co-pilot in a twin Seneca on a charter flight to Las Vegas, Nevada and return to El Paso stopping off in Alamogordo to lunch with Hestor Oaks.

Ruby Tatman is off vacationing and flying this time to Florida and St. Croix in the Virgin Islands to visit with her son and family.

Ann Nobles will conduct a 99 sponsored FAA safety seminar in the Bassett Shopping Center on February 13-14. Polly Thomas and Louise Mitchell will operate the film projector and Betsy Wright will MC the program. Ann will host our Valentine party this year at her apartment on the 16th with a pot luck supper for members and guests.

FORT WORTH CHAPTER **Jean Bishop, Reporter**

This month's report is certainly short and meaty! Apparently the holidays, weather, and energy crisis have combined to keep our members on the ground lately. Our annual Wright's Day Dinner held at Colonial Country Club in December was very successful. The speakers at the dinner told of the UFO which might have crashed at Aurora, Texas, at the turn of the century.

The Fort Worth Chapter held their January meeting at Neiman-Marcus. Three new members were welcomed into our chapter at this meeting--Alverna Williams, Mary Lou Blain, and Freda Price. These girls are really enthusiastic about their flying and are great additions to our chapter.

The members of our chapter also got together in January for a tour of the new Dallas-Fort Worth airport. Our vice-chairman Yvonne Turner arranged the tour and even managed to get us a tour of the control tower.

February saw us back in the air again!

GOLDEN TRIANGLE CHAPTER **Ellen VanDeventer**

We've been busy up until now, watch us this next quarter! At a planning meeting we have two airmarkings and a possible third including hazard markings and beautification projects, a bake sale for early April and Air Age Education projects. All this and we still have sectional at Houston the end of March. A couple of our number are planning to attend the Hawaii sectional and three of us are going to the Air Age Education Congress meeting in Las Vegas in April.

Helen Hill, like Columbus, has made a discovery. Only one slight difference: her island wasn't there. Helen reports the Idabel, Oklahoma, airport is closed. Mark this on your charts.

Our latest group effort in Air Age Education projects is delivering flying oriented magazines to local schools and public libraries.

Our January meeting was in the home of Pat Evans, in Hurst. Jackie Hansen received her pin from membership chairman, Carolyn Brooks. Discussion of International officer and Section officer nominations was on the agenda. Golden Triangle is proud to offer for International Treasurer, Brenda Strickler, current Governor of South Central. Linda Hooker, our International and Section Air Age Education Chairman, has been nominated for Section Secretary.

HOUSTON CHAPTER **Stephanie Vickery, Reporter**

Cherokee County Airport in East Texas was the destination of the Houston 99's Christmas airlift. Representatives from the Rusk State Hospital greeted the fleet of 99's and were pleased to accept approximately 1000 pounds of clothing, arts and craft supplies, records, and other much needed items. The airlift was so well-received that another one will probably be held.

The airports at Hearne and Cameron benefited from the Houston Chapter's air marking efforts. Other air markings are planned for Smithville and Beaumont.

Final preparations are underway for the Spring Sectional to be held in Houston March 29-31. Activities include painting miniature airplanes and making artificial flowers for centerpieces and sewing matching dresses for the banquet. The February and March chapter meetings will be held at the Sheraton-Lincoln in downtown Houston where the Sectional will take place. Fund raising projects for the Sectional have included a pennies-a-pound ride, numerous rummage sales, bake sales, and trading stamp collections. The Houston Chapter has knitted an afghan for some lucky 99 who attends.

The Houston Chapter of the Ninety-nines is now incorporated under the state of Texas. We are in the process of seeking IRS status as a non-profit organization.

It's MAJOR M.E. Oliver, Civil Air Patrol, as of December, '73. M.E.'s Nervous Navigator Jim pinned the oak leaves on her uniform at the first January meeting of the 22nd Group, of which Lt. Col. Jim is commander. M.E. is Information Officer and Mission Pilot in the unit.



Loading Huston Chapter chairman Betty Fritts' Cherokee 180 for the Christmas airlift to Rusk State Hospital are (left to right) Huston's Mary Able (99s international secretary) assisted by her daughter-in-law Shannon Able, Sally Gluckman, and Betty Fritts.

Congratulations to Houston's Mary Jane Norris who has earned her multi-engine rating.

KANSAS CHAPTER **Carolyn Westerman, Reporter**

Judy Calbeck is hard at work helping Wichita Cadette Troop 109 to earn their aviation badges. There will be four training sessions. Three 99's will explain the operation of an airplane and the different phases of flying at the first session. A tour of the Flight Service Station conducted by Maureen McMaster will be next. Reading sectional charts and learning about weather will be taught in the 3rd session. A tour of a small airport conducted by Marilyn Copeland will complete the requirements the Cadette Troup will need to earn their badges. The other 99's assisting with this project were Pat Mlady, Dorothy Barker, Jean Woodward, Virginia Speer, Margaret Hawk, and Jackie Luke. Any other Chapter interested in this type project should contact their local girl scout headquarters.

Also Judy arranged with Coleman School to have an all-girl assembly to introduce the girls to opportunities in aviation. The 99's participating in this program were Mary Aikins, Pat Mlady, and Marilyn Copeland.

Pat Mlady and Jackie Luke gave a program for the Wichita Women's Aeronautical Association. Pat briefly told them about this Ninety-Nines and Jackie gave the presentation of the Powder Puff Derby entitled "From Sea to Shining Sea". At our January meeting, Pat and Jackie gave us a dress rehearsal of their program. It was excellent.

Arlene and Bill Dando moved to Dallas, Texas. We're sorry we won't be able to see as much of them as usual. Bill is starting his own aviation insurance business and Arlene will be working for Braniff at the New Greater Southwest Airport.

Jackie & Nolan Luke are proud new owners of a Beech Sierra.

LUBBOCK CHAPTER **Beth Covey, Reporter**

We are happy to welcome a new member to our chapter, Joyce Neal. Joyce and her husband, Ralph, who is with Litton Industries and also a pilot, moved to Lubbock last summer from Maryland. Joyce has over 200 hours in her logbook, with an experience range as different as the parts of the country she has lived. She learned to fly with the Navy Flying Club in Monterey, California, where she learned the practical use of Special VFR. She then moved East and learned to navigate the Potomac River and Chesapeake Bay area among all the uncontrolled airports with their accompanying Unicom chatter. Now she is sharpening up her crosswind landing skills here in the "wide open spaces" where the wind does blow most of the time. While Joyce has flown several different airplanes, most of her experience has been in a 150 or 172. She recently checked out in the Bonanza.

Rosemary Stidham acquired a new instrument rating in December, and one of her students, Sherri Sullivan, received her private license. Harvella Johnson has been in the enviable position of flying with her pilot husband, Lonnie, in the new pressurized Navajo he flies for Plains Co-op Oil Mill.

We all made cookies, breads, or other goodies and fixed up boxes for some of our favorite people, the fellows at the FSS and the control tower. This was our second annual visit and, we were warmly welcomed. We got a tour of the FSS, the radar room for approach and departure control, as well as the control tower.

NEBRASKA CHAPTER **Sharon Meyer, Reporter**

January found the Nebraska 99's driving to Dawn Parkening's home in Elkhorn for the regular monthly business meeting. Fourteen members and three guests attended the meeting.

The organizational meeting for the Nebraska 99 sponsored Aviation Explorer Post was held on a cold snowy evening in early January. Ninety-Nine Advisors and prospective Aviation Explorers met at the Air National Guard Hangar in Lincoln. Guard members conducted a group tour of the facilities and then showed a film of the U.S.A.F. Thunderbirds. A brief orientation by the Lincoln area Explorer Scout director and a business session culminated the meeting. We're looking forward to helping this eager group of young people explore aviation!

Annual Achievement Awards were presented to the Nebraska Ninety-Nines who had accumulated the highest number of achievement points during 1973. The winners were: Diane Bartels, First, Mimi Haworth, Second, Vera Bartunek, Third, Millie Barrett, Fourth, and Dawn Parkening, Fifth.

OKLAHOMA CHAPTER **Martha and Jan, Reporters**

Oklahoma Chapter appeared en force at our January Guest Day Meeting in Oklahoma City. There were 29 members present, and 13 guests, for this special annual meeting. Arlene Walkup spoke to the guests about 99's--our purpose, history, and activities--and 49½ Noble Wynn showed slides of our Chapter.

Applications for membership were presented to Betty Helt of Ponca City, Debbie Held of Altus, Ginger Schumacher of Norman, and Judy Keel of Oklahoma City. We hope to add these girls' names to our membership roster.

Sixteen Oklahoma 99's gathered at Christopher's in Oklahoma City on January 8th to have dinner with Nancy-Bird Walton of Sydney, Australia. We all agreed Nancy-Bird is something special, and hope we can see her again and again. For awhile it was uncertain whether there would be 16 at the dinner or not. Have you ever noticed how some of our most precise pilots seem to get lost when on the ground? One carload got lost trying to find Christopher's and (following directions VERY CAREFULLY) wound up in the hospital area of Oklahoma City. And another (would you believe SHE had our

guest of honor with her?) had to call for someone to come get them. They were about 1 mile away--and Susie Sewell came to the rescue on this one!

We were saddened by the death of Manila Talley in December. Manila has been a favorite 99 for a long time, and we will all miss her.

OMAHA AREA CHAPTER **Shirley Risk, Reporter**

The Omaha Area 99's visited Orchard Hills Nursing Manor during the Holiday Season and enjoyed talking to our "senior citizens" about our flying activities as well as conversation on other topics. We furnished the cookies, the staff at the home furnished the coffee, and an enjoyable evening was spent by all.

Omaha Area 99, Charlene Taylor, C. F. I., was the pilot of the Cherokee "6" airplane on which eight handicapped children received their exciting first airplane ride. The Omaha Area Chapter provided "1st Airplane Ride" certificates and refreshments for the children and their chaperones.

Our Chapter sponsored a General Aviation Pilot Educational Clinic, on January 23rd and 24th and were very pleased with the turn out of approximately 200 pilots for each night. Door prizes and refreshments were furnished by our chapter and the highlight of both evenings was audience participation in riding the "Vertigon". Georgianne Rynearson was our very able and hard-working program chairman for this event.

March 9th is the date for our tour of the Altitude and Pressure Chamber at S.A.C., and we hope to have a nice group from the Nebraska Chapter, whom we have invited to join us. Barbara Krejci is handling the applications and scheduling.

Plans are just beginning for a Flying Poker Party to be sponsored by us this spring. We hope to see you in Houston on March 29th and 30th!

PIKES PEAK CHAPTER **Marion Hein, Reporter**

Happy New Year! As we welcome the new year, we resolve to conserve fuel in the energy crisis and hope that there will be enough for our actual flying needs.

A letter from Dorothy Meyers in Wurzburg, Germany, brings news that she is instructing flying and teaching ground school for the Kitzingen Flying Club, of which she is president and chief pilot. Dot received her instrument rating the end of last year and has passed the instrument instructors written and expects to take the check ride in the near future. She topped the 1,000 hour mark recently.

Shirley (Sam) Marshall reports that 400 Ninety-Nines and CAP's attended the meeting last month at the Adler Planetarium in Chicago. Shirley showed the films "Changing Skies" and "Soaring in the Rockies" to a very responsive and interested audience.

Bob and Mary Pinkney from the Long Beach Chapter were guests of the Marshalls recently. Bob received his Diamond Altitude Pin for soaring at 34,700 ft. Mary will be returning for the Feminine Wave Camp which is being planned for high altitude gliding.

SAN ANTONIO CHAPTER **by Marian Burke**

The San Antonio chapter 99 meeting was held for January at the home of our chairman, Carolyn Wetzel who is recuperating from surgery. Ain't that awful! Xmas day in the hospital.. but chapter members are happy with her speedy recovery.

Welcome new chapter member, Rose Marie Burkett (she's a transfer from Hawaii chapter) and has airforce husband.

San Antonio chapter is starting a 66 program and we already have a possible member ... Kathleen Sellers ... She's working on her private license.

Our meeting program was a discussion of the new part 61 by Marian Burke. We discussed procedures on becoming apt. Marian will conduct "apt ground school" at a later meeting.

SHREVEPORT CHAPTER **Dot Lindsey, Reporter**

January's winter weather has succeeded in grounding SHV 99s, however, it did not prevent us from attending our January "Guests - Salad" meeting - held again this year at the home of Jere Saur.

Our well-kept Scrapbook (thanks to Sandi Jones) was on display and enjoyed by the guests and members.

Formal dedication of the new tower at Downtown Airport was February 15th. Our Chapter assisted in the dedication and James Spencer, Tower Chief gave us a tour before dedication.

Joan Carroll and Mary Jo Voss are progressing ahead of schedule on plans for the April Louisiana Air Tour.

Marian Piper is ready to begin the compass rose at Downtown Airport as soon as the weather permits. We are all ready to lend a helping hand.

Mary Friday, unable to practice acrobatic flying, is again asking for contributions of hints for her book "Wing Tips".

Sandi Jones has a Safety Pin.

SOUTH LOUISIANA CHAPTER **Shirley Bernhardt, Reporter**

Our most recent Aerospace Education project was held at Tara High School in Baton Rouge, featuring Dr. Robert O'Connell, professor of astrophysics at LSU, speaking to us on UFOs and extraterrestrial travel. We invited the whole aviation community, plus Aviation Classes from two of the city's high schools. The meeting was well attended. However, Dr. O'Connell is not a believer.

Cal Meredith, Heuma, made her third trip to Rome in the Fall. Later she met and enjoyed an exciting trip with 99 Fiorenze De'Bernardi in her jet. Cal says that this was one of the most memorable moments of her life.

Our Mama Bird, Eleanor Lowry, has flown to Arkansas since our last report to see about rebuilding their farm which burned recently; is also going glider-ing every available weekend and anticipates getting her glider rating very soon. Gloria Holmes is working diligently between IFR dual for both Instrument and Glider ratings.

Our January meeting included a prospective member, Betty Jones lately of

Dallas, two very enthusiastic 66s--Barbara and Rhonda Weber (sisters-in-law), and Dee Wilson, pilot, who was presented with her membership application. Eleanor reported to us on her aerospace education talk to students at Tara High School. Sandra Rice and Dee attended the meeting from Lake Charles, Beve Titzer, from Houma. Eleanor says that Fran Salles has been putting together the best La. Air Tour yet and we will assist in April.

High on the agenda for the Spring is an all-out drive to get as many of our members to the Houston Section meeting as possible--via Pat Ward's Dodge Maxivan, complete with banners on the side of the van to herald our arrival in Space City! Shirely Bernhardt is planning a "Girl Pilots Only" barbeque at her house so that we can get acquainted with some of the non-99 pilots in the area.

Gloria Homes, who briefed us on all the latest FAR changes at the January meeting at which we had a 49½'er initiation; she is also our candidate for the AE Scholarship--our CFI in the group.

SEE YOU IN HOUSTON!

North Central Section

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

ALL-OHIO CHAPTER

Kathy Talalas, Reporter

Nancy and Ed Shaw (49½) have moved to Columbus from Santa Barbara and base their Navion at Bolten Field. They are anxiously awaiting our snow!

The January meeting was held in Cincinnati. Members present enjoyed themselves. Clara Tharpe reports that she spent two weeks in Florida in December, mostly playing golf. Virginia Thomas and family spent 3 sunny weeks in Florida in their new 25 foot motor home. Rosalie and Bill Burchett have a new 74 Cherokee 180. It's still in the hangar for two weeks because of ice.

All-Ohio members were saddened by the news of the death of Thelma Miller's 49½ Paul in September.



Jacqueline Cousin (right), 99 Member-at-large from Brussels, Belgium; with Betty Bobo, All-Ohio Chapter, during Betty's recent trip to Brussels. They took a flight around Brussels in Jacqueline's Bonanza, 00-JAC.

Anne Esselburne

Anne is our new chairman for 73-74 as well as outstanding 99 for the year. She has her APT, CFI, CFII, advanced instrument ground instructors rating, a gold seal instructor, and is a FAA designated examiner.

Anne's 99 membership began in 1966, she has served as secretary 2 yrs., treasurer 1 year, vice chairman 2 yrs. She won the Amelia Earhart Scholarship in 1972 and served as co-chairman of the 1971 Angel Derby Start in Columbus. She has a BA in Spanish, Art & Education and an MA in Education. She is currently working on her powerplant rating.

CENTRAL ILLINOIS CHAPTER

Clarissa Holcomb, Reporter

Sounds like winter when Kathleen Wood writes, "Our Mooney had been snowed in at Flutterbug Roost at Cuba, Mo. for a couple of weeks."

Or from Jean West, "Have reservations at Black Forest Gliderport, Colorado Springs the last week in Feb. Hope that we can take 33 Lima. Shovelled out the ramp in front of hangar 20 three times so far. Looks like the snow has melted down to about 8 inches now."

Ruth Teel picked up Jayne Schiek on her way to our January meeting at Lacon, in her Cherokee. She won the door prize for 1st (only) pilot flying in -- a raincoat from Jeanne Morse's Beauty Shop.

Kaisers tried to make Macomb on the 13th, but encountered ice and snow. Had to be radar vectored to Peoria. They were covered with ice and had just a peep hole.

Our chapter cancelled the Illi-Nines Derby for this year, till we find out about the fuel availability.

Betty Common in Peoria finally filled us in on her flying activities. "We have had our own airplanes for many years, going back to the beginning when we had a Tri-Pacer, then advancing to the twin engines. For the last few years, we had a Travelair."

"When I obtained my helicopter rating, nearly nine years ago, I completely lost interest in flying fixed-wing aircraft. Went into partnership with two Pilots and purchased a helicopter. Flew it for a year or so until one of the boys flipped it into a lake and totalled it. In the Travelair the four or five hour range often resulted in the weathered-in situation, even tho' Dick has his instrument ticket and I have several hours toward mine, but we always elected to wait it out. Now we have a seven-passenger 411, with radar, oxygen, etc. which should get us where we want to go."

Here's Jean McLaughlin's latest experience! "Flying into Peoria, after dark in the ole Navion, a loud noise and violent shaking occurred. Called Peoria Approach not knowing how much vibration the plane could stand. Made it the 8 miles to Pekin--put the gear down tho' some of the bulbs were being shaken out of the gear-down switch--tried desperately to taxi--this took four hands. Shut down the engine (the mixture came out in my hand), looked up to see over eight inches of prop blade missing. If it had been daylight, we might put it in a field, but it was total darkness and we were only 2300' MSL so we tried to keep it running for that eight miles. Those were about the prettiest runway lights I ever saw."

CHICAGO AREA CHAPTER

Sandy Klock, Reporter

Our NIFA Chairman, Polly Gilkison, arrived at Ohio State University the evening before their scheduled NIFA Regional Meet, only to find the air meet cancelled due to the fuel shortage. The Buckeye Barnstormers showed her real hospitality in spite of the disappointment, and she also visited the Air Force Museum at Dayton while there.

Russ and Jean Ingle winged their way down to Florida to visit son Bill, who's attending the U. of Florida, and filed IFR everywhere to keep in practice. During a stop at Columbus, Ga. enroute, they met Virginia Coffeen and her 49½'er.

Clow International (?) Airport's big hangar was finally airmarked. The new runway marking is scheduled for the Spring.

This past summer our first DRF delivery, a Fisher Vertical Fluoroscope donated by Dr. E. Klemptner of Chicago, was flown to Omaha, Neb. by Barb Silagi. This large unit had to be cut into pieces and four seats removed from the 260B Comanche, as it stands over 6 feet tall and weighs close to 500 lbs.!

Carolyn Collins passed her commercial check ride on the last day her written was valid - whew!

Chuck and Gail Wenk's new A-36 Bonanza was featured as Bonanza-of-the-month in the American Bonanza Society's November newsletter. (An honor since every one of the 4,000 members thinks theirs is best!)



Barb Silagi, Chicago Area Chapter (L.), flew our first DRF shipment, a Vertical Fluoroscope, to Omaha, Neb., where it was received by Lucille Uleman (R.). Center is Mr. George Hartshorn, President of Harcon Machine & Mfg. Corp., who dismantled this huge unit to fit into the 260B Comanche.

GREATER ST. LOUIS CHAPTER

Rose Mary Roth, Reporter

Sue Matheis, pilot of Copter Two as heard on KMOX radio has added a whole new realm to traffic reporting. Now, to our rush-hour reports have been added such "Sueisms" as "1-44 traffic is flowing like molten lava", etc. No way her male counterpart Officer Don Miller could say things like that and get away with it. This year Sue is applying for the A.E. Scholarship to help her obtain her helicopter rating hoping to do her reporting from her very own helicopter instead of the C-150 that she's now flying. Traffic reporting, mother of 5 children and operator of the riverfront trolley in St. Louis--what's next Sue? Just goes to

show that a 99 is truly a very versatile woman.

Frank Block Assoc., a St. Louis adv. firm has underwritten an Aviation Weather show on KETC Channel 9 TV. The show is on Fridays at 6 P.M.

Members travelling: Sylvia Bloom and husband to sunny Florida; Members travelling via hospital bed: Barbra Cunningham, and LoRita Curtis.

99 Lois Bartlett and her husband Lloyd were married some years ago over St. Louis in their very own chartered Martin 404 and every year celebrate their anniversary in some aviation-oriented manner. This year, balloonist Nikki Kaplan is going to take them for a balloon ride over St. Louis. All 99's have been invited to participate in the celebration and see them off.

New ratings: Margaret Delaney is now a Flight Instructor!

INDIANA CHAPTER Kathy Forrest, Reporter



Indiana Airmarking - L. to R. Kathy Forrest, Ella Jo Mood, Pres. Anne Black



FIREFIGHTING—99 June Norman, Indiana Chapter.



(L) Billie Smith and (R) Pres. Anne Black of the Indiana Chapter. Billie has the distinction of being a 25-year 99 member.

INDIANA SALUTES BILLIE SMITH!

Ever wonder how it might feel to be a 99 for 25 years?? Just ask Billie Smith, who says she is now starting on her **second** round! Billie joined the Indiana Chapter in 1948 and has been an active and dedicated member, serving on numerous committees, as Chapter Chairman in 1960-61, and as our FAIR Hospitality Chairman for nearly as many years as it has been held. We took great pride in presenting a corsage and a 25-year pin to this wonderful lady and outstanding 99. (see photo)

December, 1973, we found the Indiana chapter boned up on Safety Operations at Weir Cook Airport in Indianapolis. Dan Orcutt, Director of the Indianapolis Airport Authority allowed us to try our hand at extinguishing "practice" fires (see photo) using special extinguishers of CO2 and compressed powder, and noting the vital differences in these two devices as might be applied in case of an **actual** aircraft fire! We also learned that Weir Cook will be switching to a new synthetic foam (AFFF) which has no odor, and extinguishes fire by floating over burning fuel. What if we have an in-flight emergency??—"State your problem and take advantage of our equipment," said Mr. Orcutt, "there's no charge!!"

January the Indiana Chapter planned for a full spring of airmarking. Airmarking Chairman, Judy Graham and Ruth Ruggles outlined plans for 65 new markings and also announced that there was no shortage of yellow paint! Jill McCormick received a special charm for service "above and beyond the call of duty" for her many services to the Indiana chapter. New members Sheila Martin and Lillie Dannek were voted into the group bringing our total to 97. Congratulations go to Mildred Neuman who received her commercial license on November 23, 1973 and has now passed her instrument written exam.

KENTUCKY BLUEGRASS CHAPTER Diane Stafford, Reporter

The Fold-up Screwdrivers we're selling as a fund-raising project for the Kentucky Aero-Space Education Association, is one of our projects. We'd like ideas on others we could try, too.

Pat Paulsen, who recently acquired her masters in Aero-Space Ed., will be teaching "Aviology" at a Jeffersonville, Indiana High School next semester. So Pat will be free to teach how and what she feels is appropriate.

Betty Moseley was in Washington, D.C. the end of November as a member of the F.A.A.'s Women's Advisory Committee. The prevailing themes of the meetings were strengthening federal-state aviation relationships, improving consultative planning process with industry, and, primarily, how to upgrade general aviation's safety record. Mrs. Nixon met with the committee on the first day of meetings for tea and discussions in the White House Blue Room.

Our newest member, Jodie Gray, and 49½, Bill, had an interesting (?) flight home to Frankfort, Ky. from Spartanburg, South Carolina, recently, via Rome, Georgia. And that's not a straight line on a sectional, no matter how you look at it. They spent a lot of time flying around mountains, and **weather**, and just sitting

on the ground at **many** airports, waiting for improvement.

We were planning to fly to Bardstown, Ky. for our January meeting, but the weather did not cooperate.



AMELIA EARHART BRUNCH: Loma May, toastmistress (standing), welcomes Mary Tracy Gaffaney, featured speaker. (Michigan)

LAKE MICHIGAN CHAPTER Evelyn Borst - Reporter

Our January meeting was held in Jackson at the Terminal Building. We have a new member - Myrna Stevens, of Battle Creek and a prospective new member, Carol Niswander, also of Battle Creek.

Maisie Stears, our Chapter Chairperson, is back with all her energy. Eloise Smith is breaking in a new engine in her Bellanca and doing it **VERY CAREFULLY** so going nowhere yet. Babe Ruth, Lansing, is teaching Flight Simulators (GAT. !), at Lansing Community College, and is a member of Michigan Aerospace Committee to preserve Michigan Aviation History. This committee is under the Michigan Department of State with Dr. Martha Biglow as Director of Michigan Historical Commission.

MICHIGAN CHAPTER Patricia Domas, Reporter

Our Speaker's Bureau has been on the go. Suzanne Whyte presented a program on aviation to the Rotary Club of Gaylord. Patricia Ferrante was invited to a luncheon hosted by the Flying Farmers' Wives of the Howell area. Pat spoke to the wives about safety in aviation and the pinch hitter's program. After a feature article about Pat's flying activities appeared in her hometown newspaper (Ypsilanti), Pat was also invited to speak to the Zonta Club of Ypsilanti.

Lois Broyles became APT in December. Patricia Domas received both Instrument Ground and Flight Instructor Ratings, the latter through the benefits of the Amelia Earhart Memorial Scholarship.

A highlight of the new year was the annual Zonta-99 Amelia Earhart Commemorative Brunch, held in January. Mary Tracy Gaffaney, women's aerobatic champion, was the featured speaker. Loma May was our illustrious toastmistress, and Jacque Debes, Michigan's Flying Folksinger, and Bonnie Krentler presented a music ode to the Twin Beech. Patricia Ferrante conducted the amusing 66 initiation, welcoming Candy Nott, Karen Jones, and Doris Kilanski.

Marilyn Sidwell was interviewed on the J.P. McCarthy "Focus" Program on Detroit

radio station WJR. Marilyn is an ATR-rated pilot, now working as a Control Tower Operator at Detroit City Airport. By telling how pilots use much less gas when they go by air, Marilyn got in a terrific plug for aviation. An article appeared on Marilyn in the Detroit News, and she has been contacted by a magazine and a syndicated newspaper writer for interviews.

Both Michigan 99 Chapters are busy preparing for the fourth Annual Mid-western Aviation Conference. This year's theme, "To Fly or Not To Fly", features speakers Senator Cannon, Chairman of the U.S. Senate Aviation Subcommittee, Edward M. Stimpson, President of GAMA, and James Ramsey, Director of the Michigan Aeronautics Commission.

MINNESOTA CHAPTER Clara Johansen, Reporter

Winter flying—"Is it worth it for our chapter to fly 35 miles for lunch?"—you're wondering as you're shoveling the snow away from the hangar door, pre-heating the engine, soliciting help to drag the bird over the ice build-up on the apron, more help to hand prop, and finally a battery boost to get started. THEN as you lift off after barely giving it full throttle and you climb effortlessly, and the air is sooo smooth and everything below is sooo white and clean, you KNOW winter flying is worth it. Five planes, 12 women, 49½ Jim Mills, 4 yr-old Tom and 2 yr-old John Mills all made it to our January fly out for lunch at Lavender Inn just off runway 30 at Faribault, Minn. Our 99s don't hibernate. 99 Sally Woodburn and 49½ Bob and their three children flew their Cessna 310 to Bozeman, Montana for a Christmas Ski Vacation. No broken bones, no problems, a beautiful IFR approach to BZN. Since returning, Sally has been busy collecting medical supplies for DRF. To date one ton has been delivered by Minn. Chapter.

For our Jan. meeting we met at MSP Intl CT and Mpls. FSS for a tour and explanation of their facilities. Over 20 members and 49½s were present. Carolyn and Ray Olson flew IFR from Hackensack. Our hard working membership Chairman, Joyce Francis welcomed back Jane Goodwin and introduced prospective members, Nancy Malcom and Marge Fredrickson. Marge just got her Pvt. Lic. Marian Fredlund came from Cambridge for the meeting. Marian has been busy. She donated air rides for the Muscular Dystrophy Drive which was sponsored by several young girls at Cambridge. She flew a distraught father and the necessary allergy medicine for his children to Brainerd after receiving a PLEASE call. For fun, she and Chri, her dog-sitter wound up Marian's Skyhawk for their second annual trip to the Ozarks for the National Craftsmen Fair. They later met 49½ Ron and his two guests and the 210 in Texas for the 25th Anniv. of the All Texas Air Tour. They enjoyed 8 days of friends, food, flying and fun despite fog and a coffee stop which grew into a 4-day RON for 70 planes at Laredo. 49½ Ron won the prized Cessna silver tray and the Fredlunds (the only Minnesotans on the tour) were presented a set of Texas long horn for their new home just being built near the Cambridge Airport.

99s Shirley Bierman and Shari Mills recently conducted 3 sessions of Ground

School for 14 Cadet Girl Scouts working on their Aviation Badge. These 13-yr olds were very excited about their tour of Flying Cloud Tower and the Flight Training Center.

Minnesota Chapter 49½ receive their membership cards at our annual Christmas Party. This year, Dick Lutes, Gary Erickson, Dean Jensen, and Carl Haedger received theirs and solemnly promised (like all other 49½s) no interference when their 99 is Pilot-in-Command. Assurance of marital bliss in the cockpit.



Margaret Manuel, second from right, winner of the Minnesota Aviation Trades Association 1974 "Mrs. Aviation" award is congratulated by (left to right) Ruby St. Onge, Madeline Niosi, Mary Jane Rice and Betty Kuechle, Minnesota Ninety-Nines.

QUAD CITY AREA CHAPTER Jo Anne Walker, Reporter

Quad City Chapter is proud to announce the addition of two new members. Judy Hodges and Jan Gresham, both of Moline. Jan is a controller at Quad City Airport and Judy works in the Payroll Department of Montgomery Elevator Company.

Quad City Ninety Nines will hostess another Safety Seminar on March 18 at 7:00 p.m. at the Isaac Walton League.

Our February meeting consisted of APT checks for all members in attendance. Norma Smith, Ellen Thiel, and Gigi Katz were seen flying Norma's Cessna 150 and Gigi's Cherokee 235 one sunny day last week. Also, Norma enjoyed a trip to Elgin in a Baron recently.

Ellen Thiel's husband, Robert, passed his Instrument Written recently and Von Alter now holds a Commercial License.

It has been decided that the Illi-Nines Air Derby will not be held this year, partially due to a policy statement issued by the International Board to the effect that only those events which place emphasis on flight proficiency, upgrading of pilot skills, safety and efficient use of fuel will be sanctioned by the Board.

MAY ALL YOUR FLIGHTS BE SAFE AND HAPPY ONES!

WISCONSIN CHAPTER Betty Willmore, Reporter

Fourteen members and six prospective members attended January meeting in Madison.

Pat Weir, after a 2½ hour drive was surprised to find airport VFR 7 a.m. weather forecast snow and IFR conditions!

Fred Hardy from MSN Control Tower fielded questions on the new surveillance radar at Truax Field. The radar covers

a 25 mile radius, up to and including 6000 ft. Mr. Hardy encouraged pilots to request radar approaches and VFR traffic advisories.....controllers want the practice!

Prospective member Pat Back can attest to the effectiveness of the surveillance radar. While descending to Waunakee Airport, Msn Approach Control warned her of traffic at 2 o'clock.

"Negative on the traffic"

"Well, it might be a truck on 1-90," Controller answered. How's that for radar coverage!!

Membership Chairman, Dee Kluppel Vetter, is doing a great job getting the "word" out to new pilots and students by contacting flight schools and FBO's and getting the names of women who fly. Our prospective membership list is growing!

Jean Zapatta got a Commercial License and passed the instrument written exam in the same month!

Marlyn Donagan, is now Charter Pilot!! Marlyn recently got an Air Taxi Authorization Certificate and is flying charters out of Morey Airport, Middleton in her turbo-charged Cessna 210!

Flying Activities Committee, Marlyn Donagan, Chairman, Louise Yeazel, Joan McArthur, and Betty Willmore met to discuss chapter flying possibilities during this energy crunch. The prime concern is keeping up proficiency, not only for our own safety, but others as well.

New England Section
CONNECTICUT - MAINE
MASSACHUSETTS - NEW HAMPSHIRE
RHODE ISLAND - VERMONT

CONNECTICUT CHAPTER Claire Ball, Reporter

Winter weather arrived later than usual and up until Christmas, flying conditions were good and aviation fuel surprisingly plentiful. Winter has finally descended upon us in full force. Bobbie Herbert flew down to Florida in her Bonanza as did Nina Hetmanenko. Peg Davidson and family are enroute. Evelyn Kropp and family are in Acapulco; Connie and Rollins MacLeish getting ready for skiing in Switzerland, and Claire and Stan Ball on their way to Dallas.

Our Fly-For-Lunch-Bunch flew into Groton on December 11. Marcia Spakowski was hostess. These luncheons are well attended and so much fun!

Chris Winzer, former Conn. Chapter member, writes that she still misses Connecticut but is enjoying the Chicago area and especially happy to be on board with FAA as General Aviation Operations Inspector at Dupage County Airport.

EASTERN NEW ENGLAND CHAPTER Judy Gillis, Reporter

It is with deepest sympathy that we report that Mona Budding's 49½er, Malcolm, passed away on January 13, 1974. He suffered a massive heart attack in late 1973.

Our January meeting was at Four Star Aviation at Lawrence, Mass. Airport, and despite rather chilly weather, attendance was good.

One of the main topics of discussion

was the project for a memorial for Ripley Miller. This is a Section project, and all New England Chapters are working diligently so that we may have something that will be worthy of Ripley and her fine contribution to not only the Ninety-Nines, but all women in aviation. Virginia Bonesteel is the Chairman for this project and Millie Doremus is the Treasurer. The decision is to be made at our Spring Section meeting March 30.

Following the business meeting, we went to a nearby Chinese restaurant for a delicious lunch and a most enjoyable talk by Lois Auchterlonie about her days as a member of the WASPS (Women Air Service Pilots) during World War II.

Pat Thrasher is residing in Beirut, Lebanon until June of this year with her husband who is working on a project for his company. While there, Pat plans to attend the American University and study Arabic, Biblical History and Belly Dancing!

We recently had a communication from Shoshanna Gyoeri, our former member from Israel. She reports that she and her family are well, but that many of her friends have not been so fortunate as losses are heavy. For those who know Shoshanna, her address is: 14 Brodie Road, Ramat-Aviv, Israel.

We are pleased to report that Lucille Flynn's daughter, Patty, is now home from the hospital after an automobile accident in late 1973 in which she sustained a broken back. She still must remain in a body cast for a time.

Mary Claybaugh is instructing at Nashua Aviation in New Hampshire.

Carol Stites is participating in an early warning system program at the Department of Transportation in Boston and flying a specially equipped GAT 1, Link Trainer.

Billie and Stu Downing recently showed their Alaska slides to the Rhode Island Pilots Association.

WESTERN NEW ENGLAND CHAPTER

Margaret B. Brown, Reporter

Our members report much very favorable comment about the VFR Operation Raincheck which our chapter co-sponsored with the local FAA GADO on November 28. It was the first held in our area, and over seventy pilots attended despite bad driving conditions. "By popular demand", it seems that we will be holding another of these free aviation safety clinics in the Spring, for those who were unable to drive or fly in to the last one.

A business meeting was held in December at Peggy Brown's house in Longmeadow. One happy report was Joan Burley's: she said that our new needlepoint eyeglass kits are selling well, with orders from as far away as California. Our annual Christmas Carol Fly-Around to local airports, turned out to be drive-around for the second year. We entertained the guests with Ninety Nines' versions of popular carols, as in years past.

Our Texas member, Sue Stidham, came home for the holidays, so we had a "special" meeting for her at the Ground Round on December 22, giving us all a chance to have a nice evening with her. Our January meeting was held on Saturday, the 12th, at the Yankee Pedlar Inn in Holyoke. Since we have had a great deal of ice and sleet, with several large snowstorms, it has been a bad season for flying, and we have especially enjoyed getting together at our meetings where we could at least talk aviation.

New York-New Jersey Section NEW YORK - NEW JERSEY

FINGER LAKES CHAPTER

Marcia Gitelman, Reporter

Flying activities have taken a nose dive these last few months due to the vagaries of the weather as well as uncertainties in the fuel situation. Phyllis Blanchard and 49½er Bill have invested in a Musketeer. Phyl has been flying with Helen Moore to become current after 2½ years away from the controls. Our Pres. Julia Googins has initiated a mini-course in aviation for seventh and eighth graders at the Brighton Middle School in Rochester. They have completed a field trip to see the facilities at Monroe County Airport. Carole Freeman has been teaching ground school at Key Aviation. Thursday evening January 24th, I flew to Buffalo to be guest speaker at a Zonta dinner meeting honoring Amelia Earhart. Many of the Zonta girls helped out at the PPD stop in Niagara Falls. Natalie Wheeler has been nominated to serve again as Secretary of the Rochester Pilots' Association, her third year in that position. Our January meeting was strictly business at Penny Robinson's. In spite of horrendous driving conditions, Shelia Haag and Pat Middlebrook made it all the way to the western part of Rochester from Penn Yan. Jerry Roberts, section governor, decided that 49½er Dave Gitelman takes such marvelous pictures that he has been in-

vited to take over publicity for the section meetings, with the help of your reporter, of course!

While participating in the PPD this summer I watched some of the fly-bys take place. I noted the fact that a good position for a low wing plane to be in, when 2 planes were passing simultaneously, was high, because of the limited visibility beneath. I needed that thought at Niagara Falls—for as I passed by at 400 feet instead of 200 feet, another plane that I knew was in the area, but which I couldn't see, passed beneath me from a converging direction. The pilot of that second plane was Jo Ann Steiert of Los Angeles Chapter. The last issue of 99 News carried word of Jo Ann in the Last Horizons column. Somehow I think that Ernest Gann said it so well for us when he titled one of his books "Fate Is A Hunter." Peace be with you Jo Ann. Our thoughts are with you.

GARDEN STATE CHAPTER

Dolores Jane Zillncar, Reporter

Our present chairman, Alma Hitchings, has been selected to serve on the AWTAR board, where she will add still another dimension to this already outstanding group of women in aviation.

Mary Rose Myers and new 99 Roz Lavin co-hosted the January meeting at Atlantic City. Each hostess thought the other had engaged the performer who delighted some of us with a palm-reading. So "Atlantic City," we thought. However, we discovered the lady was not for us. It seems she was misdirected to us instead of a meeting of lady architects!

News: Due to the unstable fuel situation we decided to postpone arrangements for the **Garden State 300**. Donations were made to AWTAR, the Amelia Earhart Fund and NIFA. Claire Kurica distributed Apt forms to all present. Governor Jerry Roberts, who is doing such a fine job as director of Direct Relief, has asked for more volunteers to help with the new schedule. Dana Mack, as chairman in our group will make all the arrangements. Dana, on a recent vacation in Florida, flew a Pitts Special with Jim Holland. Nice birthday present! Chickie Alpher and 49½ Bill were sail-planing in New Hampshire - over the White Mountains. Then they flew to Baddeck, Nova Scotia where, Chickie

NORTHERN NEW ENGLAND CHAPTER Anne Good, Reporter

Three members of the N.N.E. 99's flew into Manchester Airport. Our Chairman Martha Barnes, met us and drove us to Rae Tally's home in Nashua, N.H. for the January meeting where we joined the rest of the group.

Discussed were suggestions to be given to the committee for a Ripley C. Miller Memorial Fund. Mrs. Miller was a Commercial pilot hired to deliver cancelled checks to a Boston bank from Connecticut. She crashed in Boston Harbor on an IFR approach to Logan International, in a heavy fog. She was an active member of the Eastern N.E. 99's.

AWNEAR is still in hold. The question of unfavorable publicity due to the energy crisis is the big problem. Our Chairman, Martha Barnes is meeting with the AWNEAR Board to make a final go or no go, decision.

It was an unusually happy Thanksgiving for Betsy Alexander, our Chapter Historian, as she obtained her Commercial Pilot Certificate the day before. At this time she is in Hawaii and will spend some time with Pat Shearer; meeting some other Members of Hawaian Chapter 99's.



Meeting with the Garden State Chapter - Seated left to right: Bea Coverdale, corresponding secretary; Alma Hitchings, chairman; D. Zillncar, vice-chairman. Standing left to right: Alice Hammond, former International President; Jerry Roberts, Governor; Flo Walsh, former chairman and Judy Meltzner, former chairman and co-founder.

says, there is a must for every pilot - the Alexander Graham Bell Museum of Flight.

Flo Walsh and Jane Martin have acquired their twin ratings and, Jane is the proud owner of a new Cherokee 180 complete with hydraulic seats. Your reporter was treated to a demonstration.

Now for the **piece de resistance** - our annual St. Valentine's celebration! Some 99's and their 49½'s might call it a "Love In" since our ingenious Claire Kurica arranged a romantic weekend by the ocean! The making of beautiful tradition, typical of the Garden State Chapter. And that's the truth.

HUDSON VALLEY CHAPTER

Sherri Bliss, Reporter

As events of the New Year begin unfolding, it's interesting to note some of the highlights of this past year.

In May, the Hudson Valley Chapter along with the Central New York Pilot's Assoc. sponsored a GAMA Safety Program at Syracuse. This turned out to be a success with 400 people in attendance.

Patti Barone, our APT chairman, reports that 73 per cent of our members were APT for 1973. We did sponsor an APT Day at Oneida County Airport at which Elaine Roehrig, volunteered her services so all members present would be able to become APT.

Most of our members took advantage and enjoyed a Soaring Day at Wurtsboro, N.Y.

We are happy to welcome to our membership this year Mary Spaeth.

We had a very successful year with our airmarkings. Those airports completed are: Monticello, Wurtsboro and Cortland.

Our membership enjoyed an excellent program at Albany Co. Airport presented by Doris Miller and Elaine Roehrig on their participation and flight in the Powder Puff Derby.

It has been a good year with a lot of flying activities in the lives of our members and we look forward to 1974.

LONG ISLAND CHAPTER

Alice Borodkin, Reporter

For New York-New Jersey girls (or anyone, really), may I suggest a flight to Smithville, New Jersey? Your Reporter and family and **Jane Duggan** and 49½ tried it—Right thru the TCA. **Wayne Kisor**, manager of the Airport is just about the most courteous person we have met. (He is also partial to 99's!) Give him a visit and take the mini-bus to town!

Long Island Chapter looking forward to hosting Spring Sectional at Colony Hill—**Doris Abbate** and **Jane Duggan Co-Chairman** of event. WE ARE ANXIOUS TO MEET YOU ALL!!

February meeting was interesting—a tour of ARTC at Islip. (thanks **Madeline Carruba Program Chairman**.)

On March 30-31, we are combining our APT program with FAA and INA (Insurance Company of North America) to hold weekend APT possibly at Brookhaven Airport on Long Island.

Out of six (6) entrants we have narrowed down two (2) for A.E. Scholarships says **Ruth Dubrescu**, Committee Chairman. **Marilyn Hibner**, **Nicole Radeck**, **Good Luck!**

Just a word on those suggestion sheets: **Pat Shearer** has gone thru a lot of trouble to find out "just what the trouble is." Let's get those answers in the mail soon.—99's are great, lets not lose our image!!

NEW YORK CAPITAL DISTRICT CHAPTER

Mary Scher, Reporter

We have two changes in our officers this month - Jo-Ann Perko is now Membership Chairman replacing Sally Downes. Ann Matthews will take on the duties of Secretary for Lil Bonowski. Neither girl can attend the 99 meeting at present due to educational commitments on our meeting nights.

Jo-Ann Perko and Peg Weiss attended the N.Y. - N.J. Sectional meeting in Morristown, N.J. Completely unprepared for a CAVU Day, they drove down!

Ruth Green reports that her air taxi service is becoming busier and busier. Welcome to the two new Chapters in our Section — Southern Tier and Finger Lakes. Mary Scher and 49½ Matty have just returned from an air trip to St. Petersburg, Florida. It was instrument flying all the way. They logged a good 20 hours flying time, all but 3 on instrument flight plans.

SOUTHERN TIER CHAPTER

Ellen K. Taylor, Reporter

The holiday tea, was held at Barbara Riggs home. It was a delightful afternoon and enabled our chapter members to meet new and student pilots in our area. Guests were: Pam Grant, now working toward her commercial flight test as well as her nursing degree; new pilots Beverly Bailey, Jan Johnson, Lois Podrasky, Lois Nixon, and student pilot with 9-¾ hours, Elaine Polovak.

Election of officers was held in January, as follows: Mary Wallis, Chairman; Frank Morrissey, Vice Chairman; Ellen Taylor, Secretary; Kay Wolcott, Treasurer. All chapter members were guests as a dinner at the Zonta House on the evening of their annual commemoration of Amelia Earhart.

February brings forth Valentines Day and a party was held at Mary Wallis' home for the 99's, their hubbies, escorts and invited guests.

The fuel shortage has put a crimp in some of our planned activities for 1974 such as a poker run, spot landing contest and perhaps even a small air race (the enthusiasm generated as a result of hosting the last Powder Puff Derby terminus.) We know our disappointment is unparalleled to those women who were planning for the now-shelved 1974 Derby.

WESTERN NEW YORK CHAPTER

Diane Mary Mudd, Reporter

Two of our 99s are Amelia Earhart chairmen in Zonta and had a program set up to familiarize fellow Zontians with women who fly. Zonta is a professional women's international organization which honors Amelia Earhart in the month of January. Peg Pieper and Shirley Havice invited Marcia Gitelman, of the Finger Lakes Chapter of the 99s, as guest speaker. Marcia flew into Buffalo, N.Y. and presented a very enjoyable and educational program on the Powder Puff Derby and her experiences in last year's race.

A local radio station had a program about women who fly. Kathy Potoczak and Diane Mudd had a chance to talk about the 99s over the air on the "Nancy French Program", WUSJ, Lockport, N.Y.

Our flight instructor, Terri Pirrung, is busy studying for the ATR written.

Kathy Potoczak, chapter chairman, was working on being APT and was actually starting to like performing accelerated stalls until one fuel tank on her plane developed a leak and now requires replacement.

Irene Miller enjoyed the National Pilots' Association Convention held in Walt Disney's World while Vera Denz had an exciting time flying over Disney World in a Cessna 150.

One of our new members, Jeanne Dinwoodie, used some ingenuity and made a photo album showing a baby's facial expressions for different phases of learning to fly and the achievement of earning one's wings.



Marcia Gitelman, Finger Lakes Chapter, PPD participant and guest speaker, **Mildred Whittaker**, Zonta chairman **Shirley Havice** and **Peg Pieper**, Western N.Y. Chapter, and also **Amelia Earhart** chairmen of Zonta...

Middle East Section

DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA

CENTRAL PENNSYLVANIA CHAPTER

Mary Galbraith, Reporter

Despite freezing rain and hazardous travelling conditions, our January meeting was quite a success with 24 person attending comprised of members, 49½ ers and 4 prospective members. Oregon Hill, a ski resort nestled in the mountains of Northern Pennsylvania, was the meeting place. After a productive meeting, a gourmet luncheon was enjoyed as each member had contributed a special dish. Our Penny-A-Pound event scheduled for Spring had to be cancelled because of the energy crisis.

Hazel Bartolet represented our chapter for the international nominating committee.

Martie Pool has been appointed to the WACOA (Women's Advisory Committee on Aviation). She also represents the medical profession in that position. She and hubby Dr. Champe Pool attended a medical convention in Dallas.

Some recent flying activities of our gals include Marion Dunlap's trip to Miami for

the Orange Bowl Game flying a twin Comanche.

Martie Owens and hubby Bob have been making week-end trips to New Hampshire and New Jersey. Bob Owens recently made a business trip to South America for Piper Corporation.

Shirley and Hank Weinhardt made a trip to Albuquerque to fly their Cherokee home which I'm sure was a long awaited reunion.

Congratulations go to Betty Harlan for earning her instrument rating.

EASTERN PENNSYLVANIA CHAPTER

Judy De Marco Reporter

Since last writing many flying activities have been curtailed. Which of course will restrict fly-ins or fund raising requiring fuel, such as our poker run & penny-a-pound. Out of necessity ballots have been distributed asking for the chapters view on a \$5 dollar a year dues. This would be the one hope of adding funds to the treasury.

Our Jan. meeting was a success thanks to Beth Whirlin. We discussed the possibility of having a spot landing contest. Also Anna Spivey earlier suggested having a fly-in where we would auction off our lunch to the highest bidder with profit for the chapter.

Many of us were a bit shocked at the fact of our organization's lack of growth. With an increase of **only** 81 members this year.

We must find out WHY? Do we put the blame on the lack of publicity or is it a failure that reflects on each one of us, the fact that we have not gone out and tried to expand our group. We must show that participation in our organization is to the advantage to all woman in aviation.

GREATER PITTSBURGH CHAPTER

Sophia M. Payton, Reporter

Our chapter is planning a luncheon in March, inviting all the lady pilots in the area. If any 99 knows of any girl pilots in this area who is not a 99, please forward her name and address to our chapter secretary, Ruth Hanlon.

Our January Meeting was held at the U.S. Steel Hangar, Greater Pittsburgh Airport. The climax of this meeting was a tour of their beautiful airplanes that were in the hangar. Phil Patterson's husband, Chuck, conducted the tour.

We know and all pilots should know that it pays to pre-flight your airplane even though you hangar it.....One of our members in preflighting her plane learned pretty quick that gasoline had been syphoned out.....A word of caution.....Take heed!

MARYLAND CHAPTER

June Hanson

The January meeting was held before a roaring fireplace in the meeting room at Fallston Airport on a cold, windy day. Donna Hawkinds was the only fly-in with a ten minute flight in her Cessna 150 from Essex Skypark; fourteen others were present and four 49½ers. This meeting set a new record for **THE LONGEST BUSINESS MEETING EVERY HELD!**

We voted Lenora Eaton and Elizabeth Sullivan as **LIFE MEMBERS** of our chapter. They were presented with lovely hand made plaques to commemorate the occasion---hand made by Chairman Birch.

Lenora has been flying for more than 30 years and we're all very proud to have both of them stay with us.

Another new addition is on the way---we have a pregnant 99! Hasn't happened for awhile in this chapter. Barbara Marder is expecting in April but that doesn't keep her from flying their Cherokee 180---just returned from Florida (IFR) and Illinois.

Joan and Don Bates chaperoned nine High School students to London over the Holidays and called on English 99 while there. April Clavell and her author film director husband, James (To Sir, With Love) entertained the Bates one afternoon in their London town house. April informed Joan that several of the London Section members are flying with air lines and one of them is a captain. The Clavells fly a Cessna Skymaster and April said that private flying in England is getting very expensive and restrictive because of stringent regulations. She indicated that "almost all the fun" had gone out of flying. Because Joan had her pilot's license with her (Don didn't!), they both were invited to spend most of the flight home in the cockpit of the Air India 747. Joan expressed great admiration for the Allegheny pilot who brought them back from New York to Baltimore in poor visibility with freezing rain and snow. All in all, it was a fantastic holiday, says Joan.

As a result of Cleo Sherbow speaking to Rotary International and your reporter addressing the Zonta Club of Baltimore, the Maryland Chapter is in the process of setting up a **SPEAKERS'S BUREAU** from our members.



P P Doris Jacobson tried her skill at instrument flight on the ATC-510 Flight Simulator under the watchful eyes of I to r, Kay Bays, Sally Williams, and Md Chairman Rene Birch. Hate to be a tattle tale, but Doris crashed twice in severe turbulence and broke up the meeting.

VIRGINIA CHAPTER

Mary A. Baldwin, Reporter

Our January meeting was held at Byrd International Field, Richmond. Those who attended were very impressed with the ground instruction demonstration given by Holladay Aero. The new ground school is using Cessna's flight training program.

We pilots from the Tidewater area are very proud of Norfolk Regional Airport's new terminal, which was dedicated January 18th. Set in the midst of the lovely Gardens-By-The-Sea, our new air facility combines the beauty and serenity of a garden with the excitement of modern air travel.

February is a busy month for Virginia Ninety-Nines. Marty Pearce went to Phoenix to participate in an AOPA mountain-flying course. Mary White and her 49½er, Dr. J.A. White, flew to Antarctica for a two-week vacation. This reporter hopes to add a glider rating to her private license by March.

WASHINGTON, D.C. CHAPTER

Francine L. Bowman, Reporter

The question most bandied about these days is To Have or Not To Have a Sectional? We are moving ahead with plans and are querying other Chapters to see if they will support one. We did decide that with or without a Sectional we would still have our day and to tie it in with the membership drive we would invite all women pilots (not just 99s) to the luncheon.

At our last meeting at Dorothy Tuller's (where we got a chance to view her impressive trophies as "Military Wife of the Year") - we established a new Membership Drive Committee.

Bonnie Klitzkie earned her CFI; Millie Wenzel earned her Instrument Rating; and Dottie Echwald is a new Ninety-Nine.

BELIEVE IT OR NOT - While in Montana Jean Coffman flew a Cessna 206 and (so she says) had 100 miles visibility! Us Easterners find that a bit unbelievable.

Several 99's attended a dinner to honor Amelia Earhart hosted by ZONTA. One of our Ninety-Nines, Jean Howard, was the guest speaker.

Our planes might run out of fuel - but we won't run out of energy!!!

Southeast Section

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

ALABAMA CHAPTER

Eunice, Reporter

Juanita Halstead- Aerospace Education Chairman, S.E. Section, her proud and pretty Twin Comanche in Washington D.C. Nov. 25-28 W.A.C.O.A. B.B. Ann Taylor - a week in Oklahoma City, with a peak into some of the big ones, Lear Jet and Convair 580 simulator trainers.

Mary Ann Rhodes - appointed Aerospace Education Chairman, Ala. Chapter. Claudia Conn - Flying Activities Chairman, S.E. Section, gets gone with an engine hung on either wing. Congrats! Jan. Meeting - a meteorological mischief production, stationary front was making itself comfortable over Montgomery, Ala., seven plus two guests plus guest speaker Larry Courtney A.T.C. subject; Terminal Radar Services - stage 1, 2, and 3: 'tis good these refresher briefings.

Pensacola, Fla. F.A.A. Pilots Confab- Blue Angels back for there ninth annual visitation.

DEEP SOUTH CHAPTER

Judy Hall, Reporter

Herb Schaaf presented to the Deep South Chapter a Certificate of Achievement in appreciation of our chapter's help in the Accident Prevention Program.

Esther Wright told us of a recent meeting as a part of the National Advisory Committee on Aviation.

In January, the Hall's rented 172 flew down to Thomasville, Ga., picked up airplaneless Esther Wright (her plane got snowed and iced in up in Memphis) and Shirley NeSmith (Shirley's plane was going "clunk"), and flew over to Marianna, Fla. to meet with Sandy Myerchin, Betty McNabb, and several guests and 49½ers as well as Virginia McKee and her hostess daughter, Joyce Toman.

The chapter is happy to welcome Linda Pearson of Panama City to our membership. This was Linda's third meeting and she was unanimously voted into the chapter. Prospective members, Helga Sapp and Ann Schumacher, were welcomed with hopes of their becoming members very soon.

Business included discussions on Nominations for both Section and International Offices, as well as a proposed resolution from our chapter.

The chapter is nominating for Section Treasurer our own chapter Treasurer, Joyce Toman of Marianna, Florida. Joyce has done a great job for us and will make an efficient Treasurer for the Southeast Section. If you don't already know her or know of her, look out, you will.

February we met at Spence Field near Moultrie, Ga. looking over Maule Aircraft escorted by Mr. Maule, himself.

FLORIDA SPACEPORT CHAPTER

Norma McReynolds, Reporter

It is with much sadness we start this column. We, in the 99's General Aviation, and especially this chapter, lost a staunch booster of aviation in a fatal accident. Mary Blackwell Joehrendt was conducting a flight test on September 28, 1973, when the accident occurred. Mary was so very active in several phases of aviation. The FAA recognized her efforts and contributions in aviation by awarding her the "Flight Instructor of the Year" award. The Space Port Chapter is planning a memorial in Mary's memory, but nothing definite has been decided on as yet. All who knew her dearly loved her.

The January meeting was in Vero Beach at the home of Ann Walker, chairman. Ann announced the transfer of Elizabeth Villa from Virginia Chapter, and Norma McReynolds from the Carolinas Chapter into our chapter. At this meeting, the Chapter decided to have a scholarship at Embry Riddle in memory of Mary Blackwell Joehrendt. We will have more details on this scholarship as soon as they become available.

Margaret Stannah has purchased a Cessna 150, and Lavina Tabor and her 49½ have a Cessna 172.

Mary Jane Law and Virginia Britt had a recent trip to Acapulco, Mexico, San Diego, California, and return.

The February meeting was held in Orland.

FLORIDA SUNCOAST CHAPTER

Dotty Birdsong, Reporter

Chairman Betty Hood announced that there were DRF supplies that needed to be transferred to California.

Barbara Hicks and Doris Herndon were pinned as new members by Sally Tanner and Selma Marlowe was voted into the

chapter. Barbara Maxey is a visitor from Coral Gables and a prospective member.

The one thousand foot tower near Tarpon Springs has been defeated. There has been another application for a one thousand foot tower to be erected less than three miles from Vandenberg Airport where eighty-seven General Aviation planes are based. It is a constant fight to attempt to keep these tall towers from our congested airspace. The antenna farm is approximately fifteen miles away.

Reporter Dotty Birdsong was in the hospital at the time of this meeting but took notes from the minutes for this report.

The Suncoast Chapter regular meeting was held Wednesday, January 9, 1974 at River Ranch Acres. Sixteen members and two prospective members Elsie Mitchell from Odessa and Barbara Maxey from Coral Gables were present. We were all given a ride in the covered wagon to the hotel. The wagon top did not clear the overhang at the front door and the timber came tumbling down. I received a two-by-four on the head leaving me with a large sore bump and a headache. Betty Hood got a painful and black lump on her right hand from the same timber as did Ethel Gibson who was struck across the right upper part of the knee. We were lucky to escape serious injury. We all agree it is safer flying!

Chairman Betty Hood called the meeting to order after a late lunch. All Committee Chairman gave their reports as did the secretary and treasurer.

The Chapter voted to give their regular donation to the 1975 Powder Puff Derby fund, AE Scholarship and NIFA funds.

A discussion of activities and fund raising for the upcoming International Convention in August in Puerto Rico and our Chapter sponsored Section meeting in September at Marco Island took most of our meeting time.

Wednesday, February 13 meeting at Key Largo was an airmarking event, with Sally Tanner hostess.

GOLD COAST CHAPTER

Mina Elschner, Reporter

Flying should be fun - from fun-up to fun-down. The Florida Grasshoppers won't mind if the 99 chapters or sections borrow some of the many great ideas they have come up with. The club has no officers with one exception, a combination of secretary-treasurer who collects the annual postage dues. (Until recently, it was \$2.00 per year.) Once a month a short news letter goes out to the lady pilot members telling where the last Wednesday of every month meeting is to be held. That's all! No reservations needed, etc. ins are staggered throughout the state with the members in the selected airport area serving as the hostess committee. Grasshopper Day is truly an eagerly anticipated event each month. The simple concept of the club could be adopted by a chapter, or two or three-, or even a section. Please select another insect tho' and leave the grasshopper for The Grasshoppers.

"Meet the Bunch for Lunch" is spreading in the north east. It was started in the Greater N.Y. Chapter a few years ago. Originally the theme was - if it's a good-flying Wednesday, fly to a pre-selected airport for that particular day of the

month; a group in N.E. has the same "bunch-for-lunch" on the last Wed. of the month.

Not too long ago, the Grasshoppers had a terrific fly-in filled with many contests. There were two airports involved. Every pilot was to fly to the first airport. There they were to fill in a slip estimating time-enroute, wheels-up to touch-down, to the final field. Another form, the second contest, was estimating how much gas it would take to top tanks at the final field, either from home base or the first designated airfield. Then, on arrival at the final field there was an "aircraft carrier" contest. Pilots were to land and stop between two fluttering flags staked out along side of the runway denoting a short landing on an aircraft carrier. The fourth contest was the spot landing - the plane that touched down on the first part of the "aircraft carrier." There was also a prize for the pilot with the best "radio" voice.

If you can use any or all of the aforementioned ideas in your local, please do and enjoy the flying and comraderie.

KITTY HAWK CHAPTER

Nita Melvin, Reporter

A little ole midwesterner turned Tarheel has done lit a spark under us Kittyhawkers. Instead of our usual quiescency, Annette Rogers has prodded us into a beehive of activity. She didn't know what we had gotten her into when we elected her Chairman, but at the Fall Sectional, Calloway Gardens, she found out. Since then she has put **everyone** to work -- even this reporter who is a **very** poor correspondent.

For a bit it was a "Go or No Go" situation for the Spring Sectional at Kitty Hawk. But we **will** be meeting across from the First Flight Airstrip and Museum at Kitty Hawk. A couple of flights to the outer banks have things well on the way, to a great meeting. Gas will be available with no problems according to F.B.O. at Manteo.

Those who attend the Sectional hosted by the Carolinas' in the late Sixties (before our charter) will remember the Sea Hags. They provided transportation from Manteo to Kitty Hawk and back plus setting up a fishing tournament. Well, they are doing it again, so here's a chance to renew acquaintances.

April 5th will be here before you can turn around, so we offer this invitation to welcome spring time. Ya'll come to Kill Devil Hills, Kitty Hawk where it all started. We'll have lots of work to do to get ready for the International at Puerto Rico and what better place than in the shadow of the Wright Memorial.

P.S. In case of I.F.R. weather those fortunately rated people may fly into Elizabeth City, N.C.

MEMPHIS CHAPTER

Betty Rockwood, Reporter

In spite of the horrid weather, Gladys Estes, June Pentecost & Christ Brown flew to Reelfoot Lake for lunch.

We are very proud of Dot Wilson who has been named Flight Instructor of the Year by the Memphis office of the FAA. She's the first woman to get the award in this area. Dot has a private, commercial, instrument and multiengine rating besides

a flight-instructor rating. She is Chief Flight Instructor at Jackson, (Tenn.) Flight Center and previously taught flying here at the Millington air base. She commutes in her plane between work and home (Whiteville, Tenn.) -- its only about 50 miles. She was given the award - a surprise - at a flight instructors' safety meeting. Bob Harrison, accident-prevention specialist with the FAA said "Its a good award, now she is eligible for the regional and maybe the National award."

MISSISSIPPI CHAPTER

Ede Brandon, Reporter

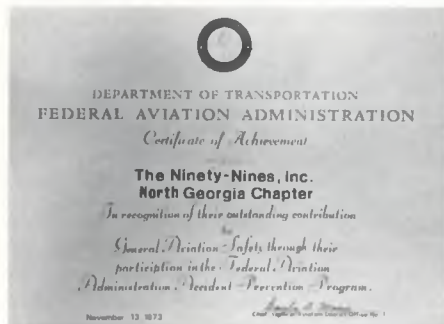
The January meeting was held at Hankins Air Service in Jackson, Mississippi. Charlotte Rhett showed slides of the New Orleans Air Carnival that was held in November and, Ede Brandon showed slides taken at the 9th Annual Bahamas Flying Treasure Hunt. Ethel Radzewicz, Kathryn Green and Ede Brandon flew Ede's Cherokee Arrow to the Treasure Hunt. They had a grand and glorious time and met 99's from California and Miami.

Janet Green is a member of the WACOA and her appointment will run for three years, or until 1976.

Plans were discussed to assist the Flying Physician's International Association with their meeting in September at the Broadwater Beach Hotel in Biloxi, Mississippi.

NORTH GEORGIA CHAPTER

Vernita George, Reporter



**North Georgia
FAA Award**

This may be the last communication from North Georgia as we are about to mildew and become lost in the fog. In spite of all ill weather we did gather together for a luncheon with Section Governor Bee Reid on Sunday, January twentieth. Of course this turned out to be one of our soggy, foggy days and Bee and Delta had a few problems finding Atlanta. While they found their way we had a nice long cozy coffee at Atlanta Brennan's followed by a delectable lunch which was well worth waiting for. Bee brought us all up to date on convention plans.

Jean Volyes and Doris Engerrand were off in Jean's 210 - an exciting trip to Mexico with stops in Mazatlan, Hermosillo and Perto Vallarta. Understand that one good puff of wind and Doris would have dropped in on Pat Shearer. Parasailing over the ocean is a popular sport in Puerto Vallarta and our Doris will leave nothing untried.

"It's a great sensation!" says Doris.

Paula and Glen Schwartz made their usual Christmas trip to Indianapolis with their family but Paula's report about landing their Skyhawk in the sixteen inches of snow on ice was not enthusiastic.

We are sorry to see Linn Buell go back to West Virginia and will miss her.

See you all in Puerto Rico.

TENNESSEE CHAPTER

Ruth W. Thomas, Reporter

February was APT month for the Tennessee Chapter. Three instructors, Donna Bower, Marie Hurley and Evelyn Johnson, gave APT rides, free of charge, to those members attending the February meeting in Morristown, Tennessee. Advance information stated, "Bring your own sandwich and airplane." Fly the sandwich and tow the plane?

Those members not in the air discussed FAR changes and clarifications gleaned while attending the seventh annual Flight Instructor Seminar sponsored by the Tennessee Aeronautics Commission and the FAA and held at the University of Tennessee each January.

Welcome to new members Mickey Childress of Knoxville, Patricia Dempsey of Oak Ridge, and Barbara Brown of LaFollette. Counting the renewals our total is now 57.

Natalie Terry, Nashville, has her Commercial and Instrument rating and is working on an Instructors rating.

Back up news: Peggy Robert's husband Jack was killed while on a photographic flight back in the mountains.



Tennessee 99s attending the three-day seminar for flight instructors are: Helen Haynes, Bertha Jones, Evelyn Johnson, Lady McReynolds, Fran Davis and Natalie Terry. Back row: Jean Turner and Irene Flewellen. Members attending part time and not pictured: Bee Reid, Lura Odland, Donna Bower, Marie Hurley & Ruth Thomas. Sponsored by the Tennessee Aeronautics Commission and the FAA this Continuing Education Program was held at the Univ. of Tennessee, Jan. 22-24.

Northwest Section

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

ALASKA CHAPTER

Karen Tiede, Reporter

Organizer of our chapter, Helen Stoddard, has left Alaska. She'll be missed by many. Arizona will be her new home. January 19

five other charters members met with current members at a banquet to celebrate our chapter's 20th anniversary. They were: Decema Kimball Andresen, Margo Cook, Lois Wise, Pat McGee, and Ruth Hurst Jefford.

Seems our most popular meeting site is Ruby's hangar (Ruby Pappas) (Aircraft Rebuilders.) Whenever the meeting is there, we have standing-room only; must be the smell of av-gas that brings us! We're working on another presentation of the Pinch-Hitter Course, to be followed by our Spring scholarship. Last year's winner, Nancy Wilson, has become a licensed pilot this winter--we're proud of her achievement and our contribution.

We've been trying to get the facts on a proposed new runway at International which threatens the existence of small plane traffic at not one but several area airports. Same old story of the little guys against the big guys, and no one thought it would happen here.

Anchorage weather has been only a few degrees above zero, which makes pre-flight an endurance test, but once you're airborne, who can remember cold toes and nose and the oil that dripped on your parka-sleeve?

COLUMBIA CASCADE CHAPTER

Joan Pratt, Reporter

Lee Wrenn scored a high 93 per cent on the ATR written test -- and she was disappointed not to have received a 100 per cent. Some gal!

Honolulu's Pat Shearer, Membership Chairman, was in Portland visiting and promoting the convention to be held there in the Spring. So far we have three gals signed up to go -- and hoping for more. Pat wound up being a good friend to all who met her -- certainly a lovely person and an efficient one too.

Dorothy and Bob Mercer flew their 210 to Mazatlan and Punta Pescadero on Baja. They got snowed in at Las Vegas on New Years Day. Clear skies the next day allowed them to return to Portland. These two are always on the move flying around the country.

JoNeal and Homer Harris, along with the Guy Gorrells, took an 8,000 mile - three week trip to Mexico. Because of adverse weather left their 182 at Lake Tahoe and flew commercially home. It took a month for the weather to clear enough so the chief pilot at Tahoe could get their plane home to them. What a way to end a vacation!

Happy to have three new members in our group. They are Mary Hill, Becky Wolf and Olivia Lehmer.

EASTERN IDAHO CHAPTER

Laura Dillon

Diane Jex hosted our January meeting with a luncheon at her home in Blackfoot. Lois Bauer was the only one who was able to fly to the meeting. There were ten members and one guest present.

We started by talking about working on the SAFE Pilot's Award Banquet in Pocatello towards the end of the month. In April we are planning a membership drive. We hope to have all the non-members pilots and student pilots in the area attend. In conjunction with this we are planning to set up our little sister program for those

who have soloed but have not received their licence yet.

To support the wonderful girls working on the International Convention in Coeur d'Alene in '75 we are planning to have a money raising activity of a pilot mechanics workshop in American Falls in June. It would be to teach pilots just what are and how to do the allowed activities (like changing oil) to their airplanes. Everyone who attends will learn a lot.

EASTERN WASHINGTON CHAPTER

Suzy Ward - Reporter

While our usual winter weather of ground fog, rain, snow, ice, high winds and sub-zero temperatures have kept most of our pilots on the ground, the 99's were flying high at their January Meeting. Around steaming cups of coffee in the spacious home of Kay Peterson, Fern Lake, Chairman of the International Convention for 1975, announced the names of the Committee Chairmen for the Coeur d'Alene, Idaho Convention in 1975. What a great group of gals will be planning the Convention for you! So fellow ninety-niners get our your maps, conserve your fuel, order your spare parts now, be ready in the Summer of 1975 to visit with us in the Great Northwest.

We were pleased to have Jean Carbon, our international chapter member from New Westminster, B.C. visiting with us and leading the discussion on revising the by-laws. Thank goodness someone knows what's going on! Kay Peterson, despite the weather is keeping current in her nifty 235 Cherokee and Fern Lake announced that they have purchased part interest in a Citabria. What fun they will have this summer!

The rush to escape the cold is on with Minnie Boyd and husband Carl making tracks to Palm Springs for 6 weeks of Sunshine. Alberta Anderson and husband Rod are off to Arizona and Mexico in search of sun in their Beech Baron and your reporter and husband are off to explore Baja in their Bonanza. Adios.

FAR WEST CHAPTER

Mildred Wood, Reporter

The Far West Chapter has been grounded on our meeting days as we see very little blue sky this time of the year. We have members all over the Olympic Peninsula, Port Angeles, Sequim, Port Townsend and Olympic, and this makes travel a problem at time.

Vi Nixon was our gracious hostess for our January evening meeting. We were all greeted at the door with a slip of paper which was pinned to our backs and told to guess what part of the airplane we were. Questions could be asked but only ones that could be answered yes or no. It's amazing how many different parts an airplane has. We also raised a nice amount for our treasury by having a silent auction of white elephants each of us bought. A future trip to an aircraft repair shop is planned when the weather warms up. We all look under the cowlings when changing the oil, but there are many parts we should know about. Vi's husband, Dr. Rod Nixon, stumped most with slides he has taken of antique aircraft.

We are all hoping the weather will permit a fly out in February.

GREATER SEATTLE CHAPTER

Ilovene N. Potter: Reporter

After almost three weeks of sun and fun we all of a sudden had much heavy wind, snow and cold and very heavy rain storms. Needless to say we had our January meeting inside and we all drove. Our Chairman, Sandy Sullivan and her husband John flew Commercial to Nome, Alaska with a short stop in Anchorage. Sandy's brother is a pilot for Muny Northern Airways. While there they were able to fly to some Eskimo Villages. In Anchorage, John bought an old Cessna 180 a 1953 model that needs much work. Sandy and John have a lot of work but will have it flying again soon.

We have four new ratings in our Chapter: Fran Bryant and Sandy with new Commercial ratings and Charlotte Kamm a new Instrument rating and in this weather I am sure she will use it often. Betty Kramer, who also works for the FAA got her Multi-engine rating with Ilovene Potter your reporter giving the check ride. Betty is a great pilot and will go far I am sure. The Potters flew Commercial to Guatemala for a vacation and then to Marco Island, Florida for the Piper convention and flew a new Piper Arrow back to Seattle for Seattle Flight Service, Inc. A beautiful trip all the way to within 75 miles of home and then as unscheduled stop over night waiting for the rain and fog to life. Sounds familiar doesn't it....

MOUNT TAHOMA CHAPTER

Betty Geisler, Reporter

Our Chapter observed "Jessie Woods Night" in January because we have had the honor and privilege of having a very special person in our chapter. The following letter was presented to Jessie from the chapter members will explain why we feel Jessie is an outstanding personality in the 99's and in general aviation.

Dear Jessie:

This letter is written to you with mixed feelings of sadness and gladness. We are happy for you that you are beginning an exciting new chapter of your life which should provide you with many years of well-deserved relaxation and a chance to do things that these last busy years just haven't allowed you to do. We understand that you have been asked to collaborate on a book about your aviation experiences and we are hoping to receive one of the first autographed copies.

Your departure leaves us a little sad -- or maybe, just sorry for ourselves. It has been such a wonderful experience for us to know you. You have shared your aviation experiences with us, wonderful experiences that have enriched our own lives and given us an opportunity to step back into the early days of aviation for just a moment with you. Your stories of your wing-walking days and your personal friendships with some of the leaders in the aviation industry have kept us spellbound.

Your many activities in the Ninety-Nines included serving as Governor of the Southeast Section in 1939 and 1940 during which time the Tennessee Chapter was chartered. You were also instrumental in forming the Florida Chapter. You were very active in building up the membership in that area and in encouraging women pilots to participate in Ninety-Nine activities.

These are only a few of your accomplishments but we sincerely feel honored to have had you as a charter member of the Mount Tahoma Chapter.

Jessie, we think you would now be quite justified in "resting on your laurels." But this wouldn't really be you. And we know that as you start on this new adventure -- there will be many other missions to be accomplished and many other mountains to climb -- and always you, Jessie, will remain the same warm wonderful person who always has time for everyone who passes your way.

God speed, please don't forget us -- because we could never forget you.

Sincerely yours,

MOUNT TAHOMA CHAPTER

Note: Jessie will be moving to Sarasota, Florida, and plans to look up a lot of old friends who have also retired to that area.



Jessie Woods spent her younger days in the heart of aviation. While her husband piloted the plane, she did a wing-walking act. She served as Governor of the Southeast Section in 1939 and 1940 and was instrumental in forming the Florida Chapter. She now plans to retire to Sarasota, Florida and hopes to collaborate with a friend on a book about her aviation experiences.

PUGET SOUND CHAPTER

Reporter - Betty Curran

Our first meeting in '74 was held in January at the Snohomish Airport. The weather was good enough to fly but we all came by auto, could be the fuel shortage had something to do with this. Our meeting was short and included the message from our Governor which was very nicely done. It is very depressing facing the gas shortage especially to those of us who just got back into flying again and then all of a sudden we're hit. Lorna Kringle is back teaching the kids all she can on what they should know about this flying venture and in actual conditions too. A very good article on her work came out in the Northshore Citizen's newspaper. Machine Dexter is teaching her son to fly and if she accomplishes this it will be quite a feat. Nothing is harder to do than trying to teach the family anything, let alone to fly. Peggy Nugent and husband,

Betty Curran and husband all had quite a flying day last week and ended up meeting each other at Paine Field. Marian Lewis is finding it hard to make flying a full time job. Don't give up Marian, there are still lots of kids who want to learn to fly. Our meeting for February was a fly-in at Thun Field.

WESTERN WASHINGTON CHAPTER

Anita Morrison Baker, Reporter

Our chapter has been having a busy season, starting early Doris Wolfstone, Anita Baker, and their 49 1/2ers flew down the Washington and Oregon coasts to attend the crab feed at Bondon, Oregon. The weather was beautiful so the fantastic sights along the coasts were thoroughly enjoyed.

Della Koss who is checked out in many planes now has her instrument rating. Boy, is she apt!!!

Eunice Brees has soloed their Mooney and will continue for her check-out.

Priscilla Cook and Pat Erickson started out to fly Priscilla's Super Club on floats to the Northwest Section in Anchorage. Due to bad weather they were grounded in Juneau and took the commercial airlines on the last leg of the flight. Other than not getting to do all their own flying, they had a wonderful time at the Sectional and made all of us who couldn't attend wish we had been there.

Doris Wolfstone and husband, Harold attended the 5-state fly-in Helena as did Della Hoss and her family.

Terry Kellogg, Marilyn Fike and Anita Baker recently assisted with checking attendance for the FAA's seminar held at the Hilton Inn, Seattle.

Noyes, practised for almost 2 months to do the can-can. It was exhausting but we all lost a few pounds, so it was worth it.

Trippi Ahrens became Mrs. Tom Penland on December 22, at a home wedding, with a luau reception. Instead of planes as decoration, she had a 1,001 cranes, the Japanese symbol of long life and happiness. 99 Karen Horn was one of her attendants. Tom is already an honorary 99 of the Aloha Chapter, as has attended and been part of the many 99 functions in the past few years.

Visitors are answering our "ad" in the 99 News and contacting Aloha chapter members when in Hawaii. Pat Shearer had a nice "international" group recently.



(L) Betsy Alexander of Northern New England Chapter with Mary Jane Swanson of Iowa, also came to Hawaii, made it a sort of International meeting, says Pat Shearer.



Dorothy Stratton of the Greater Kansas Chapter, and husband Don, and daughter. Taken from the Shearer's penthouse apartment.

BAKERSFIELD CHAPTER

Margaret Harps, Reporter.

Bakersfield 99's "co-hosted" two F.A.A. safety clinics. Ken Gardner of Teledyne Continental Motors spoke of "Care and Feeding of Aircraft Engines" (Don't baby your aircraft engine - fly it to capacity). Some 365 pilots were in attendance. The second clinic in Jan. was on "Operation and Maintenance of Turbo Charged Aircraft." The F.B.O.'s supported by the 99's in covering expenses of refreshments. Thank you, men!

Chairman Joan Paynter is Apt on her instrument rating and put it to good use flying as a corporate pilot to and from Orange County these last few weeks. She had her first experience with icing and said she could do without that worry.

Nick Greer from the Kern Council of Governments spoke to the 99's on "California's Master Plan for the Orderly Development of Airports". We also saw Bob and Marian Auburn's film "Angel Falls", thanks to our local Flight Service Station.

Patty Piper Hallan visited over Christmas from Hawaii and reminded us not to forget the Southwest Sectional coming up in Hawaii.

BAY CITIES CHAPTER

Kathy Walton, Reporter

Our January meeting at the home of Miriam Brugh was a very stormy evening. Those who braved the elements were treated to a chance to "fly" Nine Rookaird's (Redwood Empire) ATC Simulator. Nina shared with us some of her experiences encountered by her students at Pinole High when they use it. We all tried a turn and managed to crash the "plane" several times each. It is great to practice instrument work.

Gas shortages, and foul weather have found most of us doing other things than flying. Vivian Harshbarger flew to Red Top Restaurant and then to Jackson and waited for one and a half hours to MAYBE get gas in pouring rain. After finally getting fuel she headed straight home to Reid Hillview Airport. She tried a few commercial flights over the holidays. In her spare time she has begun Instrument Ground School and Flight instruction for her Instrument Rating.

With races cancelled and fuel available, so far, for short flights we will plan some area wide get togethers for spring and summer. Chapters in So. Calif. could all meet some place for a one day fly-in. Those in No. Calif. the same. Even with minimum amounts of gas we need to keep up our proficiency. Are you APT for this year!!!! We are tentatively planning a Fly-in for our Chapter Anniversary on March 9th.

EL CAJON VALLEY CHAPTER

Helen M. McGee, Reporter

Sue Clark now has her Instrument Instructor rating.

Anne Bledsoe visiting in Johannesburg, South Africa, write very enthusiastically about the hospitality of the 99's in that city. Anne attended a meeting of 99's and saw the formation of a new chapter.

New Year's holiday weekend at Grand Canyon, Arizona where our member June O'Neil is presently employed at the Canyon Squire Motor Inn, rounded up a large group from the San Diego Area. Snow on New Year's Eve created as much excitement as the wonderful party.

A movie showing the popular new sport of Hang-Gliding was narrated by Dick Adams of the San Diego Hang Glider Association for members and many guests as February meeting at Gillespie Field at Golden State East. Two of Helen McGee's sons each fly a hang glider. What a way to go.

Irene Rogers of the Aloha Chapter and Margaret Rubin from Winnipeg, Canada were guests at an impromptu pot-luck at Leah Liersch's apartment by members of the El Cajon Valley Chapter and the San Diego Chapter. (See photo)

On Sunday, January 27 at the Southern California Aviation Breakfast Club

Southwest Section

ARIZONA - CALIFORNIA
HAWAII - NEVADA - UTAH

ALOHA CHAPTER

Trippi Penland, Reporter



Nancy Leebold of Australia, her husband Arthur, visit the Shearers in Hawaii.

The General Aviation Council of Hawaii sponsored a WWI party, which was well represented by 99's. And, as special entertainment, 99's Trippi Ahrens, and Karen Horn, and 66's Sierra Brown, and Barb

meeting, Virginia Renn was honored by being designated the outstanding woman in aviation in that group for the month of January. She is the third member of the El Cajon Valley Chapter to be so-named. Previous designees were Dottie Sanders and Helen McGee. Seems to say something for our group.



Left to right Betty Wharton (Chairman, San Diego Chapter) Irene Rogers (Aloha Chapter) Margaret Rubin (Winnepeg, Canada Chapter) Vi Chambers (Chairman, El Cajon Vally Chapter).

GOLDEN WEST CHAPTER **Jeanne Abramson, Reporter**

Having missed "Season's Greetings" and a couple of deadlines while sitting here mulling over potentially clever leads, such as "there's no fuel like an old fuel" or "My Fuelish Heart", we apologize for our prolonged absence from these pages. There are complex reasons, however, directly related to the energy crisis.

A wait-and-see attitude, coupled with some Chapter soul-searching, has resulted in the decision to continue with plans for the previously-announced Second Annual Mini-Derby on June 15. It will still be a non-stop Hayward round-robin, but will change its category from "speed" to "cruise and proficiency" in deference to the recent policy suggestions issued by International Headquarters.

Specific race details remain the same. Pilots and co-pilots must have logged no more than 500 hours if they have raced before; there is no hour restriction for first time racers, who will be judged in a special class. Aircraft are limited to 200 hp. maximum. Accommodations are available at the Vagabond Motel, immediately adjacent to Hayward Airport and adequate overnight tie-downs. A dinner at the motel on Friday evening will be followed by a seminar covering all pertinent aspects of air-racing.

Take-off time for the daylight VFR event is 11:00 a.m. on Saturday morning. The course will cover 250-300 miles with one or two mandatory check points. Winners will be announced and trophies presented at dinner on Saturday evening at the Vagabond. **Entry kits at \$1.50 available after April 15 from Mini-Derby Chairman Barbara LaPoint, 10 Estrada Place, Redwood City, Ca 94062.**

Betty Walsh has added her name to the Golden West membership roster. Busy recruiter Kathi Wentworth, now a lawyer with the D.A.'s office in Redwood City, has

introduced Caroline Zapata, who is spending lots of time under the hood preparing for her instrument checkride. Caroline and Betty joined chairman Pat Forbes, Barb LaPoint, Eldris Shogren, Rae Gilmore, and Janie Postlethwaite for a fly-in on January 20. Five planes carried eighteen assorted 99s, husbands, children, and dogs to the new South County Airport near Morgan Hill, where they lunched and browsed through the antique car and airplane exhibit in bright Sunday sunshine.

Next fly-in is scheduled on March 17 for lunch at the Red Top Restaurant and a spot landing contest. Wonder if the Irish will win?

GREATER OGDEN AREA CHAPTER **Lei Howard, Reporting**

HAPPY NEW YEAR EVERYONE, I hope that 1974 holds nothing but good things for all of you.

We are fortunate in having one new member and two prospective members, Ruth Kendrick, Rhoda Knighton and Marcia Hunsaker.

Marcia and Rhonda are taking their lessons through Weber State College Aero Club, which is located in the Ogden area.

Incorporation papers were all signed by the members to protect the chapter from any future mishaps. We must announce the loss of one member in the very near future, Joann Winterling who will be leaving us to join her husband in Hawthorne, Nevada. As much as we hate to see both of them go, we do wish them much good fortune in their new home. Joann will shortly complete her Commercial Instrument rating.

HI-DESERT CHAPTER **by Eva Conrad, reporter**

The Hi-Desert Chapter happily added three names to their "Apt" list: - Jo Ann Locke, Mary Lue Garrison and Yvonne Koepke, to bring their score up to 83 per cent, heading for 100 per cent.

Something new has been added. Each meeting one assigned member is to bring in a "Safety Tip of The Month". Ruth Ann Rich did the honors at the January meeting with the advice to check with FSS on fuel supplies at the various airports along your route. Advance knowledge could prevent the necessity to cut margin a little thinner than necessary.

Congratulations are in order to Margaret Bolton who got her commercial rating. Margaret also checked out in a T-34 while in Texas.

Guests at the January meeting included Jeanie McAdams, a 99 from Washington, D.C. who is transferring to the Hi-Desert Chapter, and her glider pilot friend, Carol Moe. Both gals have been flying with Great Western Soaring in Pearblossom.

LONG BEACH CHAPTER **Jean Pyatt, Reporter**

Jean McConnell received her Commerical Certificate and 1974 Safety Pin. Jean is the Editor of the Chapter's monthly news bulletin, "Sky Tales", doing a wonderful job of keeping our large group informed with the help of the typist, Kay Anderson. Angela Masson has received her Multi-engine Rating and Juanita Thompson has had her 1974 Safety Pin ride. Marilyn

Twitchell had her APT ride with new CFI, Jean Pyatt.

Chairman Joyce Jones is busy starting Instrumnt Ground Schools at Redondo, Torrance, and Westchester. 49½ Bob Pinkey has a new Diamond in his Soaring Crown; he reached an altitude of 34,700 feet at Pikes Peak in November. The Western Institute of Aviation has interested many of our members. In addition to Jean Schiffmann, who is Secretary of the Planning Committee, Joyce Failing serves on the Research Committee, and Margaret Berry and Mary Pinkney are members of the Communication Committee.

The Instrument Ground School and Simulator Training Program planned for the 99's by Accelerated Ground Training in Santa Monica was attended by seven members, one 49½, and Grace McGettigan, and Lynne Oppen from the Los Angeles Chapter.

The February meeting was held at the home of Joan Dilley to discuss the fate of the 1974 Palms to Pines Air Race.

Our flying activities include: Jean and John Grooms to Phoenix; Jean Pyatt to Catalina and Orange County for "Education Through Aviation," which is now receiving credit from the LA City Schools; Marilyn Twitchell, DRF to Santa Barbara; and Wally Funk and 66 Erma Orsino to Loreto, Mexico, with the Los Angeles Chapter.

LOS ANGELES CHAPTER **Holly Ballard, Reporter**

(Ed Note: Due to the unauthorized elimination of this tribute by the printer of the January issue of the 99 news, we now are privileged to present it.)

JO ANN STEIERT

The loss of one 99 is a loss to all 99's ... so said a friend in a letter to the LA Chapter. Our Jo Ann Steiert was killed November 17, 1973, when her 250 Comanche crashed soon after take-off from LaVerne, California (Brackett Field). She was enroute to Santa Monica Airport on an IFR flight plan.

Jo Ann was secretary of our chapter, chairwoman of the Mechanics Clinic for Pilots, and involved in all 99 activities. At one time she was the reporter for the News, she flew the only Rallye Minerva (TAR 105) ever entered in the Powder Puff Derby. She held a Commerical license with an Instrument rating.

If you have been reading our chapter news you know that seldom did a month go by without mention of Jo Ann. She was a vivacious, gung-ho woman, whose enthusiastic love of flying, dynamic drive, and sense of humor we miss so much. She is survived by three sons, Randy, 16; Steven, 14; Mark, 13.

Many of her 99 friends from the San Fernando Valley Chapter and Santa Barbara Chapter Attended the graveside service for Jo Ann. Two planes, one the Rallye Minerva she loved, circled overhead during part of the ceremony. We thank those pilots.

Her parents were grateful when they arrived from Kentucky to find that all necessary arrangements for the funeral and temporary care of the children had been taken care of by Jo Ann's friends in the LA Chapter.

Because of many inquiries and kind offers, the LA Chapter has started a memorial fund to aid Jo Ann's children. They need our help. Anyone who wishes to contribute may send a check to Lynne Oppel, chairwoman, 10865 Pickford Way, Culver City, 90230.

The following is a letter sent to Jo Ann's mother by Barry Schiff. Barry is an airline pilot.

As between pilots and airplanes, each flight is uniquely significant.

And so it was this morning when I flew a very special airplane in Jo Ann's memory, a parting salute to a comrade of the sky.

The sky -- it was and is now, Jo Ann's special place.

Residing in the heavens, she will offer us constant reminders of her presence, but we must watch for her handiwork.

At sunset, she'll paint the sky resplendently with joyful, ever-changing pastel moods.

At night, she'll play tag with her twinkling, celestial compatriots as they sweep across velvet heavens.

And when Jo Ann feels exuberant, she'll stack up piles of cotton cumulus candy, interlacing them with a rainbow ribbon to reflect her colorful spirit.

And when she is annoyed with the trespasses of her loved ones below, she'll toss spikes of lightning and bellow thunderously -- just to remind us that we too are mortal.

Thank you for the honor of giving wing to her memory.

MARINE COUNTY CHAPTER

Rahn Simon reporter

13 may be considered unlucky by some, but not by the MC99's. We have since March 1, 1973, increased our membership by 33-11 3 per cent from the original 10 charter members. **Kathy Nemeth** is a transfer from Austin, Texas, and **Sherry Lewis**, who has inverted her "66" to a full-fledged "99".

Our New Year's Resolution "Get APT!" was accomplished in one fell swoop. Our Chairman, **Karen Kahn**, and APT Chairman **Cyd Fougner**, qualified instructors both, put **Rahn Simon**, **Nancy Wallis**, **Ann Morrissey**, and **Candy Sevieri** through their paces on Sunday, January 26, out at Gness Field. A bright, blue, and beautiful day literally brought everyone into the traffic pattern. The check rides and airplanes were donated by the foregoing 99's, which helped everyone's pocketbooks and achieved our goal. Our 66 friend, **Thea Lowry**, received dual instruction.

Karen Kahn, in addition to her 5-day week as instructor at Sierra Academy, Oakland, flew to Burbank and back in an Aztec carrying 1,000 lbs. of bank checks (not money) and has added 4 hours multi-engine plus 3 hours instrument time to her logbook. As it was a midnight flight, she has also given us some useful tips on how to stay awake in the wee small hours by drinking coffee, munching apples, singing, talking (to oneself?) and turning the landing lights on to look at the snow on the mountain tops. **Karen** also seaplaned it recently at Sausalito, where she practiced taxiing (and avoided tilting) on the mud flats. The tide was out at the time.

Thea Lowry, who may be remembered as

driving several 99 friends nuts lately in her ATC 510 simulator, is planning another treat for us, only this time in a submarine simulator (aviation trainers converted to submarine use) at the Mare Island Naval Shipyard. Fine, just, just so long as we remember to yell "clear!" again afterwards and not "Up periscopes!"

PALOMAR CHAPTER

Mary Pearson, Reporter

We are all concerned with the fuel crisis -- should we fly? will we be able to fly? Palomar Chapter is having, and will continue to have fly-in meetings so long as fuel is readily available. Nobody flies with empty seats, and we're lowering power settings.

Our meeting in January was at Palm Springs with 16 members present. Ann Tunney, Santa Rosa Chapter, was there, so we have the pleasure of her company. Our newest member-to-be, Ginny Boylls, attended her third meeting, and we welcomed her in to full membership.

An aside, fuel crisis type -- four of us flew a Cherokee 180, and four others drove a medium-sized Dodge (15 mpg). The airplane took 13.7 gallons when we got home with :30 each way, while the Dodge used 14.9 gallons and almost 2 hours each way! Less energy, less time, less pollutants, so let's fly, girls!

We're delighted to hear the Angel Derby is on again! Harriett Booth and Mary Pearson may be in it! We need only airplane, sponsor and half a chance.

Remember ladies, we are a flying organization. Had we wanted to sit on the ground, we could have joined some other type of organization. I am sure all of us realize the energy crisis is not a joke, but some of us question the sense of calling off normal activities which are not frivolous. Our economy hinges on a sane approach to the situation, rather than a panic stop of things we normally do. I personally feel that we should continue our flying -- to fill all seats, fly with conservative power settings, and try when possible to make our flights serve a dual purpose, would surely be in everyone's best interest. Keep 'em flying!

REDWOOD EMPIRE CHAPTER

Nina Rookaird

Esther Harri passed her Instrument written. Frances Gauger received her "Safety Pin" and is first in our Chapter to become APT this year. She has been testing us on aviation knowledge. For this meeting, she encouraged us to tell our special safety hints. Conclusion: a lot of us should reexamine our safety gear!

Frances Gauger arranged with FAA and Castle Air Force to have us participate in their Psychological testing program, April 11, 1974.

Janet Allbeck flew to Phoenix for her grandmother's 100th birthday. And was flown from Phoenix to Tucson by daughter Wendy, who recently received her rating.

Bay Cities Chapter's Miriam Brugh and Vivian Harshbarger and Redwood Empire's Anna Brenner and Nina Rookaird attended the Zonta's Amelia Earhart dinner. Mrs. Paul Behrens, the Government's official greeter of VIP's on the West Coast proved to be an interesting speaker.



Left Louise Ramsey, Chairman Redwood Empire Chapter, Right Janet Allbeck, Past Chairman. Louise receives women of the year trophy.

RENO AREA CHAPTER

Hazel Hohn, Reporter

Mary Boles was going to fly in the Powder Puff Derby, but that will have to wait. She says her only regret about the gas shortage is that her 5 horses don't have wings. But with the price of hay these days, it's a tossup.

Doris Eacret says that it is fortunate that with the heavy winds we had recently none of the 99 aircraft was damaged.

Louis and Dorothy Baer have built their new home 7½ miles south of Beckworth Airport, which is where Mary Boles had her one and only emergency landing.

Elaine's 49½'er Stan is waiting for parts for his new Mong.

Kathy and Wug Gray and their family flew their plane to Las Vegas in Sept. to watch son Jim's first football game of the season. And thereby hangs a tale. In Kathy's own words: "We were very fortunate to exchange domiciles and cars with Phyllis Ahlswede in Las Vegas. Phyllis was working in Reno Air race headquarters with the rest of our Reno Area members. We arranged all the details meticulously, except that we forget to get Phyllis's car keys, and the house keys were in the car. Fortunately, Wug's keen alert, intelligent mind discovered this moments before departure. With only a modicum of panic and with the aid of short wave radio, we positions, were greatly exaggerated. pylon on the south end of the race course, and she was able to get the keys to us. To make an involved story short, we walked into Jim's game just as they were playing the "Star Spangled Banner." And the allegations in the Reno paper that the unlimited time trials were delayed some 15 minutes because some race officials on No. 3 pylon were not in their proper positions, were greatly exaggerated.

I had a strange thing happen recently which proves once again the old cliché, "It's a small world." I sold an aviation article to the Las Vegas "Review Journal" and in the course of finding a photo to accompany it, wrote to the Smithsonian in Washington, DC. I received a call from the Dept. of Documents and Photos, and it turned out that the man I talked to was my pilot on B-24's when I was a WASP co-pilot in the Ferry Command.

SACRAMENTO VALLEY CHAPTER

Barbara Foster, Reporter

Traditionally, the January meeting is

with the Sacramento Zonta Club. At the dinner meeting the Zontas honored Amelia Earhart by awarding cash scholarships to outstanding girl Civil Air Patrol Cadets. The scholarships must be used toward flight training, otherwise they are forfeited. Mary Ellen Jones, who has the distinction of belonging to 99's, Zontas, and Civil Air Patrol, escorted the girls to the meeting. Shirley Lehr was the speaker of the evening, she touch briefly on various aspects of women in aviation and the impact current events are having on flying in general.

In an earlier report there was mention of a Pilots Lounge which Sacramento Valley had helped furnish at Executive Airport. It seems that there were those who did not approve of lounging pilots, because a week later the sofa and chairs were stolen.

Thelma Cull, our membership chairman, has edited and published a delightful little booklet for Sacramento Valley Chapter members. In it she has set down a thumbnail sketch of each member, including a little about their private lives and their flying experiences. She tackled this ambitious job in the hope we would get to know each other better.



Ambitious and enthusiastic flyers. L to R. Mohine Shroff, Bombay Chapter; Shirley Lehr, Sacramento Valley Chapter. Photo Credit, Barbara Goetz.

SAN DIEGO CHAPTER Marilyn Elmers, Reporter

Arlin Donner and Bryan Burger, representatives from San Diego Radar Air Traffic Control Facility, presented an interesting program on recent advances in air traffic control at the January meeting of the San Diego Chapter. Discussed were IFR procedures and the new Automated Terminated Radar III system. Employing this system, all IFR flights in the San Diego area must be **pre-filed** so as to be fed into the central computer. The pilot must notify F.S.S. if a delay in proposed departure time is more than thirty minutes. If the flight plan is not opened within thirty minutes of proposed departure time, the computer automatically cancels the plan and the pilot must then refile by phone. For VFR flights, ATC is available to provide current weather reports and traffic advisories.

Guests at the January meeting included Margaret Rubin, member of the West Canadian Chapter, Cindy de Coucey, new private pilot who is enrolled in aviation courses at Mesa Junior College, Linda de Vries, Ninety-Nine from Capistrano, Irene

Rogers of the Aloha Chapter.

The Southern California Aviation Breakfast Club held its monthly meeting in San Diego on January 25th. Chapter members Betty Wharton, Marion Banks, Stella Hardin and Marilyn Eimers, attended. The program was presented by Phil Prophet who discussed errors in engineering applying to aviation.

February 9, 1974 San Diego Ninety-Nines and guests toured the Radar Air Traffic Control Facility at Mirimar.

First in our chapter to become APT for 1974 is Camille Hutson a private pilot who holds a current instrument rating. She has been flying since 1967 and was introduced to flying by her husband, Bob, and fellow Ninety-Nine, Marion Banks. Camille belongs to the Confair Flying Club. She has worked as high school librarian and holds a real estate license.



Virginia Renn (Right) is presented "Woman of the Month Award" by Dottie Sanders (Left) at So. Calif. Aviation Breakfast Club Meeting January 27th. (Related Story under El Cajon Valley Chapter News)



Attending So. Calif. Aviation Breakfast Club Meeting in San Diego January 27th, with Tiny Broadwick (2nd from left), retired professional parachutist, were L-R: "Lynn" Coulthard, ECV Chapter, Tiny Betty Wharton, Chairman, San Diego Chapter, and Dottie Campbell, ECV Chapter.

SAN FERNANDO VALLEY CHAPTER Bonnie Seymour, Reporter

Our January meeting was rained out. Good strong winds and rains with snow at the 1000 foot level kept all but the bravest of hangar flyers home. About ten women made the meeting place at Van Nuys airport. They were rewarded by an extra evening of hangar flying because a rain

date gave us our regular meeting a week later. Members discussed the cancellation of the PPD for 74. Recent ads for auto races would not indicate they are cancelled! The evening heard many chairmen asking for advice for the year's activities. What about upgrading in progress? What about fly-ins, and aviation oriented fund raising activities? The APT Chairman may now have even a harder time of it.

This writer and 49½er nearly went into a tailspin one evening recently while watching the CANNON show on television. The opening scene depicting Las Vegas airport was easily recognizable as Van Nuys airport. In fact, the covered parking area for Genral Aviation aircraft looked like the proximity of N9355W. Slumped bodies straightened in anticipation of a glimpse, perhaps, of the family freedom machine. Anticipation turned to exhilaration when the whole glorious machine in living color (she's a red and white Cherokee 235 with blue trim) appeared with 49½er X Brands polishing the wing. Several glorious minutes have won two permanent viewers of the series. You never know, they might do it again. Such a coincidence! Only a few nights previously X and Pamela Brands hosted our Chapter Christmas Party. During the evening we learned the X Brands is an actor. Then to see him busily waxing the wing of your very own airplane on television a few nights later seemed more than a coincidence. Hmmm, wonder if airplanes are entitled to residuals?

A dip of the wing is salute to Marjory Robbins for obtaining her multi engine rating. Sally Kinsey and 49½er cross countryed to New Orleans with young daughter. Sally got in a total of eight hours night cross country over unfamiliar terrain, the first time over such territory.

Susi Neff and 49½er flew to Baja recently. She commented that they had to share the fuel line up at the airport with campers. And Vesta Malby reports they flew to Utah. Again!

SAN GABRIEL VALLEY Eve Hunt, Reporter

January's meeting featured a most interesting speaker—Mr. Ken Walker of Arcadia who described the first single engine solo crossing of the Pacific Ocean from the west coast of America to the east coast of Australia. He accomplished this feat in April, 1962, and it took him about 44 hours of flying time in a 250 Commanche.

Congratulations on up-grading piloting skills go to Joan Winter with a new Commercial Rating and to Nancy Gordon who now has earned her Instrumental Instructor Rating. Gary and Portia Cornell both took their biennial check rides, earned their Safety Pins and Portia is APT for 1974.

Marijane Nelson has just returned from a tour of Baja California and is now starting to search for "the boat" on which to sail to Hawaii and live abroad for the next three years. Recently Ruth and Don Downey flew to Torrance for lunch. On the flight there they had a right-of-way dispute with a bird and the bird lost. He did leave an impression on the plane and they had to have repair work done before flying home.

The Fly-in to La Quinta Desert Club in January was marred by poor weather. Portia and Gary Cornell were able to fly out of Redlands, others drove.

Frances McQueen made a trip to the Grand Canyon. Jo Ann and Ed Miro were part of ten planes in the Rialto Cherokee Club that flew to the North Shore of the Salton Sea for a delicious buffet lunch. Portia Cornell has spent two mornings conducting 50 Nursery School children on a tour of Redlands Airport.

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

A few of us had a special treat in the guise of a visit recently from Rene Nealon, a chapter member who has been temporarily living in Sao Paulo, Brazil. We wish it were not such a long long flight to Brazil. Rene misses her flying buddies and we certainly miss Rene.

There were a few flyers in the air this past month. The Harvey McGee's, Jerome Draper's and Mac McAllister families flew to Vail Colorado for a skiing holiday. No bones broken plus more than enough snow and of course all got their share of IFR weather.

Happy New Year to all our fellow members.

SAN LUIS OBISPO COUNTY CHAPTER **Emily Cletsoway, Reporter**

Chapter flying has been on the individual business basis.

Emily and Bill Cletsoway have been doing most of their flying on ski trips—Albuquerque, Reno and Tahoe.

Judi Gorham passed Commercial written. Barbara Gafner passed CFI written and also got her instrument rating.

Criss Henderson has been our busiest member. She has her Multi-Engine rating, Commercial rating and Certified Flight Instructor. As if that was not enough she became Mrs. Alan Yecny over Clear Lake at 5,280 feet. The ceremony was performed by Keylseyville's "Flying Judge" Bill Harpham. Al and Chris are now busy as a team teaching an "Introductory to Aviation" ground school seminar to 26 students in the Mentally Gifted Minors program.

SANTA PAULA CHAPTER **Adrienne Nater, Reporter**

Sally Allen is making all sorts of local flights inbetween East wind conditions, rain and snow??? When she is not flying to Santa Barbara, Santa Monica or Whiteman in the San Fernando Valley, she is flying a simulator or beautifying her "Jonathan". Sally and Jill Williamson are the first of our group to experience a "no gas" situation on a cross country to Alameda County Airport. Fortunately, they could double back to Modesto to fill up for the trip home. Betty Johnson and Barbara McKenna had a fine flight on a special VFR to Bakersfield-Porterville. Barbara has just returned from Europe, spending all of her time looking up at the planes there.

Barbara Deeds and Norma Williams flew another 83 lbs for D.R.F. Georgianna Nesbitt, one of our newest members, presently holds a Private Pilots licence. She is a student at Univ. of Calif. at Santa Barbara with a Major in Speech Pathology. Barbara Niles, another new member found that she had, in fact, married airplane, so now she joins husband in trips to Oregon, Mexico in their 182, as a pilot.

The Santa Paula Girls flew to Van Nuys after the monthly meeting to meet and lunch with a contingent of the San Fernando Chapter.

Plans announced for the future include a Tour of the Palmdale-Los Angeles Radar Computer Center. Unless we get clearance from all the places, the Pentagon, to fly-in, we will be motoring over for the day. Gwen Dewey is working on an outing to Edwards Airforce Base at China Lake to participate in the simulator program, and Sally is firming up plans for a trip to LAX to view the 747 Mechanics tour.

This reporter left her baby Cessna 140 at Santa Paula to AmTrack it to So. Tahoe. Coincidentally, weather delayed the train 3 hours one way and 5 hours the other. Just like flying, only more of "down to earth" traveling experience.

Highlight of the recent weeks for all the girls in the Santa Paula Chapter was the ride in the Jet Ranger Helicopter provided by Ken Johnson, member Betty's 49½er. We went in groups of three and toured our county for 30 minutes. Our day was clear and the ride fantastic.



Santa Paula member Jackie Ross disembarking after Jet Ranger Heli ride from Santa Paula throughout local area in ventura county.



Members of Santa Paula Chapter at Santa Barbara Airport.

Back - l to r. Carol Riley, Sally Allen, Evelyn Perry, Norma Williams front - Jackie Ross, Barbara Deeds, Jill Williamson, very, very front. Reporter, Adrienne Nater not shown.

SANTA ROSA CHAPTER **Lynn P. Cary, Reporter**

I am sure I am just one of the many who felt like the stars had fallen out of the heavens to read of the cancellation of the

Powder Puff Derby. As time went on it became increasingly difficult to ascertain what **was** essential to helping the Energy Crisis. And, then to the question: is our patriotic duty such that we must give up our general aviation gasoline for tokenism? Are we women racers falling heir to selective discrimination? Are we giving up the greatest of all races for good cause? If not then lets see our **AWTAR-AT-WAR** to keep the most traditional and professional of all races!

General Aviation needs us all involved whether as racers or pilots in general. As 99's we should reject the premise that much of general aviation activities especially those involving women are superfluous and unessential! We can all talk but we can really get into the Energy Crises by writing letters to Mr. Simons and Mr. Butterfield and our elected representatives. We need to be heard from, Ladies!

Welcome new members: Mary Johnson, Judy Jones and Carol Valette, Private Pilots and Hialeah Reilich from Alameda. January Meeting all business getting caught up on two months worth.

Hopes for 1974: lots of airport markings and the PAR Terminus. Our Airport Manager Bob Dunn and Community are eager to see it happen—we are optimists and believe that racing is Alive! Get pens and stamps out: write Pat Shearer, get APT and help protect our fair share of gasoline. Our organization is vital and can be effective as long as we are! (add a C and CARE!)

TUCSON CHAPTER **Ginny Cook, Reporter**

Western Airlines has blocked 40 more seats for the sectional in Hawaii and will take all on the Orchid's Special stand-by list on this 'companion Flight' depart LAX noon Fri. April 26th, return Sun. Night May 5th. Write this reporter for details (enclose addressed stamped envelope)

Embarking on an entirely new adventure, the chapter has "adopted" a war orphan! This little gal already knows how to fly but she has become a little rusty because of inactivity. The Tucson 99's plan to remedy this by giving her a "refresher" course. She will be renovated and refurbished and reside at the Pima County Air Museum. "She" is a Lockheed Electra! Den Mother for this extensive project will be brand new CFI Lynn McGrew. We now have Norma Wilcox, Patsy Brooks, Dot Jenkins, Sherry Boice and Lynn as CFI's.

Wyn Haward is wearing hubby's new Deb now, having completed her check-out, and Virginia Edwards working backwards to cooperate with the fuel shortage - checked out in a 150!

The Tucson Treasure Hunt Committee has decided to suspend activities in 74 in keeping with the AWTAR policy - so we won't see you this spring at our Hunt, but here's a clue.....see if you can find HNL....its 5112 miles RT from LAX....on Western Air Lines, on the ORCHID SPECIAL....see if you can find a vacant seat... try the stand-by list....calculate this math problem, if all chapters had the same percentage of their membership going as TUS... eleven members...how many would be at the sectional? Prize for best answer.

Attend the Southwest Spring Sectional in Honolulu April 27th, to May 4th and fly on THE ORCHID SPECIAL.....THE ONLY 707 WITH 99 PILOTS IN COMMAND!

UTAH CHAPTER

Jane Patterson Reporter

The Utah Chapter has not been inactive, just negligent in getting in the news. The Utah weather this winter has not been conducive to flying especially for the VFR pilot. However those that have airplanes have been able to take advantage of the nice days to keep current.

In January the chapter was afforded the opportunity to visit the 1550th Helicopter Training Wing's simulator. We were lucky on the timing that each member and guest attending was able to fly the simulator which is quite an experience. Three guests were able to join with the 99's.

February was a business meeting at Julie Jacobson's house to discuss plans for the upcoming sectional to be held in Utah in September of 1974. Plans are now for the site to be one of the ski resorts. Several members are still planning to attend the sectional in Hawaii. They are Alberta Nicholson and husband, Jane Patterson and husband, Gini Streeter, Jane Andreason and Dee Ricord.

To wind up with one of the good news--bad news stories that are going around our ex-chairman Barbara Barlos is recovering from surgery and feeling better but the bad news is that she is moving to Arizona. We will really miss her as Barbara is a true 99.

It is hoped that we can meet on air-markings in southern Utah or on some of the fly-ins. We all wish her much luck in her new venture and happy that she will be flying.

Diane Hastings is another of our members who has moved. Diane has joined her husband in Colorado Springs and plans on joining as Aero Club there. She also hopes to find some 99's in the vicinity. We'll miss them both.

Vivian Yardley is the proud possessor of a homebuilt a Stits Skyhopper. She has been practicing touch and goes so she can show it off this summer.

YUMA CHAPTER

Margaret Carpenter

The Yuma chapter of 99's is reorganizing. New officers for the coming year are: chairman, Margaret Carpenter, Vice chairman Olive Browning, Secretary Treasury Dorothy Little, Membership chairman Joan Meiser, Newsletter reporter Margaret Carpenter, Publicity and Amelia Earnhart chairman Patt Holland.

The Yuma International Airport main terminal is landscaping the entrance to the terminal, and the members of our chapter donated 3 Palm trees to help with their beautification.

Due to the gasoline shortage our chapter isn't doing too much flying, but we do a lot of hangar flying, and try to help other girls who are in training with any problems they might have.

We, the members of the Yuma chapter of 99's would like to extend an invitation to any member of any other chapter--bring your membership directory along, call any member of our chapter and let us show you many places of interest in our city, and even south of the border.



The Yuma Chapter of 99's helping with the landscaping of Yuma International Airport.

From left to right Donna Smith, Olive Browning, Mr. Covgill Airport Manager, Dorothy Little, Joan Meiser, Margaret Carpenter.

International 99's Headquarters Building and Exhibit Area Will Rogers World Airport Oklahoma City, Oklahoma APPROVED

Announcing Approval
International 99
Headquarters Building
Oklahoma City, Okla.

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still accepted -
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Thanks to 99's
who have already pledged!
(let's all make it happen!!)

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or

2. I pledge my support in the amount of \$_____.
(Pledges of any amount are welcome.)

....

I wish to pay my pledge by (date)_____

I plan to pay by check _____ BankAmericard _____ Master Charge _____

Name _____

Address _____

City _____

State _____ Zip _____

Please return to:
Marilyn Copeland, 1308 Kevin Rd., Wichita, Kansas 67208

FRENCH SECTION

By MARIE de BEAUREGARD

A FLYING FAMILY



From left to right: Antoine, James, Francine and Catherine Milhaud.

Here is Francine MILHAUD, a french prominent physician, winner of the feminine national trophy "Jeanne Taron Cup". With James, her husband, holder for three consecutive years of the coveted international "Jafeux-Tissot Trophy", they are owners of a Piper Comanche and the dynamic organizers of the famous "Ronde de Nuit", night international contest raced under the patronage of the "Aero-Club de France."

FRENCH WOMAN PILOT PROFILE



Annie PAILLARD is here smiling of the content after the tast flight of her new plane, a Piper "Challenger."

Annie has logged 4,000 hours of flight time and holds Commercial Certificate with A.S.E.L. & M.E.L., Glider (Gold Seal), Instrument, Flight & Ground Instructor and Examiner. She is the chief-pilot of the biggest French flying club; "Les Cigognes" (Aero-Club of Alsace). She has a daughter, Cati (ten years...and 200 hours of flight time) whose dream is to become an Airline Pilot.

Past summer, Annie enjoyed flying over Strasbourg the Goodyear Airship "Europa." She is the third women in France to fly this airship (the first being Marie-J. de BEAUREGARD and the second Nicole PERCEVAL, respectively President and vice president of the national Association des Pilotes Francaises, whose Annie is a Member of the Consultative Committee).

ROSTER CHANGES

Continued from Page 17

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615-242-2073

POINTS TO REMEMBER



HOTEL RESERVATION
deadline—July 15, 1974

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August 21-25-'74

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