

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99news

AUGUST 1975



New International Board of Directors

COMING EVENTS

15th Annual F.A.I.R. (Fairladies Annual Indiana Race)

Anderson Municipal, Anderson, Indiana
September 19th, 20th, 21st 1975
Proficiency Air Race

Women Pilots - Co-Pilots Mandatory (male or female)

Information and entry Kit \$2.00 from:

Sue Bathauer
11861 Hoster Road
Carmel, Indiana 46032

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The Los Angeles Chapter has scheduled its eighth Flight Instructor Clinic, in conjunction with the FAA. It will be held September 20, 21, and 22, 1975 at the Airport Marina Hotel, 8601 Lincoln Blvd., Los Angeles, California. Reservations may be made by contacting either Virginia Showers, 3111 S. Barrington, No. 1, Los Angeles, Ca., 90066 (Phone: 213 - 390-4715) or Georgia Lambert, 1625 Durango Ave., Los Angeles, Ca., 90035 (Phone: 213 - 556-1531).

The total cost will be \$40.00, which includes lunches and all materials needed.

• • •

October 4 — 11th annual Pacific Air Race, from Gillespie Field, Santee to Sonoma County Airport. Sponsored by San Diego, El Cajon Valley and Santa Rosa 99s. Contact: Boo Bergman, 3872 Jewell St. Apt. H-208, San Diego, California, 92109.

• • •

Oct. 24 - Phoenix Air Races sponsored by the Phoenix Ninety-Nines. Comprised of the Roadrunner air race for men and the Kachina Doll air race for women. Write for race kit (\$2) to Clair Ellis, 6340 N. Cattle Track, Scottsdale, Az. 85253. Rain date November 1.

• • •

FLORIDA DELTONA DERBY

November 7, 1975. Race from St. Augustine Airport to Marco Island resort, via Sanford. Weekend activities follow. Sponsored by Spaceport 99s. Contact: Bonnie Quenzler, 65 Carrigan Blvd., Merritt Island, Fla., 32952.

CLASSIFIED ADS

WW-1 AEROPLANE ART PRINTS Full color, richly detailed portraits of classic old-timers. Send 20¢ for illustrated catalog. Aeroprint. 405 Monroe Street, Boonton, New Jersey 07005.

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the 99news

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On The Cover:

New International Board of Directors pose beside the fabulous triplane at Couer d'Alene during the recent convention. (L to R) Mary Vial, Board Member, Susie Sewell, Board Member, Mary Able, Board Member, Ilovene Potter, Board Member, Lois Feigenbaum, Vice President, Pat McEwen, International President, Janet Green, Treasurer, and Thon Griffith, Secretary. (Photo by Floyd of Floyd's Studio of Couer d'Alene)

President Pat's

ACTION LINE



Since many of you were unable to join us for convention, would like to share with you my message to those present.

We about to bring ACT I to a close and the curtain will be rising on ACT II shortly. ACT - Activities - Communications - Training. Our 99 ACTIVITIES this year have been many and varied and your Board is particularly pleased with your work in the educational and safety fields. Most chapters have had at least one safety seminar and many have had up to three so far this year. Our activities in air age education have been most rewarding and we have had national recognition from the Aerospace Education Congress. Your continued efforts in these activities will bring much satisfaction and success to us as 99s, as well as to other pilots and non-pilots alike. Let's continue to enhance our 99 image for accomplishing our goals through our activities in aviation safety and air age education.

99 COMMUNICATIONS have been excellent - both constructive and creative. Your Board has been delighted to hear from so many of you during this past year. We know you really care and your Board cares. All of us have the ability and capacity to understand and deal constructively with the issues because we, too, function as individual 99s in our own chapters and sections. So, please, think of us as extensions of your communications where it all really begins, at the chapter level. Our open door policy has been beneficial to all of us. We have learned much this past year and we will continue to listen and make decisions in the best interests of the 99s. Let's continue to communicate constructively and creatively!

TRAINING has always been important to the 99s. As active pilots we must continually discipline ourselves to keep proficient in the aircraft we fly. Our APT Program has set an example to all those who fly, that the 99s are concerned with their proficiency and safety in flying. Many of us have an opportunity to work in the field of flight training and, although there are no statistics to back up this statement, in my opinion our 99 safety record would put the national record to shame. We are safe pilots because of our frequent re-training through our APT Program. It is also my opinion that through our flying activities and in particular our air races and flying events, we become more skilled as pilots, whatever the motivation. We do seek more training to become more skilled and we do become more skilled pilots by flying more races and events. To me, the Powder Puff Derby - the only race endorsed by the 99s - is a great training ground for us all. The educational programs presented at the start of the race are invaluable, and after the wave of the starter's flag, applying our flight training and skills to try to win the three-day event is all in the realm of training. Even though many of us are unable to compete in the race itself, the 99 activity that is generated across the country is a stimulus for us all. Communications are at an all-time high during this annual event because of YOU - 99s everywhere, working together as a team on this outstanding event. We have been recognized as 99s - women pilots - world-wide. What a wealth of good public relations the Powder Puff Derby has given us - the 99s - for the past 28 years! Thank you, Powder Puff Derby, for helping us keep proficient by our constant up-grading and re-training.

The curtain will soon fall on the first ACT of our 99 performance this year but please stand by because the second ACT is about to begin. We are looking forward to an active, happy and successful second ACT!

New Rules For Chapter Reporters

1. Copy must REACH your editor by the 1st of each month or it will not be used. Refer to your schedule (also published in the Nov-Dec. 1974 issue of the magazine.)
2. Copy is limited to **one** page. Suggested subjects of interest to all 99s (and leave out the rhetoric please!) are: New ratings, chapter flying activities; chapter participation in community events to sell aviation; accomplishments of individual 99s, even if outside of flying; chapter fund raising ideas; 49½ or 66 involvement in 99 projects; special events and special

honors..Leave out "thank yous", names of those who attended; babies born; trips via comm'l; menus; social activities; marriages; divorces; and who-picked-up-who-in-what-aircraft (even to the N). These belong in your local Newsletter, and if you haven't one—why not? Think—is my report of interest to anyone outside of my chapter? You will get the picture.

3. DON'T FORGET—there are several feature pockets into which you may slant your news. Namely: Chapter Personalities, which concerns outstanding

Report Of The International Board of Directors Meeting

President Pat McEwen called the meeting to order at four o'clock July 29, 1975 at the Northshore Hotel Coeur d'Alene, Idaho. All members were present. Marilyn Copeland gave a report on plans for the dedication ceremonies to be held in Oklahoma City October 31, November 1-2, 1975. We hope a large number of 99s and guests will attend this most important occasion in the history of our organization. Marilyn has a great weekend of fun and activities planned for everyone.

Margo Smith gave a report on the APT program and we discussed the pros and cons of keeping the program active. We recessed at six o'clock for an enjoyable dinner and program as guests of the Northwest Section. Back to work again in Pat's room at eight o'clock. We had reports on our Membership drive, nominating procedures, and Aircraft Liability Ins. Gene Nora Jesson passed out copies of the new membership handbook fresh off the press. Gene Nora did a great job on this clever little booklet for our members. We again recessed for the night and reconvened in the morning to hear Lois Feigenbaum's report on our new building. Lois told us of the plans for landscaping, the type, the time element in planting and the costs. She also reported on the parking lot requirements to meet the needs of our tenants and guests as well as our own employees. Lois had brought pictures of the interior and reported on the progress in furnishings. Our budget was again reviewed for presentation to our members at the International Convention. We then adjourned to join convention activities. We were again called to order for a short post-convention meeting to finalize dedication plans and review several questions from members.

Ilovene Potter
Board of Directors

members of your chapter, with photo; Profile, usually of a particularly newsworthy and accomplished person, who has made an outstanding contribution to the 99s and aviation and women in aviation; and historical articles similar to the ones contributed by historian Glenn Buffington.

4. Our format is not designed to be flexible. We are not an ordinary aviation magazine which writes up its advertisers. There are many, many such magazines. We are a magazine which is dedicated to the Ninety-Nines individually and collectively, reporting the true facts about these women in aviation, and their contribution to General Aviation. We do need ads, and in this endeavor the members can help. We want any contact with an advertiser who may want WOMEN to buy his product.

5. WRITE the advertisers. This is the only way they know YOU know!

CONVENTION



1. Dave Rahm, banquet speaker
2. Dave Rahm, aerobatic pilot, greeting India's Shanda Sawant Budhabhatti who arrived courtesy of Air India
3. Christine Wills of Australia with baby, and husband Desmond
4. Left, Betty Gillies, charter member, and Sheila Scott, British Governor and Author of "Barefoot in the Sky"
5. Left Mardo Crane, Editor and "Willy" Gardner, Chairman Santa Clara Valley Chapter
6. Sheila Scott registering as delegate with Chicao Area Chapter in charge of credentials
7. Meg Hatch waves the Idaho Governor's Proclamation aloft
8. President Pat opens the meeting
9. V.P. Lois Feigenbaum makes a point
10. Sec'y Thon Griffith reads a report
11. Pat Jetton chm Bylaws Amendment Committee
12. Hazel Jones shows her graphics with an assist from Exec. Sec'y Loretta Gragg.

Mr. Ed Carr, who speaks into a recording devise, is on R.

13. Hospitality Gang - 49 1/2s - Bert Fletcher (L), Jim Wood, peeking thru, and (R) Dave Kochanek. 99s Carol Fletcher, Marian Wagoner, Viola Nixon, Mary Kochanek and Elsie MacDougall

14. Christine Wills making her pitch for the '78 convention in Australia. She won!

15. MC of the banquet Sandy Sullivan, Chm. Greater Seattle Chapter

16. Fern Lake, Convention chairperson

17. Phil Patterson, Piper Rep.



HIGHLIGHTS



18. Faye Gillis Wells - Washington D.C. Chapter was honored

19. Banquet shot showing some of the 400-some attending

20. Mother-daughter picnic

21. (L) Chris Emerson and mother Lillian of Eastern New England Chapter

22. From Alaska 99s (L to R) Ruby Pappas, Anita Benson, Nita Wood, Dorothy McCulloch, Betty Rogers

23. L to R. Greater Seattle Chapter 99s, Ellie Cansdale, Frances Heaverlo, Van Adderson

24. Scarfs given by Eastern Washington 99s (L to R) Fern Lake, Lois DeFleur, Lois Bauer (holding scarf) (Kneeling L) Dorothy Haupt (Greater St. Louis), Betty Denney, Ruth Jacquot (front R. Bay Cities)

25. Evelyn Braese (Cape Girardeau) and 49½ William celebrate their 30th anniversary at the convention

26. Chairperson Fern Lake

27. Louise White, Chairman Blue Ridge Chapter wins a door prize from Minnie Boyd, N.E. Sect.

28. Fran Grant and 49½ Norman clown it up

29. (L) Carole Depew and Nancy Goshen of Las Vegas Valley Chapt.

30. Cover d'Alene Airport from the air (by Meg Hatch)

Photos: Daryl Ann Kyle



A. E. Scholarship

1975 Winners



(L to R) A.E. Trustees: Iris Critchell, Alice Roberts, Chairman, Pat McEwen, International President, Alice Hammond.



Making the announcement of winners for 1975, is Alice Roberts, Chairman and Permanent Trustee of the A.E. Scholarship.



(L to R) Iris Chitchell, Trustee watches Pat Fairbanks receive her award in Couer d'Alene, with Louise Wicks, Vice-Governor of the N.W. Section, Pat McEwen, International President, and Alice Roberts, Chairman looking on.



(L to R) The winners! Margaret Sanford, Diane Ward, Linda Hooker, Rene Hirth, Alice Hammond, Alice Roberts, Iris Critchell, Pat Fairbanks



(L to R) Iris Critchell (A.E. Trustee), Alice Roberts (A.E. Perm. Chm), Pat Fairbanks, Rene Hurth, Linda Hooker, Alice Hammond (Trustee) Margaret Sanford, (peeking thru) Diane Ward. (In background) balloonist Gladys Boroker. Winners of AE Scholarships actually did go ballooning!

FACT SHEET PERTAINING TO THE APPLICATIONS FOR THE 99S AMELIA EARHART MEMORIAL SCHOLARSHIPS

The Amelia Earhart Memorial Scholarship application form is made a part of this Ninety Nine News. Any Ninety Nine wishing to apply for the scholarship is invited to read it thoroughly. The criteria for a candidate include the following:

- have been a 99 in good standing for the two previous years prior to date of application
- hold a current medical certificate
- have a minimum of 200 hours pilot-in-command since receiving her private license
- have need of award financially
- have the support of her chapter
- must have letter of recommendation signed by the chapter A.E. Chairman or chapter chairman
- must agree to complete the course and/or training within two years
- submit a separate application for each rating or educational goal for which you are applying.

The application consists of Application form, Experience record, Eligibility form and letter of recommendation from the chapter. **FIVE** copies of each of these must be submitted to her chapter A.E. Chairman, only one of which must be notarized. One head and shoulders, black and white glossy photo of the applicant (at least 2-1/4 x 2-1/4) must accompany **each** copy of the application.

The chapter A.E. Chairman will ascertain that the member's application is complete and that all statements in it are true. She will determine the number of applicants permitted from her chapter. Each chapter is allowed one application for every 30 members or major portion thereof. Regardless of size each chapter is allowed at least one applicant. If there are more applicants than the quota for her chapter the Chairman will select a committee to assist her in screening the applications. This will be composed of two or three 99s or other members of the local aviation community who would have a non-biased interest in furthering aviation. This committee will screen the candidates using the following criteria:

- what has the applicant already accomplished?
- how much does she need the Award financially?
- how well will she use it to advance her career?
- how wide a field in aviation will this benefit?
- is she worthy of the Award?
- how long has she been a 99 and how active has she been?

Chapter A.E. Chairman will mail her quota (or less) of the applicants to the Section A.E. Scholarship Chairman to be postmarked no later than JANUARY 15th. The Section Governor will have informed each chapter of the name and address of the Section A.E. Chairman in advance of this date.

Section A.E. Chairman will in turn select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each Section A.E. Chairman may submit one application for each 200 members of the section or a major portion thereof to the Chairman of the Board of Trustees of the A.E. Memorial Scholarship Fund to be postmarked no later than FEBRUARY 15th. The Section A.E. Chairman will notify those candidates not included in the quota submitted to the Board.

A Section which does not have a chapter may itself submit at least one application regardless of size.

**1976 APPLICATION FORM
AMELIA EARHART MEMORIAL SCHOLARSHIP**

This scholarship is made possible through the desires of THE NINETY NINES INC., to develop the talents of women in the fields of aviation and aerospace. The monies making this scholarship possible are drawn partly from interest on the trust fund and partly from annual donations by chapters, sections, individuals and special interest groups within the NINETY NINES, INC.

Name _____ Airman's Certificate # _____
(as it appears on Airman Cert.)

Address _____

Chapter _____ 99 since _____ Month _____ Year _____

Age _____ Single _____ Married _____ Husband's name _____

Minor Children _____ ages _____ other dependents _____

Private rating rec'd _____ Pilot in command hours since Pvt _____
Mo / Yr

Certificate & ratings now held _____

Scholarship would be used toward _____

Reasons for applying (proposed use of rating, opportunities available be complete!! Use additional sheet if necessary) _____

Present position and employer _____

Previous employment _____

Husband's position and employer _____

ELIGIBILITY FORM

School from which course of instruction requested in this application would be obtained (if not an accredited school, then the name of the qualified instructor).

(Name of school or qualified instructor)

(Address of school or instructor)

The following statement is to be completed by a responsible official of the school (or qualified instructor) who would give the instruction.

Approximate cost of instruction _____

Approximate hours of instruction _____

Type of aircraft to be used _____

I have examined the credentials (certificates, logs, transcripts, etc) of _____
and find her to be eligible to begin instruction, and deemed fully qualified to accomplish the rating for the course entitled: _____

(full name of course)

The cost quoted above is standard for this school:

Signed: _____

Title: _____

Date: _____

(If application is for more than one course copies of this form, duly signed, are required for each course.)

The following is to be completed by the chapter A.E. Chairman:

I have examined all three pages of this application and any substantiating credentials I have deemed necessary and I find them to be true and in order. I recommend this applicant with no reservations. A letter of recommendation from the chapter chairman accompanies this application.

Date: _____

Chapter A.E. Chairman

If the Chapter Chairman is the applicant, then the next responsible chapter officer will write the letter of recommendation.

Five copies of this application must be submitted to the Section A.E. Chairman postmarked no later than JANUARY 15th. A black and white glossy head and shoulders photo at least 2-1/4 x 2-1/4 must be attached to each copy. Five copies of the letter of recommendation from the Chapter Chairman must also accompany this application.

EXPERIENCE

CROSS COUNTRY: List flights in excess of 250 miles from home base. (Use attached sheet if necessary).

Instructing: (year, place, approx. hours or duration of job) _____

Other aeronautical experience or training, including former ratings: _____

Hours in various types of aircrafts: (give details) _____

(Number of flight hours or semester hours)

Be it known that I am a member in good standing of THE NINETY NINES, INC. that I have been a member for the 2 previous years prior to the date of this application, that I have logged 200 hours or more as a pilot in command since receiving my private pilot certificate and that if I receive the AMELIA EARHART MEMORIAL SCHOLARSHIP I will complete the course of instruction for which this application is submitted within 2 years and I understand it is to be used only for the purpose/or rating for which I am applying. I further agree to retain my membership in THE NINETY NINES, INC. during this time and to keep in communication with the Board of Trustees of the AMELIA EARHART SCHOLARSHIP TRUST FUND and inform them, at least quarterly, of my progress.

I attest to the fact that my application reflects an honest appraisal of my ability to complete the rating/educational goal requested in this application.

I HEREBY CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT:

Signed _____

Subscribed and sworn to me before this _____ day of _____ 19 _____

NOTARY PUBLIC

My Commission expires _____

Effects Of Bright Light On The Eye



By Mary F. Foley

Pilots and their passengers are often exposed to conditions of extreme and varying brightness. Direct sunlight as well as sunlight reflected from snow, sand, clouds or water can be a source of extremely irritating glare.

Light can produce harmful effects in an unprotected eye. Ultra-violet light rays, which are invisible short rays in the light spectrum, produce painful eyelid swelling accompanied by extreme sensitivity to

light. This occurs most often in the Arctic and is often called "snow blindness". It can also occur after prolonged exposure to sunlight of high intensity reflected by water or sand. Ultra-violet does not damage the eyes permanently, but does produce severe pain. Cold compresses and rest with sedatives are generally the best treatment.

Infrared rays are the invisible long light rays in the spectrum. Both infrared and visible light contain a great deal of energy. If an individual looks directly at the sun with inadequate eye protection (all so-called sunglasses are inadequate for this purpose), the lens of the eye concentrates the energy on the retina like a burning glass causing permanent damage. This happens often when individuals watch an eclipse of the sun. Eclipse blindness may

occur if one stares at the sun for only 5 or 6 seconds.

Exposure to bright sunlight has a cumulative and adverse effect on dark adaptation. Persons exposed to bright sunlight for 2-5 hours show a definite decrease in their ability to see in dim light. This persists for as long as 5 hours after exposure. Individuals who normally work in bright sunlight show a loss of night visual acuity and very slow dark adaptation. These effects are cumulative and persist for several days. A vacation at the beach or skiing in mountains can cause the same effects, as can any repeated exposure to very intense light with inadequate eye protection.

It's a good idea not to plan a night flight after spending the day in the sun.

(To be continued)



How Many Women Pilots In Your State?

FAA printout of women pilots by state as of January 1, 1975. All pilots not included because of continual updating.

Using the FAA printout of women pilots in their areas, Chapters are having luncheon or dinner meetings with aviation orientated speakers, or holding Safety Seminars with these prospective members as guests.

State	Student Pilots	Private Pilots	Commercial Pilots	Airline Transport Pilots	Total
Alaska	320	234	53	2	609
Alabama	190	116	18	0	324
Arkansas	140	71	23	0	234
Arizona	425	293	71	2	791
California	3,018	2,524	491	23	6,056
Colorado	421	255	58	6	740
Connecticut	245	158	32	1	436
Dist. Columbia	39	19	7	0	65
Delaware	52	31	4	0	87
Florida	1,228	689	146	9	2,072
Georgia	322	159	39	2	522
Hawaii	91	45	19	2	157
Iowa	261	199	34	0	494
Idaho	122	96	19	1	238
Illinois	831	599	115	5	1,550
Indiana	399	306	69	1	775
Kansas	291	333	37	3	664
Kentucky	155	70	14	1	240
Louisiana	221	141	28	2	392
Massachusetts	375	251	50	1	677
Maryland	270	190	39	1	500
Maine	95	45	7	0	147
Michigan	611	416	84	3	1,114
Minnesota	417	301	32	2	752
Missouri	421	310	57	2	790
Mississippi	148	64	17	0	229
Montana	121	79	12	0	212
Nebraska	171	141	22	1	335
North Carolina	326	149	32	1	508
North Dakota	100	52	14	0	166
New Hampshire	74	49	14	0	137
New Jersey	492	256	71	2	821
New Mexico	169	132	34	0	335
Nevada	148	93	27	2	270
New York	815	580	94	2	1,491
Ohio	802	579	110	7	1,498
Oklahoma	328	276	45	2	651
Oregon	362	228	38	0	628
Pennsylvania	591	402	73	6	1,072
Rhode Island	50	19	8	0	77
South Carolina	156	80	14	2	252
South Dakota	72	41	3	0	116
Tennessee	267	183	44	1	495
Texas	1,132	896	157	10	2,195
Utah	122	78	9	1	210
Virginia	344	203	40	2	589
Vermont	51	38	7	0	96
Washington	544	419	70	3	1,036
Wisconsin	315	223	28	2	568
West Virginia	73	35	8	0	116
Wyoming	52	37	7	0	96
Foreign	89	48	17	1	155
Total	18,874	13,231	2,561	114	34,780



Oh! For The Good Olde Days (?)

Reporter, Rosemary Colman

The following monthly summary of accidents was dredged from the December, 1917 records of the Royal Flying Corps. Quote.

Resume of Accidents

Avoidable Accidents

1. There were 6 avoidable accidents: —

(a) The pilot of a Shorthorn with over 7 hours experience seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible, as recommended in the Aviation Pocket Handbook.

(b) A. B. E. 2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signalling to the gunners.

(c) Another pilot in a B.E. 2 failed to get airborne. By error of judgement he was attempting to fly at mid-day instead of during the recommended best lift periods i.e. just after dawn and just before sunset.

(d) A Longhorn pilot lost control and crashed in a bog near Chipping Sodbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 m.p.h. between top speed and stalling speed.

(e) Whilst low flying in a Shorthorn, the pilot crashed into the top deck of a horse drawn bus, near Stonehenge.

(f) A B. E. 2 pilot was seen to be attempting a **banked** turn at a **constant** height before he crashed. A grave error by an experienced aviator.

Unavoidable accidents.

2. There were 29 unavoidable accidents: —

(a) The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.

(b) Sixteen B. E. 2s and 9 Shorthorns had complete engine failures. A marked improvement over November's figure.

(c) Pigeons destroyed a Camel and two Longhorns after mid-air strikes.

Cost of Accidents.

Accidents during the last three months of 1917 cost 317.10.6 pounds — money down the drain and sufficient to buy **new gaiters** and **spurs** for each and every pilot and observer in the Service.

Unquote

Acknowledgement to "Airnews".

CHAPTER PERSONALITIES

Doris Renninger



Left to right General Richard A. Knobloch, President of The Wings Club in New York City, announcing the appointment of Doris Renninger as Manager of the prestigious aviation club. General Knobloch is Vice President of United Aircraft Corporation of New York City, and Doris has been an active member of the Ninety Nines for 18 years. (1957)

Doris Renninger over the past years has been very active in the Ninety Nines, having held every office in the New York-New Jersey Section plus being International treasurer and Executive Board member.

She has turned this Ninety Nine experience, along with her many other diversified aviation activities into an executive position with the prestigious Wings Club of New York City.

General Richard A. Knobloch, President of The Wings Club, who announced Mrs. Renninger's appointment, also stated that the club was founded in 1942 for its members as a place to meet socially and to discuss business, planning advancements and developments of all aspects of aeronautics, both domestic and foreign. It is located in the Biltmore Hotel, New York City, and has a world wide membership of approximately 1500 members. The roster has always read like an aviation Who's Who — Gen. James H. Doolittle, Gill Robb Wilson, Eddie Rickenbacker, Admiral C. E. Rosendahl, Casey Jones, Laurence S. Rockefeller, Harding Lawrence, C. R. Smith, Juan T. Trippe to name a few.

Doris began flying at Fort Meyers, Florida on January 10th, 1955, soloed in five hours and in May 1955, received her pilots license and then joined the Ninety Nines. She was the first woman to receive an FAA rotocraft-Helicopter rating in New York State, thus becoming Whirly Girl No. 59. During her aviation career she has received a number of significant awards, is a member of many national aviation organizations, and is a member of the Woman's Advisory Committee on Aviation for the FAA.

In 1969, she was proud, as General Chairman, to welcome all Ninety Nines from around the world to the 40th Anniversary Convention which was held at the Waldorf Astoria Hotel in New York City. She is equally proud to be involved in preserving the history and memorabilia of all woman pilots as Vice Chairman of the Ninety Nines Museum Trust.

Christine Winzer



(Credit: Paddock Publications Photo)

Chris Winzer, FAA's only woman accident prevention specialist, takes off from

Chicago's Meigs Field in her blue and gold Stearman biplane.

F.A.A.'s only woman accident prevention specialist is Christine Winzer, member of the Chicago Area Chapter 99s, and a 1966 winner of the A.E. Scholarship Award, according to a release just received from F.A.A. Great Lakes Division.

Christine will be entrusted with the active promotion of aviation safety and continued reduction in general aviation accidents. She is based at DuPage County Airport GADO No. 3, West Chicago, Illinois. Her area of responsibility including metropolitan Chicago, encompasses the greatest volume of pilots

and aircraft in the country, with over 25,000 airmen, and 5,000 aircraft.

Chris Winzer's brilliant blue and yellow Stearman inevitably catches attention, and causes conversations and imaginations to wander back to the days of daredevils and barnstormers. Her new job also caught the eye of the news media, and she gave several "eager" newsmen a ride. "No one ever said flying shouldn't be fun," she says, "and I wouldn't give up the open cockpit for the world."

Christine Winzer is, nevertheless, very serious about her aviation safety job.

Frances Haube



By Frances Haube
from Singapore

I have been a member at large in the 99s since 1973. My husband and I both learned to fly and received our Singapore Private Pilot's Licenses through the Singapore Flying Club.

We are both 1949 engineering graduates of Penn State University. We now live in Balikpapan, East Kalimantan, Indonesia (formerly Borneo). We have four children: one married daughter in Pennsylvania, one son at Penn State, one son in school in Switzerland and one daughter living with us in Balikpapan.

At Christmas time in 1973 we took a Club plane, a Cherokee 180, for a week long trip through Malaysia. From Singapore we made a refueling stop in Kuala Lumpur, overnights in Penang, a resort island called the Pearl of the Orient, and overnights in Langkawi Island. For this landing we had to buzz the palm tree lined laterite strip to scare off the water buffalo. Then back to Penang where we decided to cross the mountainous interior

of Malaysia if the weather was favorable. We asked for a weather forecast in advance but were told that the station didn't give forecasts in advance. They could give us yesterday's forecast. My husband and I were flying alternate legs and this one fell to him. I could gaze out at the peaks 7000 feet high and the mountainous jungle was not so far below as I would have liked it to be. We crept over at 9000 feet to Kota Bahru on the northeast coast of Malaysia. Here we spent the night at a resort called The Beach of Passionate Love for some reason or other. A rainy flight to Kuala

Trengganu where we were able to scrounge some fuel from sympathetic commercial pilots as none was for sale here. The winter monsoon season was in full swing on the East Coast so we hugged the shoreline the whole way to Singapore avoiding the mountainous flight into Kuala Lumpur for fuel. On New Years Day, 1974, we were home to Paya Lebar Airport in Singapore. We didn't get to see much of Malaysia as our time was spent filing flight plans in towers, checking on weather, putting 9V BAY to bed and finding fuel.

This was our first experience flying as a

husband-wife team and it was with relief that we discovered that the Pilot in Command at the moment made the decisions with no quibbling from the co-pilot.

This year I received the trophy called "The Golden Broom" for 1974. It is awarded to "The Most Proficient Woman Pilot of the Republic of Singapore Flying Club" for the year. It was donated to the Club in 1968 by Miss Louise Haase who received her Singapore PPL at the age of 51. I'm really proud of it as you can see from the picture.

1975 Powder Puff Derby Final July 4-7



Wanda Cummings, Reporter

Attractive Trina Jarish of Costa Mesa, CA, pointed to her race number 78.

"This is my eighth Powder Puff Derby," she said, "Seven from eight is one." And ONE she was, in the final scoring for the 28th All-Woman Transcontinental Air Race.

Solo in her Beechcraft A-36, Trina covered the 2,591 mile course from Riverside, CA to Boyne Mountain, MI at the speed of 204.331 mph, 25.331 over her handicap of 179 mph, giving her the highest plus score of the race.

Sponsored by the Collins Radio Company, the winner received \$7,000, the winner's trophy, and assorted prizes. Her name will be engraved on the perpetual trophy at the Smithsonian, and added to the Winners' Wall at Riverside Municipal Airport.

Second highest score was a plus 24.137 made in a Bellanca Citabria 7KCAB flown by Mary Pearson and Harriet Booth of California won \$3,000 and additional awards for best first leg and first day scores.

In their Cessna 182, Pat Forbes and Carolyn Zapata placed third, to the delight of sponsors Forbes Enterprises, Crystal Lake, IL, and Monarch Electric Company of San Francisco, CA, with a plus 23.223. Ginny Wegener, flying her 10th TAR, and Lynn Carey, both of Santa Rosa, CA, were 4th in a Cessna 180J.

Fifth by seven seconds was Margaret Ringenberg, Grabill, IN, in a Mooney M20C. The aircraft industry had asked that fuel be monitored for this race. In spite of head winds which necessitated low-altitude flying, Margaret averaged 15.5 mpg and a ground speed of 175.36. The Citabria was next-best with 12.7 mpg, and winner Trina Jarish burned 10.4 mpg.

Sister-team Shirley Cote, Newport Beach, CA and Joan Paynter, Bakersfield, CA were 6th in a Beechcraft Bonanza. Just 27 seconds behind was 1975 Angel Derby winner Esther Wright of Thomasville, GA and co-pilot Virginia McKee, Greenwood, FL. Their Cessna 182 placed 7th. Another Cessna 182, A Citabria, and a Piper Comanche 260 placed 8, 9, and 10 consecutively, with time elapse of only 13 seconds.

The Powder Puff Derby is the world's longest and largest speed race for light aircraft. Planes must be stock model, 145-450 hp, no more than 12 years old. Designated airports for overnight and-or refueling stops were: Phoenix AZ, El Paso and Plainview TX, Tulsa OK, Lincoln NB, Moline IL, and Toledo OH. The object of the race is to execute a perfect cross-country daytime, visual flight, using knowledge of plane and weather to gain the highest score.

At the Start, there were 98 entries to be inspected for safety and eligibility. Pilots had ATC Simulator training and educational briefings as part of the pre-race activity.

On July 1, a U.S. District Judge denied a preliminary injunction filed by a determined male applicant, which had threatened cancellation of the race. Meanwhile, Darryl Greenamyer, speed record holder, and his co-pilot Bob Flaherty, who had also applied for entry, were "standing by, just in case." They arrived in matching suits, and had chosen race number 104.

Starting at 9:00 AM, July 4, the women racers were flagged off at 20-30 second intervals. Number 104 followed, but

discontinued the chase at El Paso.

The Sopwith Camel, an honorary entry, continued on via nationwide comic strip. Mrs. Charles Schulz, wife of the creator of "Peanuts" and her mother, Pam Vander Linden, were one of the five mother-daughter teams in the race.

Youngest pilot was Gail Champlin who, with Del Hinn, made up AWTAR's first grandmother-grandaughter team. Other "Firsts" were Lt-JGs Rosemary Conatser and Joellen Drag, first Navy team, and Yae Nozoki, of Tokyo, the race's first entry from Japan.

There were 17 pilots flying solo, and of the 40 per cent first-time racers, Michigan team Suzy Parker and Elna Blass were first to cross the finish line.

An awards banquet was held in the Boyne Mountain Lodge July 9. Well-earned trophies and prizes were presented by James Ramsey, director of the Michigan Aeronautics Commission, and two representatives of the Federal Aviation Administration in Washington, D.C., Allan Landolt and William Fleener.

In 1976, the Powder Puff Derby will be flown from Sacramento, CA to Wilmington, DE. Intermediate stops have not yet been determined.



PPD WINNERS! (L to R) Ilovene Potter, Jan Gammell, 10th; Leta Powell, Sally Green, 9th; Virginia McKee, Esther Wright, 7th; Carolyn Zapata, Pat Forbes, 3rd; TRINA JARISH 1st; Mary Pearson, Harriett Booth, 2nd; Virginia Wegener, Lynn Cary, 4th; Margaret Ringenberg, 5th; Shirley Cote, Joan Paynter, 6th; Loretta Jones, Helen Hamilton, 8th. Race flown from Riverside, CA. to Boyne Mt. Falls, MI., July 4th - 7th, 1975.



Current Decisions In Aviation Law



By Sylvia Paoli

In March of 1974 the U.S. Court of Appeals for the 1st Appellate District (San Francisco), handed down a decision eradicating a long-standing statute which freed a pilot from liability to a guest in his airplane—the much-discussed "guest statutes". Although the decision was precedent-shattering, it did not come as a surprise, the full impact having been borne a year earlier when the California Supreme Court, in **Brown v. Merlo** held the **automobile** guest statute unconstitutional.

The defendants, Boyle and Buscaglia, were in the process of restoring a W.W. II trainer as an antique plane. The two owners just about had the plane ready for re-certification, but in two official inspections, there were minor items still needed before the plane could be licensed. On the morning of October 8, 1967, without a current license having been secured, the two owners took the plane for its first flight since being rebuilt. Later that same day, Ayer, plaintiff's husband and a close friend of the pilot, went for a ride in the plane with defendant Buscaglia, which flight ended in a crash that killed Ayer.

Ayer's widow sued both owners, but the suit was disallowed under California's guest statute which states that the person riding in a plane without paying for it cannot bring suit against the pilot for any injuries suffered as a result UNLESS those injuries were incurred due to the intoxication or wilful misconduct of the airman. The widow appealed.

Counsel for Mrs. Ayer brought the suit alleging the required "wilful misconduct",

but also alleging ordinary negligence—an action previously barred under the guest statute. Since the court based its entire decision in this case on the **Brown** case, it is necessary to look at the reasoning given in that case to understand what happened in this one.

In the **Brown** case, the action was also filed on two counts—one for negligence and the other for wilful misconduct. Following the guest statute, the court disallowed the suit on the negligence theory, and, after a trial, the plaintiff won a judgment on the wilful misconduct theory. In most instances, that would have been the end of it. However, it was looked upon as a test case, since the California Supreme Court, in recent cases, had thrown out such artificial distinctions that allowed some people to recover for their injuries and others not in almost the same circumstances. The plaintiff therefore appealed the summary judgment (which barred that part of the case) on the negligence theory.

The court decided that the guest statute as it presently stood made three distinctions among passengers in an automobile: (1) "paying" passengers could recover for injuries from the negligence of a driver while "guests" could not; (2) automobile guests couldn't recover while other social guests could; (3) it distinguished between subclasses of auto guests, withholding recovery from "guests injured while 'in a vehicle' 'during a ride' 'upon a public highway' ", but permitting recovery by auto guests injured in other circumstances.

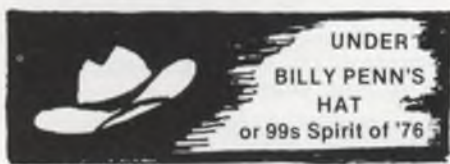
The court found that under the state and federal "equal protection" clauses, the statute was unconstitutional because it discriminated between various people in a single class. Federal standards require such classification to be reasonable, not arbitrary, and related to the objective of the particular law, so that all persons in similar circumstances will be treated alike.

The traditional basis for the guest

statutes—protection of hospitality and prevention of collusion in suits against insurance companies—were also struck down by the court as being unrealistic in today's world. Either all hospitable persons should be protected or none of them. It is interesting to note that mention was made of the widespread coverage of possible injuries by liability insurance. This fact should invalidate any reason that might have once existed for discriminating against the very people placed in a position where they are the most likely to incur injuries—that is, people riding in various motor vehicles—as opposed to those who are simply guests in someone's home and much less likely to be injured.

Although there might be some illegal collusion between an owner and a guest in a suit against an automobile insurer, the court felt that many more innocent people were being deprived of protection than there could be guilty ones kept out of court. In the **Ayer** case, the collusion doctrine becomes almost ludicrous; it is difficult to imagine anyone going out and deliberately crashing an airplane just to collect some insurance.

Thus the decision throwing out the guest statute was perhaps merely a reflection on the greater awareness of the courts and the country in general of the importance of "equal rights" for all people and all categories of people. Because of the similarity in the auto and airplane guest statutes, it was almost a matter of form when the **Ayer** case came to the U.S. Court of Appeals, for that court to hold the plane statute also unconstitutional. (An Appeals Court is bound to follow the law of the state in which it is located, unless there is some overruling federal statute to follow.) Since California law has been at the front of new law being made in recent years, it is quite likely that similar statutes in other states will fall if and when they are tested again in the future.



By Joan Jones

Exciting plans are being made. They are so exciting that we can no longer keep them under Billy Penn's hat as he sits high atop the Philadelphia City Hall!

There can be no better way to celebrate our nation's 200th birthday than to visit the very heart of its beginning—Philadelphia, Pennsylvania. The Eastern Pennsylvania Chapter along with the entire Middle East Section is busily organizing the 1976 International Convention in this historic city.

The Convention will be held from August 11th to the 14th at the Benjamin Franklin Hotel. This new redecorated hotel is strategically situated in the center of Philadelphia's historical, financial, shopping, and theatrical district. Every possible convenience will be provided

during your stay there for International Convention 1976!

Besides the numerous convention activities you can see the Liberty Bell which once proclaimed our nation's freedom, visit the home of Betsy Ross who designed our first flag, tour Independence Hall, Congress Hall (where the Senate and House met when Philadelphia was the nation's capital), and visit the meeting place of the first Continental Congress at Carpenter's Hall.

You can view the light and sound spectacle at Independence Mall which tells the colorful story of the Birth of our Nation. You may wish to follow the historic Liberty Trail on your own or be driven in an antique horse and carriage complete with colonial garbed escorts!

Activities and events are too numerous too mention here, but many more gala happenings are being planned as part of our nation's Bicentennial Celebration in Philadelphia. Plan to attend this exciting convention, and even share it with your family; for it will certainly be a most memorable convention—the 99s SPIRIT OF '76!



NEW HORIZONS: Ed Note re Phoebe Omlie: Three 99s wrote very fine resumes and tributes to our charter member who recently died of cancer. Because I couldn't use them all, of course, I chose to use a write-up and tribute written by the aviation historian, Glenn Buffington, whose copy reached me first. As a writer, and friend of the Ninety-Nines, he personally knew Phoebe, and his interest in accurate, historical reporting does go beyond simple tribute to a great woman pilot.

Carol Jane Welch - A 99 since 1945. Michigan Chapter. April 25, 1975 - Cancer.

Anna A. Walker - We are saddened to have lost Ann Walker, a longtime 99 and good friend. She died on July 4 of cancer after an illness of three weeks. Ann was a member of the Florida Spaceport Ninety

Nines and was Chapter Chairman 1973-74. She served as A.W.I.A.R. Stop Chairman at Vero Beach in '74 and in many other capacities as a Ninety Nine. She was also active in her church projects.

Ann is survived by her husband Jimmy, her children, and her sister Lovina Taber, also a Spaceport 99.

by Bonnie Quenzler

PHOEBE FAIRGRAVE OMLIE 1902-1975

By Glenn Buffington
Aviation Historian



Phoebe Omlie with victory garland after the 1931 Cord Trans-continental Air Derby - National Air Races, Cleveland.

Phoebe Omlie, first woman Transport licensed pilot (No. 199) in the USA and Ninety-Nines charter member, "died with peace, serenity and dignity the night of July 16th in an Indianapolis hospital. She was buried in Memphis next to Vernon, her husband, with only graveside services the afternoon of the 18th".

Phoebe Fairgrave found steno work too prosaic, and after watching a Ruth Law flying exhibition, she 'jumped' into flying circles by making parachute jumps, wing-walking and finally forming her own flying circus. She used a small legacy to buy a WWI Curtiss Jenny at St. Paul and was taught to fly by Vernon Omlie whom she married January 22, 1922. They barnstormed together and then formed a successful FBO, Mid-South Airways, at Memphis where they endeared themselves to the populace by flying mercy flights during the flooding of 1927.

Phoebe's Transport license was dated June 30, 1927, although she had passed the exam in April. She also possessed one of the early-dated A&E licenses, No. 422. The following year, she was the first woman to fly the annual National Air Reliability Tour, 6,304 miles. In August of 1929, she won the light-plane division of the first Women's Air Derby, Santa Monica to Cleveland.

1930 brought her a victory in the Dixie Air Derby, Washington, D.C. to Chicago, a 1,575 mile race, and in 1931 she was the Sweepstakes winner of the Cord Air Derby, Santa Monica to Cleveland, in competition with 56 other women and men pilots. All of these flights were in Monocoupes, a name synonymous with her own. Although she preferred x-c racing, Phoebe also won her

share of the prize money in pylon racing during these years at the National Air Races.

1932 found Phoebe flying about the country aiding the campaign of Franklin D. Roosevelt in his bid for the Presidency. Subsequently, Mrs. Omlie became the first woman appointed in aviation by the U.S. Government, and through her influence the Air Marking program was instigated. Syndicated writer Mary Margaret McBride, in 1934, named Phoebe Omlie as one of the twelve women contributing most to American life in various fields. Later, Eleanor Roosevelt chose her in a group of outstanding American women for special services. As Special Assistant for Air Intelligence on the National Advisory Committee, Phoebe was able to use her expertise, heading research and development of air safety.

After Vernon's death in 1936, Phoebe returned to the Memphis area and aided in directing the CPT Program and the Ground Servicemen's Training Program. She established the first Women's Aviation Instructor Training Program in Nashville and helped to coordinate the War Training Service. Following a two-year stint with the CAA, she actively campaigned, rallying support for a Governmental sponsored vocational training bill.

For the past few years, Phoebe has been writing her autobiography and just recently engaged writer Jenira Ratcliffe to help tie us the loose ends. We are in hopes the book will now come to fruition as a fitting memorial to this great, pioneer flier.

An opinionated person who didn't hesitate in expounding her beliefs, Phoebe "was as controversial as she was proud". In fact, she had too much pride to let her friends know of her declining health, hearing and living status during the more recent years. "It must have been that same pride that kept her going for so many years".

My special thanks to Louise Thaden for the quotes.

Phoebe, we will remember...

What it's all about COMMITTEE REPORTS



Margo Smith, Chairman

NEWS FROM CONVENTION—Go, go, GO get APT for there's no doubt the APT Program is alive and wanted! This conclusion resulted from discussions with delegates, many 99s, the Board and from the many letters received in the month prior to Convention.

There will be some procedural changes in the future which I shall tell you about in coming issues, but here's a couple you can begin right now.

Chapter APT Chairmen (CAC) may sign, as witness for 99s who fly for a living - ATPs, active Flight Instructors - those commercially employed in aviation. This group constitutes a substantial percentage of our flying 99s and are obviously APT even though they fail to complete the paperwork by submitting a "signed" form. Such a course will give a truer picture of our actively flying members, as reflected in this Program. It might also serve to make them more aware of the need for their encouragement of their fellow 99s. It would no doubt boost the morale of the APT Chairmen!

Chapter APT Chairmen have always been able to sign as witness for 99s with new certificates or ratings and now we suggest the CAC sign the APT form as witness when a 99 has a BFR but fails to have the Instructor sign the form when signing her logbook for the BFR. (Please note on the form it was a BFR!)

Sometimes it is a nuisance, or a form isn't handy, so I'm sure you will all be pleased with this and it should end some of the frustration I hear about. However, if you think there will be any confusion or a question, write a note on the back of the form! The APT form is not one of those "do not fold, mutilate or staple things"! Do be assured that all of us concerned in the Program want to ENCOURAGE members to keep APT - proficient and safety-conscious, not DISCOURAGE anyone because of bookwork.

We had 1400 APT in 1974 - about 32 per cent. (Yes, more keep coming in late.) Can we get to 40 per cent this year? Let's try!

Flying Activities

Charlene Falkenberg,
International Chairman

DID WE EVER HAVE A TREMENDOUS FLY-IN? We sure did! 102 crews met at Riverside, California and took off on July 4th to rendezvous at Boyne Mountain, Michigan on or before July 7, 1975 at 1800 EDT.

We conquered every obstacle in our course. We circumvented thunderstorms in the mountains. We had beautiful early morning flights. We flew in heat that was 95 degrees OAT at 2000 feet MSL between Tulsa, Oklahoma and Lincoln, Nebraska. We encountered some low visibilities and some beautiful clouds in the sky. We had headwinds and we had tailwinds.

94 of the crews finished and everyone was a winner in the 1975 - 28th All Woman Transcontinental Air Race. Start planning to join us next year when we take off at Sacramento, California and terminate at Wilmington, Delaware, and urge your Chapter to support the Powder Puff Derby.

International Convention will be a memory when you read this. Thanks to all the Section Flying Activity Chairmen who sent me a report. My oral report at convention will be very short, however, a very detailed written report is made to the

Executive Board reporting on each and every activity.

Requests are still coming in for Spot Landing S.O.P.'s. Please continue to keep me informed of your flying activities.

The HUDSON VALLEY CHAPTER is again sponsoring the EMPIRE STATE 300 PROFICIENCY CONTEST this year. It will be held on October 4, starting and terminating at the Schenectady Co. Airport, Scotia, N.Y. It is a 300 statute mile cross-country proficiency competition open to any licensed pilot and may be flown solo. Kits are available for \$1.00 from Doris Miller, Chairman, Empire State 300, 979 Balltown Road, Schenectady, N.Y. 12309. Let's hear from you!

Air Age Education 99 Style

By Linda Hooker

The following is a writeup by Cynthia Kemper of the Connecticut Chapter-New England Section. Cynthia puts on this workshop in the elementary school where she works as a teacher's aide. She is obviously very well organized, enthusiastic and dedicated to Air Age Education. Millie Doremua, North East Section Governor, has done an excellent job in selecting Cynthia to chair the New England Section Air Age Education Committee. Congratulations, Cynthia, and welcome aboard.

Report of Piloting Workshop:

Time Involved: One hour once a week for a group consisting of ten to fifteen 4th and 5th graders; three different groups during school year so each workshop lasted about 10 or 12 weeks. I stressed private flying as most boys and girls at this age have traveled on a commercial jet and have seen movies of military aircraft. Private flying is the least understood in the whole aviation picture. Also, I continually hope that they will pass on to their parents and other adults the confidence that knowledge and safety go hand-in-hand in flying. Cessna Aircraft Corporation sent educational material. Two special sheets I have reproduced and given to all the students - one shows parts (and labels each one) of a plane; the other shows an instrument panel. However, this panel is rather complicated, so I sat in our Taylorcraft and made my own basic instrument sheet. Our school library has good film strips which show how a plane flies. I think it is important for the students to learn aviation vocabulary. In our school library was an interesting tape on life of Amelia Earhart. From time to time I would show books on some aspect of flying, and biographies, and encourage students to read these and also search in the public library. Some of them enjoyed making airports, in which we included pertinent buildings, proper numbers on runways, etc. I wanted them to appreciate the role of tower operator, mechanic, weather observer, airport manager and others besides pilots. They liked "filing" flight plans and studying Sectional Charts (outdated ones which my local airport operator kindly donated, and

also my fellow chapter members.) I found that comparing auto travel to plane travel was helpful. Sikorsky Aircraft in nearby Stratford, Conn., has many excellent, beautifully photographed films on various aspects of helicopter capabilities and accomplishments; these were much enjoyed. I also loaned them to other teachers in the building. We were fortunate to have guest speakers. They were either personal friends, parents of students or a volunteer on file (these volunteers represent many professions in Westport.) From the local Nature Center, a weather expert came. He described and demonstrated weather instruments and the importance of forecasting. It seemed difficult to find much material on weather, and I think it is one of the most fascinating sides of flying. Airlines pilots (one of whom is husband of a Connecticut 99) described their training and typical work day. A salesman from Lear Jet brought interesting slides and presented each one with a small Lear Jet. A stewardess explained her duties and opportunities for travel and meeting people. In our local high school a science teacher, who is a flight instructor, gives ground school as part of the curriculum and also flight instruction at a nearby airport. Several have earned their private licenses. We exchange ideas and films and he has appeared before a group. He was a fighter pilot on a carrier during World War II and his movies were exciting education!

Most importantly, I hope to instill in the students the job of accomplishment in flying and the beauty of nature of which a pilot becomes aware.

PPD Bi-Centennial 76

Thanks to you gals
Who supplied the means
To support the ways
For the All Woman
Transcontinental Air Race

A few more checks have come in and the total is mounting slowly. Hopefully by the 31st of August we will reach our quota.

We have two exciting new projects in addition to the "Powder Puff Derby Days". The Snoopy pins given by Charles Schulz at the race were such a success that by arrangement with him and the AWTAR Board we are getting 5,000 pins similar to the "Powder Puff 1975" quote, but with the inscription "Keep 'em Flying". Due to very special terms, each pin selling for \$3.00 will bring a nice profit for PPD 1976. Hopefully we will have the first ones available around October 1.

Also we have Snoopy shirts with short sleeves and crew necks in blue and yellow with three patterns: 1) Snoopy in a bi-plane coming through the clouds, 2) Snoopy in a tail dragger over the rolling hills, and 3) Snoopy in a sopwith camel with a sunburst background. These shirts will sell for \$6.50 each and come in large (18 up), medium (14-16), and small (to 12). They will fit men and women, boys and girls, all sizes.

We also have some long-sleeved shirts of Snoopy in an antique airplane in shades

of blue, shades of green, and brown-beige which sell for \$14.50.

We must not forget Mardo Crane's novel about the PPD "Ladies Rev Up Your Engines!" available from AWTAR headquarters for \$3.25 including postage. This year PPD will get 60 per cent of this price—a big help indeed.

Quantities are limited. The above are excellent profit-making items with all net proceeds going to AWTAR, so please get your orders in quickly. With these projects and "Powder Puff Derby Days" continuing through next spring and summer, I am sure we will be able to "Keep 'em Flying".

Pam Vander Linden, Chairmen
1976 Ways and Means Committee
P.O. Box 352, Fallbrook, CA 92028



SECTION REPORT

NEW YORK NEW JERSEY
SECTION MEETING
By Marcia Gitelman

The N.Y.-N.J. section meeting was held at the Rochester Marriott Inn on the weekend of May 3rd 1975. This meeting we tried a new "mini" convention format with early arrivals being entertained in the hospitality suite on Friday evening,—and Saturday being filled with the section officers-chairman's coffee, brunch, the business meeting, and a Saturday evening banquet. Unfortunately IFR weather in the N.Y. area kept some of our girls away—and some had to leave before the banquet as 0-0 weather was forecast for Sunday.

The girls and 49½ers who did make it though had a great weekend to remember. The business meeting included a presentation by the Rochester Convention Bureau and also a little talk by Marcia Gitelman on flying the route to Coeur D'Alene, our convention city. John Senneff—49½ of Diane Senneff, W.N.Y. chapter, kept 49½ers and friends interested with a talk on the U.S. space program today. He was followed by Gerry Cullen our local GADO rep. giving an inside view of some of the decision making in the FAA. After the adjournment we saw a presentation of African safari tours.

Our weekend convention was ended with a gala cocktail party and dinner banquet attended by members of the Rochester aviation community as well as our 99s and close associates. Capt. Gus Konz, American Airlines, Ret., addressed the banquet. He told us about IFR procedures from the 1930's through to the present. Many times his "war" stories had us falling off of our seats with laughter. The girls from Western New York Chapter awarded Gus one of the first of their Wing Plaques. They now have placed the plaques on sale as a W.N.Y. fund raising project for the 99s.

Julie Googins, our raffle chairman outdid herself in gathering prizes, and our

very lucky governor Ruth Dobrescu went home with the grand prize—a set of aircraft tires donated by Rochester Aircraft Service.

Our thanks to the convention co-chairmen and to all of the many committee heads and the girls of the Finger Lakes Chapter who worked so many endless hours to make this meeting a success. The new format worked out well, we all had a little more time to meet the girls from other chapters and we all had a grand time.



Girls of the Palisades Chapter pose at the N.Y.-N.J. Section Meeting in Rochester, N.Y. May 3rd. Front row L. to R. Blossom Friedman, Clarice Bellino, Gerri Nelson, Susan Goch. Back row L. to R. Helen Levy, Betty Barlia.



The wind sings of freedom and love. The mottled earth and ageless sea rapidly reverse rolls with the limitless sky and restless clouds till up is down and down is up and right is left and left is right and everything is one.

The spotlight sun glints off minight-blue and burnished-gold wings as the tiny biplane dances her graceful aerial solo with climbs and swoops and dives and rolls over the rippling water below.

The sky smiles blue between misty white clouds and everything is gay and free and full of joy.

My soul escapes to fly formation with the Skybolt in the empty sphere of air while I laugh with complete abandon at the wind. Several piercing, loudly shouted, "Wahoos!" erupt like a volcano from somewhere deep, so very deep within me. But no one, no one except God and me, can hear over the satisfying delicious droning din of the engine as the fingers of the wind scoop up the blending, ringing sounds of voice and machine and flight them away, and they disintegrate and become part of the universe and all that is, forever.

How rare the pure joy and abandonment of self to the experience of the moment. How precious the feel of the mysterious wind and the rhythmic flowing of the plane. How uplifting the whirling and spinning as they seem to become the

exuberance and job of life itself. How very special is flying.

And then..."Time" returns and everything slows down and settles back into the space of reality, back into place. A barely audible squeak of resilient rubber meeting rigid concrete and the lovely little Skybolt unwillingly becomes earthbound again.

by Susan Costanzi
Conn. Chapter

CHAPTER REPORTS

Australian Section

AUSTRALIAN CHAPTER Rosemary Colman, Reporter

Congratulations Kay Brick and all concerned with the collection and collation of data and publishing of the Powder Puff Derby Commemorative Album. The finished volume is a pleasure to behold. The Australian Section has taken great pride in presenting copies to our National Library in our National Capital, Canberra, and to the New South Wales State Library in Sydney. It is certainly a most suitable reference source for authors and journalists and should be available to them.

Instruments ratings are in the news with First Class for Pat Rutherford, Third Class for Glenda Philpott and Fourth for Rosemary Colman.

A new wing of the Royal North Shore Hospital, Sydney, is to be named in honour of a famous aviator—Sir Lawrence Wackett, D.F.C., A.F.C., M.I.D. The new wing will house devices to help the disabled, all designed by Sir Lawrence since he was disabled several years ago and is now at 80 years of age confined to a wheel chair. His inventions include lifting devices to help the crippled into and out of bed, as well as cars, independently. His modifications to wheel chairs prevented the spread of infections through hospital wards because patients had been picking up floor infections from the wheels. Sir Lawrence's aviation achievements include the design and building of two flying boats, a light aircraft and a hydroplane. He formed the Commonwealth Aircraft Corporation which provided the R.A.A.F. in World War II with the Wirriway, Boomerang and Mustang. Sir Lawrence was guest of honour this week at the Pilots' Dinner of the Royal Aero Club of New South Wales during which he was presented with the 1975 Oswald Watt Award, the highest Australian aviation honour. On this occasion the 99s were represented by Rosemary Colman.

South Australia is the happening place this month. The Tivers have bought a Cessna 182. Happy landings. Thelma Pye has just returned from a trip to Japan for the Trade Exhibition. Thelma met Yae Nozoki who was on her way to the U.S.A. for the PPD. Thelma has some exotic stories of the Bullet Train, sulphur baths at her hotel, topless waitresses and marvellous hospitality from the members at large in Japan.

Margaret Kentley flew to Melbourne for a baby sitting session. Stephanie Day has been touring the Barossa Balley famous for its vineyards. Pat Rutherford is off to the U.S. of A. via Honolulu for a trip. Shirley Harris did a fantastic organizing task for a week-end Fly In to Port Macquarie in June. In all, 120 attended the grand banquet on the Saturday night. We all appreciated the cover of the April-May Journal after seeing the "Great Waldo Pepper". It made us grateful to Harry Hawker—an Australian. Harry Hawker was the first to realize the method of recovery from a spin-nose down, opposite rudder—that we were all taught in our first lessons. Olga Tarling flew to Western Australia in March and enjoyed traditional western hospitality from Rosemary de Pierres at Wyalkatchem.

Marie Richardson has tried the Indian-Pacific railroad trip from Sydney to Perth and recommends it to any visiting 99s who wish to see the real Australia—there is a lot of it.

99s Peg Kelman, Dorothy Herbert, Sandra Logan and Virginia Gilfelt were re-elected by the Australian Women's Pilots Association as the Federal Committee. Congratulations Girls. Sandra Logan organized a Fly-in to the Gold Coast and 99s who enjoyed a pleasant sojourn were Marjorie Johnson, Jill Collins, Peg Kelman. Julia Clifton-Brown is globe trotting and attended the British Women's Pilots Association AGM. Dawn Gregory is active in Western Australia's flying and recently flew a C172 to Yuin Station from Jandakot and return. Freda Thompson was eulogised by the Deputy Secretary of Civil Aviation, Mr. R.D. Phillips in his speech at the presentation of trophies after the Annual Freda Thompson Aerial Derby at the Royal Victorian Aero Club, Moorabbin Airport on Saturday, 8th February, 1975.



L-R Rosemary Colman; Margaret Kentley; Kathleen Fourie. Setting off for the week-end flight with perfect weather in a brand new Cherokee 140. Photo Courtesy Cumberland Press.

South African Section

SOUTH AFRICAN SECTION

Merle Ball, Reporter

Republic Day...09:00 Hrs....and the start of our State President's Air Race. Among the 97 entrants are 99s Val Hunt Davies, Val Humphries, Carol Lea, Jeanette van Ginkel, Theresa Marais and Ingrid Heintz. After an exciting race Val Hunt Davies was presented with a Trophy for being the first Woman Pilot home. (The trophy was a beautiful plaque made by Amalia von-Maltitz.) Congratulations Val.

Yvonne van den Dool has recently returned from a trip to Holland and Norway. In Oslo she was able to make contact with Turi Wideroe. Jeanette van Ginkel is away on holiday at the moment. I believe that she intended visiting Germany and the Americas. Jenny Louw will be living in Wichita for about three months...we all envy you Jenny, and look forward to your return.

Beth Saltzer, Ann White, Eve Ramsay, and Merle Ball were amongst the 6 lady pilots asked to attend the Premier of the movie "Airport 75". They were invited on stage, and a short talk was given about each of them...all this to encourage interest in flying...IT worked!!!! As a result of this bit of publicity Ann White and Merle Ball were asked to do a radio interview for a programme called "Womans World." Doing the recording proved to be a lot of fun, and we look forward to hearing the actual broadcast.

Congratulations to Jeanette Frazer Jones on being awarded her Provincial colours by having represented Southern Transvaal in the South African Private Pilots Championships.

I have left the most exciting news for last....Aerial Miller, now flying for the Cape Province, has earned her South African colours and will be one of the 3 "man" team being sent to Sweden for the world Championships. GOOD LUCK AURAL.

Southwest Section

ARIZONA - CALIFORNIA
HAWAII - NEVADA - UTAH

BAKERSFIELD CHAPTER

Pat Church, Reporter

Joan Paynter and her sister Shirley Cote nailed down sixth place in the PPD this year. Joan says they're ready to go again! Pat Church, 49½ Dave, and their two boys took a couple of week in their Travelair to seek out the sunny sands in Boca Grande, Florida.

On another rather long cross country Joan, Pat and Charline MacKessy took Charline's Bonanza to the international convention in Coeur D'Alene, Idaho. Later in August Pat and husband Dave are also making a flight to Mazatlan, Mexico.

Back on the ground things are relatively quiet at this point. We had a good turnout and a great time at the annual steak barbecue at Priscilla Spencer's house. Much swim pool fun, good food and excellent company.

We are making plans for the fall sectional, which really promises to be fun for everyone. We'll be sending out information to the Southwest gals in mid-August, so keep your eyes open for it!

BAY CITIES CHAPTER

Vivian Harshbarger, Reporter

We viewed a "classic" film at a recent meeting. It was about Oakland Airport, with scenes from the twenties, including the Dole Race Start, and Amelia Earhart's many record breaking arrivals and departures from Oakland. The film included an interview with Amelia, which was for many, the first time they heard her voice.

Ruth Rueckert, recently returned from the WASP Convention in Nevada where she was part of the work committee, but still had time to renew old acquaintances, many of them 99s. Also had time to visit both Margaret Gerhardt and Helen Kelton's homes in Smith Valley. She especially enjoyed the hill marking. Apparently, you can't get lost unless you have a reading problem. Would like to see more of that along the race routes.

We had two entries in the Mini Derby. Astra Johnson, with co-pilot Janice Glesser did well in the cruise & proficiency. Astra was interviewed by Channel 4 TV, and appeared on all the news reports. I did good or bad (in the speed part) depending on how I tell it. Third & next to last.

Joyce Wells, and Alma Hinds (Redding) were TAR No.25 in the "big (Powder Puff) derby", and finished No. 31 after taking off last and having airplane problems along the way. Joyce is taking her non-pilot daughter, Allison, with her in the Palms to Pines, and Abigale Wagg and I will be race No. 13 in same.

Abie acquired her Private Pilot License in early June, so welcome to her and Marge Carmine our newest members.

Astra, in addition to having passed her Instrument written and working on the flight portion is conducting classes for grammar school students to broaden their knowledge, and keep them busy. Part of the activities included a tour of Pan Am.

Joyce barely has space for Piper Arrow 50J, as her hangar is loaded with drugs destined for the DRF. Rose Sharp was co-pilot on the June trip, and Astra and Barbara Smyth will each be taking a load soon.

Elly and Roy Jones flew their Cessna 150 to Seattle in June and went on a tour (by boat) up the Inland Passage.

The annual picnic-BBQ in July was a huge success, except so many of us had to drive. The 500 foot ceilings are so exasperating (without an instrument rating). Three planes did get out and we did get to see them take off and-or land at the sunny rendezvous point.

Plans are being finalized by the BAY AREA CHAPTERS for 8 to 10 showings of

"Sky High", starting September 2, 1975. Tickets are \$2.00. The door prize alone is worth the cost of the ticket, so if Chapters out of the area want tickets please let us know. Proceeds are to be used for 1977 International 99 Convention.

EL CAJON VALLEY CHAPTER

Dottie Sanders, Reporter

You haven't heard from us for a long time, but we are still here and active with regular meetings, including a fly-in meeting at Imperial Airport, El Centro, in February, arranged by Lynn Coulthard, who is helping with our chapter's sponsorship of a new chapter there. Another fly-in to Walker Lake, Hawthorne, Nevada February 28-March 2, arranged by Margaret Walton, and members attended the annual Barnstormer's Reunion at Lancaster, Ca. April 5th and the Southwest Spring Sectional Meeting in PHX April 11-13. Although we're not 100 per cent yet, APT Chairman Irene Rogers reports the biggest percentage for our chapter since the inception of the program.

Boo Christensen Bergman, with Betty Wharton, SAN, are at work in planning the 1975 P.A.R. from Gillespie Field to Santa Rosa October 3-5. Race kits are available for \$2.00 to Boo—entries open August 1, so y'all hurry!

We have welcomed three new members and are proud to have Ann Whitlock, Judy Ross and Joan Sierecki wearing their shiny, new 99 pins, and by the time this is published, we'll have another, Lilly Martin.

New officers for '75-'76: **Helen McGee** in her second term as **Chairman**, **Cay Hatch**, **Vice Chairman**, **Sue Clark**, **Treasurer** and **Irene Rogers**, **Secretary**. They were duly installed at a dinner at the Black Angus, El Cajon August 11, with Evelyn Wing being our hostess.

Participants in the Powder Puff Derby were Vi Chambers and Doris Ritchey and Lynn Coulthard, flying with Mari Hurley of El Centro, plus Rosemary Merrims Conatser, who originally joined our Chapter, and future member, Joellen Drag, both Navy Pilots, Rosemary being stationed in Virginia as an S-2 Pilot and Joellen at N.A.S., North Island, San Diego, flying helicopters. Dottie Sanders worked on Inspection Scheduling and as a Timer, clocking the official times off on takeoff morning.

Flitting around: Sue Clark and Diane Stocklin (SAN) on a cross-country via Arrow to Columbus, Ohio for Diane and Pennsylvania for Sue. Isabelle Hale to the WASP Reunion in Reno; Cay and George Hatch enjoying their new Cessna 182 for business, and then their yacht in San Diego Bay on weekends; Helen McGee, working on her Commercial and Instrument Rating won in her A.E. Scholarship, plus a trip by Cherokee with Evelyn Wing to Grand Canyon, Chicago and Indiana—they learned a lot of what it's like to get weathered in; and Dottie Sanders enjoyed a perfect trip via Comanche 260 with Jan Gammell (DEN) to Guadalajara and Mazatlan in March!

Adios, Senioritas, 'til next time!

Continued on Page 19

CITY	AIRPORT AND BUSINESS NAME	99	POSITION	CITY	AIRPORT AND BUSINESS NAME	99	POSITION
Alaska				Illinois			
Juneau	North Douglas Heliport (Private) Livingston Copters, Inc.	Nancy Livingston	Co-owner	Chicago	Midway T and G Aviation Activities	Gail Goldthorpe	Co-owner FBO
Arizona				Chicago	Pal-Waukee George J. Priester Aviation, Inc.	Esther Noffke	Manager FBO
Nogales	Nogales International Norma's Flight School	Norma Wilcox	Owner FBO	Elgin	Elgin Tufts-Edgcumbe, Inc.	Arlene Edgcumbe	Co-owner
Tucson	Ryan Field Norma's Flight School	Norma Wilcox	Owner FBO	Indiana			
Arkansas				Clinton	Clinton	Toni Ann Roehm	Co-owner FBO
Van Buren	J and J Ranch (Private)	Marguerite Nielsen	Owner	Decatur	Decatur Hi-way	Josephine Richardson	Owner
California				Hobart	Hobart Sky Ranch J and M Aircraft	Charlene Falkenberg	Co-owner FBO
Antioch	Antioch Graham Flying Service	Martha Graham	Co-owner	Terre Haute	Sky King Brown Flying School, Inc.	Virginia Brown	Co-owner
California City	California City California City Soaring, Ltd.	Jean McAdams	Co-owner FBO	Iowa			
Carlsbad	Palomar Flight Trails	Mary Pearson	Co-owner FBO	Waterloo	Flyers	Ruth Schleusner	Co-owner
Chowchilla	Chowchilla	Laverne A. Gudge	Co-owner FBO	Kansas			
Columbia	Columbia Tuolumne Air Service	Helen Murphy	Co-owner FBO	Russell	Municipal Russell Air Service	Ida Schlitter	Co-owner FBO
Hawthorne	Hawthorne Municipal Rose Aviation, Inc.	Jean Rose	Co-owner FBO	Kentucky			
La Verne	Brackett Gini's Flying School	Gini Richardson	Owner FBO	Frankfort	Capital City McCollum Flying Service	Erdine McCollum	Co-owner FBO
Long Beach	Long Beach Municipal Barney Frazier Aircraft, Inc.	Barbara London	Co-owner FBO	Louisiana			
Long Beach	Long Beach Municipal Eagle Aviation	Colene Giglio	Co-owner FBO	New Orleans	New Orleans Lakefront Aero Unlimited, Inc. Pan Air Corp.	Jean De Jarnette	Manager FBO
Moss Beach	Half Moon Bay West Coast Aviation Co.	Amy Sylvestri	Co-owner FBO	Maine			
Sacramento	Natomas Air Park Sacramento Aero Services, Inc.	Audrey E. Germain	Manager	Greenville Junction	Moosehead Flying Service Seaplane Base	Ramona Morrell	Owner
Santa Monica	Santa Monica Claire Walters Flight Academy, Inc.	Claire Walters	Owner FBO	Maryland			
San Jose	Reid Hillview Amelia Reid Aviation	Amelia Reid	Owner FBO	Frederick	Frederick Aviation Enterprises of Maryland, Inc.	Monica J. Reilly	Co-owner FBO
San Jose	Reid Hillview Airport Properties	Marion Barnick	Owner FBO	Massachusetts			
Van Nuys	Van Nuys Viking Aero Service, Inc.	Audrey Schutte	Owner FBO	New Braintree	Hiller	Catherine Hiller	Manager
Connecticut				Michigan			
Groton	Trumbull Coastal Airways, Inc.	Marcia Spakoski	Co-owner FBO	Bellaire	Antrim County	Dianne Ritt	Co-owner FBO
Waterford	New London-Waterford Big Sky Enterprises, Inc.	M. Laurie Spence	Manager	Grand Haven	Grand Haven Airpark	Mary Creason	Manager
Florida				Kalamazoo	Kalamazoo Municipal Kal-Aero, Inc.	Sue Parish	Co-owner FBO
Arcadia	Arcadia Municipal Lenox Flight School	Harriet Hamilton/ Patricia Hange	Co-owners FBO	Kalamazoo	Newman's International Cow Pasture (Private)	Marian Newman	Co-owner
Georgia				Leonidas	Level Acres Farm	Esther Bennett	Owner
Plains	Peterson Field	Nancy S. Petersen	Co-owner	Muskegon	Muskegon County Ottawa Air Training	Mary Creason	Owner FBO
Idaho				Petersburg	Gradolph's	Shirley Gradolph	Co-owner
St. Anthony	St. Anthony	Margaret Stanford	Manager FBO	Weidman	Lake Isabella	Dorothy Brewer	Co-owner FBO
				Minnesota			
				Stanton	Carleton	Margaret Manuel	Co-owner
				Willmar	Willmar Municipal	Mary Jane Rice	Co-owner FBO

Continued on Page 17

CHAPTER SALES

ARTICLE: License Plate Frames

DESCRIPTION: Standard size to fit U.S. Auto License. Highest quality chrome and enamel. White letters on blue background across bottom of frame: "Flying Is More Fun."

\$3.60 each or two for \$5.75 postage paid. Mrs. R.B. Neal, 7716 Louisville Ave., Lubbock, Tx 79423

ARTICLE: Bag, Litter

DESCRIPTION: A heavy white vinyl litter bag with blue top and red interior pocket with blue "99" insignia on the front. Can be used in aircraft or automobile. \$1.00 each ppd. Lake Erie Chapter. Order from Bernice Barris, 5480 Highland Rd., Cleveland, Ohio 44143. (Discount price on large orders.)

ARTICLE: Needlepoint Kit

DESCRIPTION: 15" x 15" printed canvas with blue and white yarn. Pictures the 99 compass rose in blue on a

white background with a blue edge. Can be used for top to a pillow or a wall hanging. Price \$15.00 prepaid. Order from Lake Erie Chapter, Louise Muranko, 15341 Colebright Dr., Strongsville, Ohio 44136.

ARTICLE: Backseat Pilots License

DESCRIPTION: Packets of five for \$1.50. Wallet size, non-insignia card. "United States of Confusion" — fun gift for passengers. Las Vegas Valley 99s, Rene Cros, 5404 Doe Ave., Las Vegas, Nevada 89102

ARTICLE: Serviettes

DESCRIPTION: Medium blue maple leaf with 99 insignia stamped in gold — cocktail size available 25 for \$2.00 postpaid. Peggy Smith, 453 Boler Road, London, Ontario, Canada.

ARTICLE: Pin — "Canadian Maple Leaf on Chain"

DESCRIPTION: Gold plated to be linked to the official 99 pin. Price \$5.50 postpaid. Peggy Smith, 453 Boler Road, London, Ontario, Canada.

ARTICLE: 49/er Tie Tac or Bar"

DESCRIPTION: Gold plated or Rhodium finish. One half Compass Rose with squared 49 1/2 in center. Please specify finish and whether tie tac or tie bar. Price \$5.50 postpaid Tulsa Chapter. Identify your husband as belonging to a 99! Lee Brown, 1007 South Lewis, Pryor, Oklahoma 74361.

ARTICLE: Bronze Chain

DESCRIPTION: Made for use with your Amelia Earhart medal. \$5.75 each ppd. in U.S. Connecticut Chapter. Cynthia Kemper, 16 Fairport Road, Westport, Conn. 06880

ARTICLE: Watch

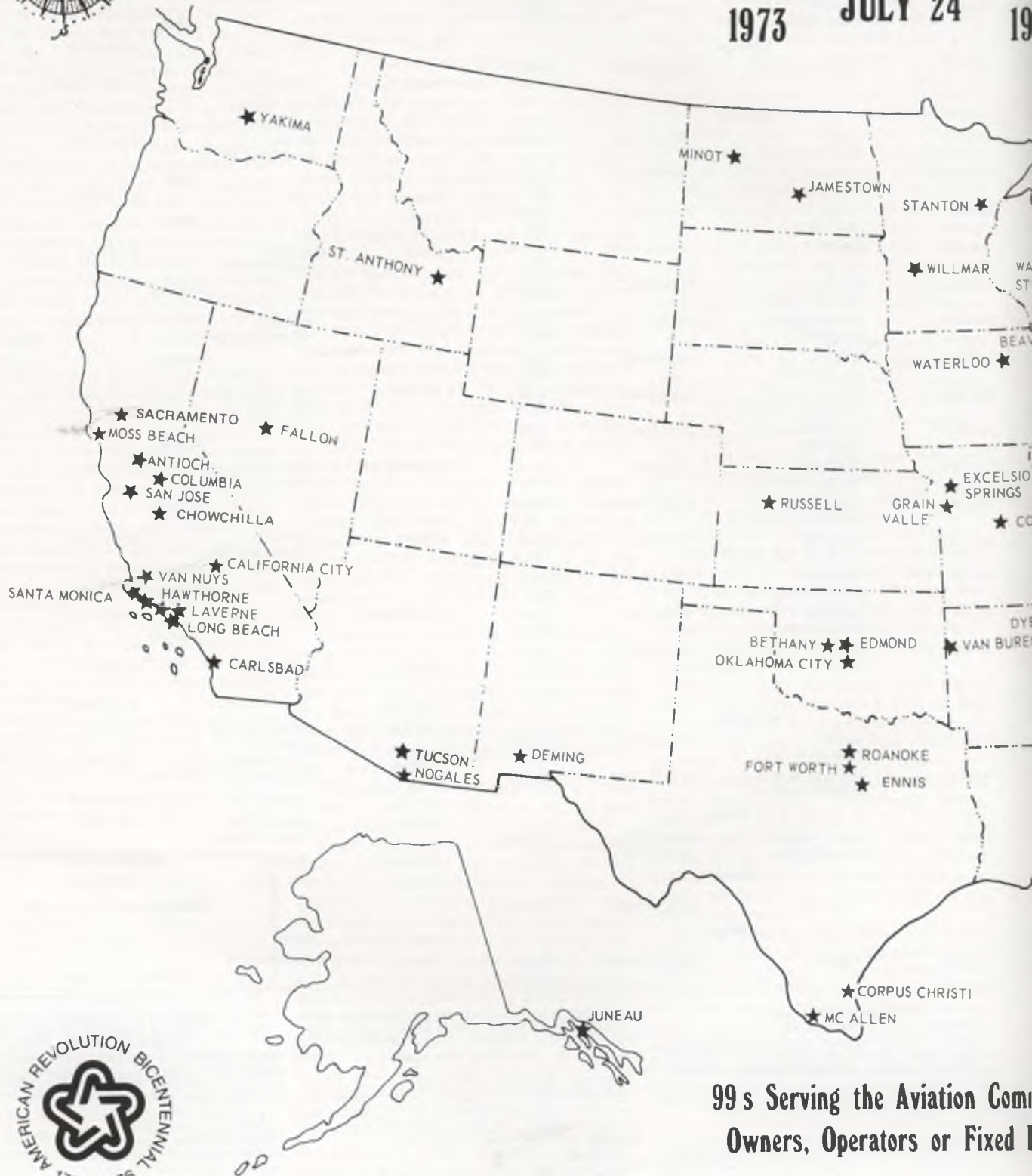
DESCRIPTION: "Great novelty watch for pilots." Blue, white and gold terminal tower picture on face with airplane sweep second hand. State S, M, L band \$15.00 plus \$1.00 mailing cost. Proceeds to defray cost of 1976 International Convention in Philadelphia. Eastern

Continued on Page 17



99 s AIRPORT NETWORK THE NINETY-NINES BICENTENNIAL

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PROGRAM



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New York

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Hangers, tie-downs, major airframe
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Fuel: 80, 100 FSS: Poughkeepsie

Overrun-400 ft. asphalt-runway 5

Overrun-125 ft. asphalt-runway 23

Hazard-Powerline-runway 18 approach

Remarks: Attended daytime hours

VOR Freq. Radial NM

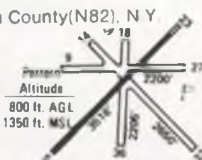
Muguenot (MUO) 116.1 0390 12

Kingston (IGN) 117.3 2730 28

New York Sec.: Low Alt. Charts 25, 28

WAC CF 19. Lat: 41.36, Long 74.28

Food-Restaurant (1 1/2 miles)
Ground Trans.-Bus, taxi
Lodging-Motel (2 miles)
Operator-Wurtsboro School of
Aviation (Schweizer, Gliders)
Tel. 914 888-2791



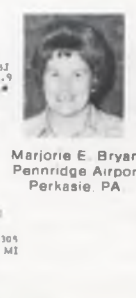
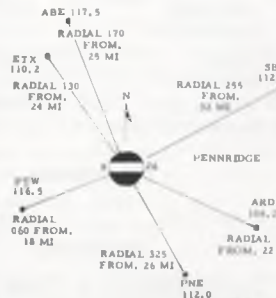
RADIALS LEADING TO PENNRIDGE FROM SURROUNDING VOR STATIONS (NEW YORK SECTIONAL)

UNICOM, 122.8

INTERPLANE, 122.9

EMERGENCY, 121.5

FAA TOWERS, 122.5 - 122.7



Marjorie E. Bryant
Pennridge Airport
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Margaret B. Shipley
Greenwood-Leflore, Miss.

GREENWOOD Greenwood-Leflore (Miss.)



Susie Sewell

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CITY	AIRPORT AND BUSINESS NAME	99	POSITION	CITY	AIRPORT AND BUSINESS NAME	99	POSITION
Mississippi							
Greenwood	Greenwood-Leflore Shipley Aviation	Margaret Shipley	Owner FBO	Oklahoma City	Will Rogers World Catlin Aviation Company	Ann Catlin/ Susie Sewell	Co-owners FBO
Tutwiler	Williams	Ruby Williams	Co-owner	Pennsylvania			
Madison	Bruce Campbell North Jackson Aviation, Inc.	Jenny McWilliams	Manager FBO	Bellefonte	Bellefonte Skypark	Marion E. Duniap	Co-owner
Missouri				Bristol	3-M Hortman Aviation, Inc.	Yvette Hortman	Co-owner
Columbia	Woods Memorial Columbia Flying Service	Nancy Badger	Owner FBO	Perkasie	Penridge Bryant Aviation, Inc.	Marge Bryant	Co-owner FBO
Excelsior Springs	Excelsior Springs Memorial	Dorothy Stratton	Co-owner FBO	South Carolina			
Grain Valley	East Kansas City East K.C. Aviation, Inc.	Loretta Jones	Co-owner FBO	Columbia	Columbia Metropolitan Miller Aviation, Inc.	Frances Miller/ Sylvia Roth	Co-owners FBO
Nevada				Greenville	Greenville Downtown Thermal Belt Air Service	Ruby Guinn	Co-owner FBO
Fallon	Fallon Municipal Gustavson Flight Service	Fran Gustavson	Co-owner FBO	Tennessee			
New Mexico				Dayton	Mark Anton Dayton Flying Service	Bertha Marie Jones	Owner FBO
Deming	Deming Municipal	Rene Hirth	Manager FBO	Dyersburg	Dyersburg Municipal	Evelyn B. Braese	Co-owner
New York				Hixson	Dallas Bay Skypark Flewellen Aviation, Inc.	Irene Flewellan	Co-owner
Albany	Albany County Greenland Air, Inc.	Ruth G. Green	Co-owner FBO	Morristown	Moore-Murrell Morristown Flying Service, Inc.	Evelyn Bryan Johnson	Owner FBO
Pleasant Valley	Sky Acres Styles' Aviation	Ginnie Styles	Co-owner FBO	Sevierville	Sevier-Gatlingburg Great Smoky Mountain Aviation Incorporated	Peggy Roberts	Co-owner
Wurtsboro	Wurtsboro-Sullivan Wurtsboro Flight Service	Patricia Barone	Co-owner FBO	Tallahoma	Parish Aerodrome (Private) Staggerwing Beach Museum	Charlotte Parish	Owner FBO
North Carolina				Texas			
Brevard	Brevard (Private)	Dorothea E. Ritter	Co-owner	Corpus Christi	Corpus Christi International Glasson and Glasson	Pauline Glasson	Co-owner FBO
North Dakota				Ennis	Ennis Municipal	Vi Mason	Co-owner FBO
Jamestown	Jamestown Municipal Comel Aviation, Inc.	Beth Lucy	Co-owner FBO	Fort Worth	Stubbs Strip (Private)	Verna Stubbs	Owner
Minot	Minot International Pietsch Flying Service	Eleanor Pietsch	Co-owner FBO	McAllen	Miller International	Ardath McCreery	Co-owner FBO
Ohio				Roanoke	Aero Valley	Edna Gardner Whyte	Owner
Batavia	Clermont County	Rosalie Burchett	Co-owner FBO	Washington			
Bluffton	Bluffton	Dorothy Anderson	Manager FBO	Snohomish	Harvey Field	Kandy Harvey	Co-owner
Cincinnati	Lunken Cardinal Air Training, Inc.	Pat Fairbanks	Co-owner FBO	Yakima	Yakima Municipal Richardson Aviation	Gini Richardson	Co-owner FBO
Dayton	Dayton General Airport South Fliteways, Inc.	Doris Scott	Co-owner FBO	Wisconsin			
Fremont	Progress Field	Lulu Damschroder	Co-owner	Beaver Dam	Beaver Dam Lake (Private) Seaplane Base	Leda Misiowic	Owner
Painesville	Concord Airpark	Connie Luhta	Co-owner	Sturgeon Bay	Door County Cherryland	Diane C. Harris	Co-owner FBO
Sandusky	Griffing-Sandusky	T. Sue Griffing	Co-owner	Wausau	Wausau Municipal	Marie Grimm	Co-owner FBO
Wilmington	Clinton Field	Doris R. Gill	Co-owner FBO	Canada			
Oklahoma				Toronto	Buttonville Toronto Airways, Ltd. Prop Shop	Heather Sifton	Co-owner FBO
Bethany	Wiley Post Catlin Aviation Company	Nancy Smith/ Dottie Young	Managers FBO				
Edmond	Wynn (Private)	Norma Wynn	Owner				

Continued from Page 17

Pennsylvania Chapter of 99s, Gail P. Lingo, 17 Guild Court, Willingboro, N.J. 08046.

ARTICLE: Airplane Sweater

DESCRIPTION: White "Le Roy" Acrbic cardigan sweater with hand embroidered aircraft designs. Washable, sizes medium, large and extra large, \$35.00 and \$2.10 tax in California may order C.O.D., Audrey Schults, San Fernando Valley Chapter, 7600 Hayvenhurst Ave., Van Nuys, Calif. 91406.

ARTICLE: Car Tags

DESCRIPTION: Blue lettering and airplane with "I'd rather be flying" — Tag cost \$1.50 if picked up, \$2.00 if mailed. Order from Dorothy Antosh, 1524 North Okla Ave., Shawnee, Okla. 74801

ARTICLE: Amelia Earhart Medal — 32 years old.

DESCRIPTION: On October 5, 1932 Amelia Earhart was guest of honor at a banquet given in Philadelphia,

Penn. by Mr. Ellis Gimbel, a prominent merchant of that city. This was in recognition of her May 21, 1932 solo Trans-Atlantic flight—the first woman to accomplish this feat. Mr. Gimbel had arranged to have minted a gold medal which was presented to Amelia by Mayor Moore of Philadelphia. Mr. Gimbel had also ordered 1200 replicas which were to be presented to other guests at the banquet. Due to inclement weather, attendance at the banquet was less than anticipated and a quantity of medals was left over. These were put away and forgotten until Amelia was lost in 1937. At this time, Mr. Gimbel sent many of them to federal and state officials, aviation personalities and airport managers throughout the United States as a tribute to her. Through an antique dealer, one of our KENTUCKY BLUEGRASS Chapter members obtained the last 100 of these medals which are now 32 years old. We also have numerous "thank you" letters which were written by the 1937 recipients to the late Mr. Gimbel. Order from Pauline Barrier, Box 268 Monticello, Kentucky 42633.

ARTICLE: Neckties (Mens)

DESCRIPTION: Classic airplane design on the red, white, and blue material makes these attractive, eye-catching aviation ties a must for the 49½. Each a hand-made original, \$5.00 Postpaid from the Western New England Chapter. Where to order: Skippy Orlitzki, 3 JoAnn Drive, Westfield, Mass. 01085.

Decals. 4" colored decals, exact replica of 99 arm patch. Can be applied to inside or outside of glass, wood or metal; also excellent for identification on luggage. 50 cents each or 3 for \$1.00, postage paid. Make checks payable to Wyoming 99s. Write to: Margaret Weaver, P.O. Box 578, Worland, Wyo. 82401.

Stamp & Pad, Personal Name-Rubber. 99 Compass Rose with each member's name and address, 4 lines of writing, 1 week deliver. \$4.50 for stamp, \$1.00 for 99 blue stamp pad. South Louisiana Chapter. To Order: Pat Ward, 625 Summit Ridge Dr., Baton Rouge, Louisiana 70815.

Continued on Inside Back Cover
Ninety-Nine News

FULLERTON CHAPTER

Sylvia Paoli, Reporter

Our big news this month was our very successful first annual "Shirts 'n Skirts" race—a round-robin speed race from our home airport Fullerton. Out of 21 entries, we lost three to the overcast weather the morning of the race, with those three either unable to get out of their home base or unable to get into Fullerton. Take-off was delayed almost two hours, but once off and running, things went like clock-work. We are very grateful to Ken Bemis and his daughter Brawley who spotted for us, and to Jean Patane and her husband of the Coachella Valley Chapter who spotted for us at Bermuda Dunes. ESTHER and MAX GRUPENHAGEN timed the planes as they came by the Diemer Water Facility (courtesy of the Metropolitan Water District), located about seven miles from the airport. At the banquet which followed, the winners were announced as follows: Best All-Woman Team—NORMA FUTTERMAN and VIRGINIA SHOWERS; Best All-Male Team and Overall First Place—Stanely Parker; Best Mixed Team with Male Pilot—Norman Morong and Marjorie Morong; Best Mixed Team with Female Pilot—Audrey Schutte and Raymond Schutte.

Of course the big "awards" go to the girls who did all the work on the race and spent all day race day at the airport. Without such a great team effort, the race would not have been possible, especially considering our small membership. With promises of more and better next year, we're looking for more of you gals to get in there with the winning combination!

In July ESTHER GRUPENHAGEN flying the Powder Puff Derby—made a good try! 15th!

MONTEREY BAY CHAPTER

Dell Hinn, Reporter

Hi 99s—yes, there really is a Monterey Bay Chapter of 99s! We're alive and well and Chairman Kay Harmon has a whole year of varied and interesting activities planned for us. Assisting Kay will be Vice-chairman Geneva Cranford who will also be hostessing our annual (we hope) Fun Pot Luck BBQ at her home on August 6th. Taking over the Secretarial duties, a fairly new comer to our chapter, Sandy Pratt is a most welcome member. She will volunteer at a drop of a "we need someone to —". Tina Svendsen, Treasurer, will keep our bank account balanced. To start the year off right and give Tina a little balancing to do, we have entered a booth in the Del Monte Center Fair to be held in Monterey July 26 and 27. We will sell 99 cookbooks, Strawberry Shortcake, Blackberry Cobbler, homemade pies and coffee. The booth will be judged for beauty with cash awards of \$300, \$200 and \$100. Let you know how we did next month. Jo Dieser and Geneva Cranford, with 49½ers John and Douglas, flew to Riverside to give Dell Hinn and Gail Champlin a push in the right direction on July 4th and to see what to expect when they enter the 29th Powder Puff Derby next

year. They will fly Jo's Cessna Skylane. Dell and Gail had such a good time being the PPD's first Grandmother-Granddaughter team they naturally are scheming on sponsor possibilities for next year. Joanne Nissen flew her Debonair to Riverside and spent the whole week before takeoff day working on the Inspection Team. She even caught TAR 74 on a technicality, which should prove there's no favoritism shown even among chapter sisters. She was as happy as we were when we finally got the technicality ironed out.

MT. DIABLO CHAPTER

Fran Milford, Reporter

We would like to welcome some new members: Jan Sloan, transferring from Hawaii Chapter, Joan Eychner, and Marian Florsheim, formerly from New York, reinstated after 30 years.

We have a couple of entries in the Palms to Pines Air Race, Pauline Wade and Fran Milford flying in their Cessna 192, and Lorraine Hoag and Julia Dryer possible entrants. We have several of our members who will be flying in the P.A.R. this year.

Our June fly-in, see photo, included our flying "Great-Grand Mother" with her grand daughter, guest and Great-grandson. He tells us that he likes to fly with grandma.

Our July fly-in was to the 94th Aero Squadron. We had a nice turn-out. However, Friday afternoons are quite busy for them. In August, we are planning something different for our group. Our fly-in is going to be a surprise. We will all meet at Buchanan Field at 9:00 A.M. and will then be told of our "Surprise" destination. After plotting the course we will be off to our destination for a Sunday Brunch. It should be lots of fun and anyone interested can contact Fran Milford at (415) 656-1443. Three members went to Coeur d'Alene for International Convention, Pauline Wade and Fran Milford with their husbands as Mt. Diablo's delegates and Lou Rollen.



Mt. Diablo Chapter Fly-in to Red Top Ranch. Marie Porter with granddaughter, guest and great grandson. Jan and Alan Cole, Pauline and Harry Wade, Fran and Vic Milford.

ORANGE COUNTY

Sharron A. Temps, Reporter

We congratulate our own Trina Jarish, PPD 1st place winner, and say that we have all enjoyed the reflected glory of helping to put on the start, and being rewarded with winners from Orange Co. Shirley Cote and her sister Joan Paynter from Bakersfield placed 6th, and Esther Grupenhagen placed a respectable 15th.

On July 17 we had our own honors night at the South Shore Sailing Club, Newport Beach. Ginny Flannery, our outgoing chairman, really missed her calling as a stand-up comic, for her job of MC was superb. Maggie Burch brought out her Ukelele and along with Darlene Brundage, Peggy Lawton, and Ginny, sang their farewell song to us. They are all moving over to the Fullerton chapter, taking loads of spirit and fun with them.

We had three "all in fun" trophies. For Margo Smith, in recognition of her splendid work in Registration at Riverside, we awarded a free nights lodging for one at the Hoiday Inn. Only catch was—it was for the night before. For service above and beyond all natural duty to her fellow pilots Marie Christensen received a gorgeous trophy of blue denim dressed dolls mounted on a coffee can. She probably doesn't know what to do with all her leisure time now. For the most hours in the air with out it counting towards the POY placement, Shirley Baker won a plastic toy plane that had rotating prop, flapping wings, and retractable machine guns. In a more serious vein, we presented to Shirley B. a certificate for her employer, Les Hall, who has been ill but now is recuperating nicely. Les in the past year was always ready to take us airmarking in the Grand Commander. For her efforts as airmarking chairman, Shirley Cote was gifted with a tee-shirt bearing the inscription No. 1 Airmarker on the back. Diane Hixson was awarded a plaque for being our most promising new member, picking up her private, commercial and instrument ratings all in one year. For being co-chairman of the PPD Helen Crantz received a commemorative plaque.

Ginny Flannery, our witty ex-chairman for 1974-75, was gifted with a gold disc with gavel; to be worn as a charm.

Our runner-up for Pilot of the Year was Betty Carrier, POY banquet chairman and impound director.

And now for the biggie to someone who really was consistently deserving for several years past. Elizabeth Shattuck came forward to collect the Pilot of the Year trophy looking a trifle dazed, but very pleased. To think she almost didn't make out her form this year!

For all the winners, and the whole chapter, we will all remember 1975 as outstanding.

PALOMAR CHAPTER

Mary McCord Pearson, Reporter

Harriett Booth and Mary Pearson have not come down off cloud nine yet, having flown their little orange citabria to a second place finish in the Powder Puff Derby! Not the least of their pleasure was from the good wishes and congratulations of friends and fellow racers.

Needless to say, the chapter was delighted with all its racers, Sue Adler and Mary Santosuosso placed 21st in their very first Powder Puff. Pam Vander Linden and daughter Jean Schulz had a fine race, PLUS all the publicity through Jean's husband's "Peanuts" comic strip.

We understand more and better things are forth coming from Charles Schulz to assist in fund raising for the Derby. T-shirts, pins, etc. with the Peanuts characters will be sold with profits to the PPD. The special pins for PPD '75 were really appreciated by racers and workers alike. Thanks "Snoopy" and friend!

Again on the subject of racing—our Palomar Men's Race looms on the horizon. We expect lots of entries this year, maybe even our "male "Powder Puffers"?!!? Encourage your guys to enter.

Alaska must have some special excitement this year. Our chairman Evelyn Ashton is already there, Gertrude Lockwood (with Betty Gillies) is enroute, and Esther and Lou Whitt are ready to leave via camper.

This is my last literary effort. I'm sure Mardo will be glad to have a more prompt reporter, but it has been fun. Good flying.

PHOENIX CHAPTER Natasha Swigard, Reporter



A small, representative group gathered to honor and say farewell to Marilyn Brafford. She's moving to Michigan and shall join a chapter there. Seated at the table: Ruth Olson, Carol Borgerding, Marilly Brafford; standing: June Cleverly, Donna Reisener, Jan Edens, Eileen Athey, Barbara Herd and Mary McPherson.



Governor of Arizona, Raul Castro, signing a proclamation declaring the week of the PPD Women in Aviation Week in AZ. Nancy Crase, Jan Edens Carol Borgerding and Kathy Nickolaisen help to see that he signed it in the right place!

Very slo, lazy month—lots of wind and BIG Q, so flying is somewhat perilous at particular times. Be A.W.A.R.E., and watch the WX—wherever you go!!

Going to do something different this year with program AWARE. It shall be in the evening with invitation extended to both men and women, pilot and or non-pilot. Hope that there are other chapters planning AWARE programs.

August is our Potluck Month. All the 99s and family and friends in AZ will have held

a pot luck day and sleep-under-the-stars night at Prescott. Great fun for all there.

Carol Borgerding—chairman, and Millie Dawe, active-member-at-large will have attended the Internat'l Ceour d'Alene.

Everyone that worked the PPD stop at Phx-Litchfield had a great time. Our chapter's entry piloted by Vicki Bruce and Pam Marley came in 16th. We're proud of them.

With fall somewhere around the corner, and hopefully cooler temps, we can look forward to some smooth, pleasant flying.



Sue Harper and Sandi Haag, ever present, always helpful, giving aid to a PPD racer at Operations Table, Phx-Litchfield stop.



One of the most colorful and exciting PPD planes to stop at Phoenix was Fran Bera and Marilyn Copeland in Pat McEwen's Bonanza.

RENO CHAPTER

May E. Haskell, Reporter

Our June meeting on the 12th was fun as well as informative. Quite a few of us met for dinner at the Black Angus prior to the meeting and this gave us an opportunity to get acquainted with some of our prospective members. Our meeting was held at the ASI Ground School Instruction room. Because of an unexpected number in attendance, some of the personnel from ASI helped with moving chairs from their office to our meeting. Thanks, ASI, for the help as well as the use of the room. We had a very special speaker. Bill Hughes from the Reno GADO brought Josh Mann. Josh is Chief, Psychological Training, Civil Air Medical Institute, Oklahoma City, Ok. Josh, with the help of Bill and some volunteers demonstrated the Barany Chair. For those who had not ridden or seen the chair before, some astonishing results of disorientation were shown. This demonstration was followed by some excellent slides and a movie. Josh talked about survival and gave us some hints. He showed us his coffee can survival kit and this was truly a Pandora's Box! It was noted that after Josh had removed everything from the can, he made no attempt to put everything back in but stuffed everything into a satchel. Wonder who got to sort it all out!

Our next meeting will be on July 20th at the Carson City Airport. Peggy Tweed will give hot air balloon rides to all of us who

can make it, weather and fortitude permitting. Peggy said that the air currents are best in the early morning hours and we should get started by 5 or 6 A.M.!

We just thought we were finished with snow. On June 24th we had a pretty heavy snowfall and have had some yucky winds so flying in our area still hasn't reached the leisurely, fun stage yet. Oh well, July will be better.

SACRAMENTO VALLEY CHAPTER

Connie Conolley, Reporter

At our meeting, new Chairman, Thelma Drew, passed around her Camel's bell—a gift from 49½er, Bob. That should bring us to attention! Gary Gilmore, Thelma's instructor from Solo through Instrument, beamed with pride!

Our gung-ho aviatrix, Dorothy Erickson, challenged the Rockies to retrieve her son attending college in Illinois. And Sandy Case logged 58½ hours on a trip across the United States. The highlight of her trip was the winning of two tires at a Fly-In while on her way home! Shirley Lehr piloted non-pilot, 49½er, on a business and pleasure trip to various cities across the United States. A "must stop" was Coeur d'Alene, Idaho, where she attended the 99's International Convention.

The eagerness of our new Flying Activities Chairman, Shirley Winn, has us adjusting our calendar to include lunch at Pine Beach Inn near Little River Airport, Mendocino County, and river rafting on the Truckee River—both scheduled for this month. Shirley just returned from an Alaskan flight with non-pilot 49½er and two children.

Helping Riverside Chapter with the awesome duties associated with the Powder Puff Derby Start were Thelma Cull, Ann Molina, Ruth Lummis, Shirley Kammeyer, Shirley Winn, June Devine and Marie Durbin. Now nothing can possibly go wrong when the ladies "rev their engines" here in California's Capitol City at the '76 Bi-Centennial PPD Start???

Our Chairman asked that trophies won for her 1940 Porterfield by this reporter at Watsonville Antique Fly-In and Oroville Fly-In be mentioned—but she refused!

Happiest news of all—Our Chapter Secretary, Marie Durbin's marriage to Jim McClaskey this month in Napa. Best Wishes to them for a long and happy flight plan together!



Racing enthusiasts, Barbara Goetz, and past International 99's President Jerry Mickelson, our only Powder Puff Derby entrants, were welcomed home with banners flying, TV camera rolling, and friends happy to know they placed in the top half this year!

SAN DIEGO CHAPTER **Betty Wharton, Reporter**

Well gang, we did it again...and I mean WE...all of us who work so hard to make a near-professional race of the Powder Puff Derby. When you stop to think of ALL the people involved, you know there are bound to be goof-ups...(I even made one myself once)...but overall, I think we do a good job, and have a good safety record to show for it, and I for one, want to thank all those wonderful, willing people at every stop, and especially those who carry the heaviest burdens at the start and terminus. The name of the game is: "99 Cooperation"!

Elsie Watson, Diane Stocklin and Bea Wheeler from our chapter came to Riverside to help inspect airplanes, and I thought Diane summed it up well by saying: "I'll bet many racers think the same thing. I know I came home from my first race and thought: 'I'm a real pilot now, I can do it MYSELF.'"

Joanruth Bauman, Eva McHenry, Laura Little, and our new chapter Chairman Shirley Wolff all showed off by finding all the airports on the race route, had NO problems, even at Boyne Mt....where it took the official ship (me) 15 min. to find the place).

Oh, yes...if anyone has an extra (?) Snoopy Powder Puff '75 pin...or if you know anyone who is willing to part with theirs, Diane Stocklin is **dying** for one, and she worked out in the hot sun all week at the start. Let me know, o.k.? She is back in Ohio this month, with her two sons and Sue Clark from El Cajon Valley Chapter, visiting families. Coming home from Boyne Mt., we missed them at 99 Hdq. by 20 minutes!

Fearless leader Marilyn Eimers is busy planning another Flying Companion Seminar, in August. This will make 215 non-flying wives we have introduced to the mysteries of flight and navigation. Marilyn was also at Riverside, as factory rep for the ATC Simulators provided for the contestants. Now that the Powder Puff Derby is over, start thinking about the Pacific Air Race...it's gonna be a "really good shew" this year! See you in October!

SAN FERNANDO VALLEY CHAPTER **Donna Zwink, Reporter**

Our installation banquet was well attended and our new officers have conducted their first meeting very efficiently. Shirley Thom, Pamela Brands, Liz Nickols, Liz Dinan and Ely Rickabaugh head our squadron.

A super big congratulation to Audrey Schutte who was named FAA District Flight Instructor of the Year. In addition, congratulations to Lola Ricci earned her Multi CFI, Faye Chavez her CFI, Kay Fisher and Marjorie Gillen, their Private ratings. Cec Schulman and Donna Zwink got APT.

An extremely successful Revalidation Clinic was held 6-14 to 6-16, directed by Audrey Schutte. Shirley Thom and Delores Pynes along with many others assisted, 113 were in attendance. The Chapter made a very good profit and plans to reserve time for the next several years.

Coralee Tucker and Liz Dinan are currently instructing our three Wing Scouts and report the girls are doing very well.

Bonnie Seymour is in So. Calif. for the summer and proudly announced she is busy forming a new Chapter in Tahoe, has five prospective members so far.

Our Chapter entrants in the Palms-Pines Race will be Ced Schulman and Margie Robbins; Shirley Thom and daughter, Deolores Pynes and friend; Audrey Schutte and Harriet Bair; Michele Naples, Ely Rickabaugh and Lorie Blech.

Some of our members drove, yes drove, to Edwards AFB for a day filled with tours of NASA facilities and close up inspections of various test aircraft including the B-1, B-52, F-5, F-15, X24B, F111, F104, YF16 and A10.

We had a luncheon fly-in to Catalina. Our next luncheon fly-in will be to the Chandel Restaurant, Santa Maria.

WASP gathering in Reno was attended by Lola Ricci, Nevada governor stated "he was pleased to take part in a tribute to our great American women."

Pat Cannon flew to Sonoma for wine tasting and the Nut Tree lunch; Liz Nickolls landed at every paved field between BFL-Fresno; Ellen Miller flew a C182 first time for years; Doris Totans landed a C150 with a broken seat; Donna Zwink flew with 49½er to Nebraska got the red carpet treatment at Grand Island. Fran Baron lost her radios on a solo cross country; Vesta Malby convinced her 49½er she knew what she was doing landing at San Diego; Audrey Schutte took her eight week old grandson for his first ride and found a new scenic route from the Midwest to Calif. We are a flying chapter.

SAN JOAQUIN VALLEY CHAPTER

Rebecca Clayton, Reporter

Our luncheon meeting was held in Modesto at Cote D'Oro restaurant June 10th. Seven members and three guest attended.

Helen McGee flew the P.P.D. was met at Boyne Mountain by 49½ Harvey.

Dottie McAllister and Laverne Gudgel preflight part of the P.P.D. route from Riverside to Moline in Dottie's Comanche, "Unfortunately not to Boyne Mountain as they later learned" They returned by way of Wichita where they met Laverne's son Tim Gudgel and followed him part way back, Tim ferried home the first of two new Cessna ag planes.

Laverne and Dottie flew the P.P.D. in Laverne's plane, 49½ Mac McAllister joined the girls at Boyne Mountain.

Rosie Hijos flew to Coeur D'Alene, Idaho for the 4th of July weekend, then back to Pendleton Oregon on return trip, with guest 99 Rebecca Clayton and 49½ Claud.

Our July 15th meeting was held at Mission Tesoro near Los Banos. Ten members and five guest attended.

SAN LUIS OBISPO COUNTY

Sharon Gates, Reporter

Mary Stephan and husband, Hugh, flew their pre-antique 1948 Stinson to Wat-

sonville, where it appeared in the Wat-sonville Antique Air Show.

Emily Cletsoway plans to fly her Cessna 210 to Kansas City with co-pilot, our retiring 99s chairman, Judi Gorham. They will stop at the headquarters and FAA Museum in Oklahoma City.

Grace McChesney will join her husband, a State Aeronautical Board member, on a goodwill tour of Russia. It is a people to people air travel program.

Marci Barnett and pilot husband, Bob, competed in the Shirts-Skirts Air Race sponsored by the Fullerton 99s. Marci said, "We had a great time, but we did rotten!"

Installation of new officers is planned for August. The slate includes: **Chairman, Grace McChesney; Vice Chairman, Mary Stephan; Secretary, Pat Kamm; Treasurer, Marci Barnett; Aerospace Education, Sharon Gates; A.E. Scholarship, Sharon Gates; A.P.T., Wanda Strassburg; Air Marking, Shirley Gunther; Air and Space Museum, Emily Cletsoway; Contest, Criss Yecny; DRF, Emily Cletsoway; Flying Activities, Lois Smith; Legislative, Judi Gorham; Membership, Criss Yecny; Reporter, Judi Gorham; Membership, Criss Yecny; Legislative, Judi Gorham; Nominating Committee, Marci Barnett, Emily Cletsoway, Judi Gorham; Publicity, Judi Gorham; Safe Pilot Program, Criss Yecny; Scrapbook, Emily Cletsoway; Ways and Means, Mary Stephen; Tax, Marci Barnett.**

SANTA MONICA BAY CHAPTER

Angela Masson, Reporter

This month the Santa Monica Bay chapter has been busy getting ready for that famous and exciting race, The Palms to Pines Air Race. This race was co-founded by Claire Walters, of our chapter here in Santa Monica, and John Koich of Independence, Oregon. Claire is now serving as race committee chairman.

Kathy Grant, a visitor to our chapter and a new pilot, has been exploring the Santa Monica area by air. So far she has been to Zuma Beach and back, as well as Santa Paula. We are looking forward to having Kathy join our chapter.

Claire Walters has moved her flight school to another building on SMO Airport—3400 Airport Ave. Claire has announced that the runway in Independence, Oregon will be newly paved—in honor of our race!

Emma McGuire and Angela Masson flew the 1975 Angel Derby in Emma's Cessna-182. Emma also flew the Powder Puff Derby this year with Rita, our SMO tower controller.

Maureen and Dan Motola made it to Riverside in their plane to watch the Powder Puff Derby take-off. Nina Laughbaum, Crispy Critter and friends also made the take-off banquet in Angela's Bellanca Viking.

Other chapter members will be seen keeping quite busy this August at SMO Airport and in Independence, Oregon getting ready for the Palms to Pines Race. See you there!



Preparing for the Palms to Pines Air Race at Claire's new flight school are: (from left to right, front row) Kathy Grant, Claire Walters, Jackie, Nina, Maureen Motola (back row) Angela Masson, Kara, Brenda, and Juana.

SANTA PAULA CHAPTER **Gwen Dewey, Reporter**

Sally Allen won first place in the Mini-Derby with her own 115 hp Citabria named Jonathan. And, although she placed 34th (and we're proud of her) in the Powder Puff (her first!) she did win three leg prizes! She flew solo, was sponsored by Michael Dewey Aviation, with a 150 hp Citabria, and a long list of friends who helped with the finances.

Several members of our chapter flew to Riverside to see her off, all wishing they were also on their way.

Gwen Dewey and husband Jim, flew their 1936 Monocoupe, powered with a Lambert 90A, to the Merced Antique Fly-in. They are proud of the beautiful trophy they received. They are busy now building a winning Fairchild 22, with time out for a trip this summer to Oshkosh and Fond du Lac Wisconsin and northern Michigan.

Betty Johnson and husband Ken flew their little Pitts Special to Fond du Lac, Wisconsin for the National Aerobatic Championships. Both are flying the Sportsman Category in the competition. She is another 99 to be proud of in our chapter.

Della Abernathy helped in judging the air races at Mojave again this year. Della was appointed our chapter delegate to the International Convention in Idaho.

Our chapter chairman for the coming year, Evelyn Perry has already sold their Piper Colt and is shopping for a Cessna 172.

We have several members planning to enter the Pacific Air Race in October. It is truly a great fun race and the El Cajon Valley, San Diego, San Joaquin Valley and Santa Rosa Chapters are to be commended.

SANTA ROSA CHAPTER **Ruth Foster, Reporter**

We're shouting the news, we had a winner! The team of Ginny Wegener and Lynn Cary took fourth place in the PPD. Our five other pilots returned with five fascinating stories, all having crossed the finish line. Our chapter had more entrants than any other in one year, and we're hoping for another record next year.

A welcome home dinner was held for the "3½" teams and a real welcome it was. A large group attended, including several members of the Zonta, and all were delightfully entertained by the stories of

events experienced by the pilots along the route.

Our membership continues to grow. Gloria Stillings and Marian Henderson are welcomed additions to our chapter.

Under the heading of "new" we include the instrument rating Ann Tunney earned.

Always on the search for news are the new editors of our newsletter, "Wings 'n Things", Marilyn Jack and Carol Valette.

A great number of our members spend many hours staffing a booth at the Sonoma County Fair with the "Women's Resource Center". It was an opportunity to spread the word about the goals of the 99s.

Testing their skills and coming thru to take a first were Barbara Johnson and Fran Johnson (not related) on our recent APE (Airplane Proficiency Excursion) to Sunriver, Oregon. After calculating time and fuel six planes took to the air. Close on the heels of the winners in second place were Marilyn Jack and her co-pilot, Gail Bartlett, a student pilot. Taking third was Diane Cory who had Lynn Nichols as her passenger. Claudia Ansaldo and Carol Valette planned the hundreds of details it took to make the "Excursion" a perfect one.

Sampling the skies over Australia recently was Margit Lindholm. Margit joined a group flying small planes around the perimeter of the continent. Flying close to the ground all the way enabled them to see the sights. Margit is ready to go again—anyone for co-pilot?

TUCSON CHAPTER **Jayne Hunter, Reporter**

The dust has settled from the 28th PPD. Almost all members contributed to the success of the hospitality room at the 1st stop at PHX-Litchfield Air Park. Terry and Dunc Robertson hosted a party to welcome home our entry, TAR No. 20. Lorraine Newhouse and Wyn Hayward lost a potentially good score in the weather that obscured the airport at the terminus.

After jealously watching the racers whizz by in the PPD, Barbara Welsh has entered her Commanche 250 in the Palms-to-Pines and is taking along a "full crew" consisting of Jayne Hunter, Jean Servaas, and Joan MacDonald.

New chairperson Jean Servaas conducted her first meeting in July. The program was so chockfull that the official program of FAA films never did get shown. Plans were made for a booth-refreshmen stand at a Bi-Centennial Fiesta in our Civic Center in August with Hilde Peterson in charge and proceeds for the PPD Fund. Maggie Shock set forth proposals for Pennies-A-Pound at Tucson International in October. Wyn showed START movies of the PPD in Riverside and recounted, with Lorraine, their adventures in the Race. Jean announced that Ann Piggott has plans under consideration for a Starter Clinic for non-flying spouses of aviators. A unanimous vote gave the go-ahead for next year's Tucson Treasure Hunt. JoAnn Hinkle, sister of our late member, Chris Ruck, was an honored guest and spoke about the Ruck Trophy and tentative plans to set up a Fund in Chris' memory.

Virginia Edwards and Barbara Harper have earned Instrument Ratings. Virginia is starting a new Chapter scrapbook and will be Air Safety Chairman, while Barbara will be our Membership Chairman and also handle Air Age Education.

One of our newer members, Ida Ruth Davis, who is a teacher and was a candidate for State Legislature in the past election, has been chosen to head our Legislative Committee. Phyllis Courtney is A.E. Scholarship chairman and Lorraine Newhouse is in charge of Flying Activities. Judy Preble is taking over Publicity. The next edition of this column will come from the typewriter of Emelie Haugh, and your old reporter will henceforth do the chapter newsletter, Talewinds, and free Hilde Peterson for more duties on Bi-Centennial projects and our "Project Electra", the renovation of a sister ship to A.E.'s plane that is on display at the Pima County Air Museum.



Tucson crew at Phoenix-Litchfield Airport on Derby Day, the 4th of July. TUS 1st Stop Co-Chairman Barbara Welsh and Jayne Hunter, kneel in the foreground. Tucson's TAR entry No. 20 flank the 1st row standing, Lorraine Newhouse (L) and Wyn Hayward (R) with Terry Robertson and Bill Hunter between. Rear row (L to R) Dunc Robertson, two guests, Chairman Jean and 49½'er Pieter Servaas.

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

EASTERN IDAHO CHAPTER **Jeanenne Ellsworth, Reporter**

Most of our chapters efforts this month, have been directed toward finishing up our project of assembling slides for the neckerchiefs which will be given to participants at the International Convention in Couer d'Alene.

A fly-in picnic to Jackson Hole, Wyoming, at the base of the scenic Teton Mountains, was enjoyed by Lois Bauer and Sharon Laird. Purpose of the meeting was to inform and encourage the women pilots of that area to join us in 99s.

When the Red Baron Flying Service of Idaho Falls recently sponsored a Flying show, many 99s were on hand to cheer on such greats as Bob Hoover, Mira Slovak and Duane Cole. This was a first for many of us, and was made even more exciting because of the extremely high winds.

The primitive area of Idaho will soon find 99s trying out many of the backcountry airstrips. More on this next time.

EASTERN WASHINGTON CHAPTER

Daryl Ann Kyle, Reporter

Eastern Washington 99s are happily putting our visiting prospective members to work on ROUND UP '75 activities. They are Linda Bakke, a 100-hour private pilot who flies out of Sandpoint, Idaho and would like to eventually be instrument rated; Susanne Kinzer, a Coeur d'Alene area student pilot who's current project is to obtain more tiedowns for the Cd'A Airport; Karen Hirte, a private pilot doing her flying at Felts Field in Spokane who recently was weathered in during a trip to Seattle and spent two extra days there waiting for something flyable; and Vivian Miller from Lewiston, Idaho.

Margie Wood has her multi-engine rating now. She just returned from California and found the friendliness of the Santa Clara Valley Chapter members hadn't changed a bit within the last year. She says, "It was like 'old home week' to visit them again!" Margie also reports on a near brush with a tornado in North Dakota. It passed within 50 feet of her motel unit!

Weekends for Barbara Dunlop and her 49½er are being spent working on a summer home on Decatur Island in the San Juan Islands. Since all building materials must be barged or flown in to the island, their Cherokee Six is being well utilized.

A special treat to Grandmother Berta Norris came on Mother's Day. Granddaughter Lana Basler, 99 from Spokane, made a delightful flight with her parents to Everett, Washington for a visit!

FAR WEST CHAPTER

Mary Cole, Reporter

Our May meeting place was changed from Couer D'Alene to Port Townsend Airport with a visit to the Rhododendron Festival in Port Townsend. Only three planes made the June flight to Auburn Center due to bad weather. With beautiful sunshine again, July 12 meeting was a picnic luncheon on the beach on Dungeness at home of Elene Duncan.

Eleven members converged on Port Angeles Airport on July 19 to beautify the new park for pilots at the east end of the airport. Colorful annuals were planted for now and plans made to plant bulbs and shrubs in the fall and spring. The park has picnic tables, a place to cook, and tie downs are being prepared for planes flying in to use the park area. We also pulled a few weeds around the letters "Port Angeles" made of rocks to prepare them for whitewashing in the near future.

Members busy flying: Mary Kochanek and Elsie MacDougall participating in airlift for Explorer Scouts; Mildred Wood and 49½er touring small airports in area; Elene Duncan and 49½er flying to Baja, Mexico; Jean Rutz and Mary Cole and 49½ers flying to Kelso to look over Mott Taylor's experimental airplanes and the "flying automobile."

We have a new member, Carol Fletcher, who attended the meeting at Couer

D'Alene along with Mildred Wood, Vi Nixon, Elsie MacDougall and Barbara Lathrop.

GREATER SEATTLE CHAPTER

Carol A. Cansdale, Roving Reporter

Hope you all had as good a time in Coeur d'Alene as we did. It was certainly a great experience to meet so many women pilots in one place at one time.

July's meeting was held at Fancher's in Renton. It was reported that several Greater Seattle members were present at the recent AOPA Instructor's Seminar on July 8, 9 and 10 including Virginia Hubbard, Ulla Hiatt and Suzie McGuire. In return for their help with the event, these ladies attended the seminar free of charge.

Chairman Sandy Sullivan provided entertainment for the meeting with a narration of her experiences flying a Super Cub from Louisiana. It was enjoyed by all. Convention plans were also discussed.

Several members also participated in a 99s display at the Paine Field Airshow July 19 and 20, including Iona Funk, Suzie McGuire, Dorothy Haubert, Carol and Ellie Cansdale, Ulla Hiatt, and Virginia Hubbard. In addition, the newly established Stillaguamish Chapter took charge of the display Sunday. Several planes were displayed and literature of 99s was distributed.

A LOUD AND CLEAR congratulations to Illovene Potter, who finished 10th in the Powder Puff Derby, was number one in the Piper class and received a medal for horsepower class (245 - 284 HP). Betty Denney was on hand to cheer her on in Phoenix, where the PP entrants staged a fly-by.

That's all for this month. Keep your fingers crossed for sunny skies!

RAINIER CHAPTER

Cindy Knechtel, Reporter

July meeting was at Jeri Reynolds beautiful home. We discussed by-laws and future projects for the group. For a small group, we have excellent ideas for projects, however although we have full turnouts for all meetings we still end up over-extending ourselves. Each member in the chapter is employed full-time and many of us have families at home. Consequently, we are going to postpone as many projects as possible until later months when activities are limited because of weather.

Our chapter brought survival kits to sell in the Crest Airpark pilot lounge. They sold pretty well. However, the fellow who cuts my hair sold most of them in his barber shop in downtown Auburn. He said people showed great interest in them for camping.

Elizabeth Lundin has transferred from Western Washington to Rainier Chapter. She has been in the 99s longer than most of us so she was a great help in deciphering the by-laws and weeding out parts that don't apply to us.

Jan Markey, one of our CFI members managed to find time to get her instrument rating the beginning of July.

July 4th weekend my mother, Virginia Nesland, and I flew with George and Pat Jogtich to Reno, Nevada in their Cessna

210. I am ashamed to admit that with three women pilots about we let George do all of the flying. Also, I got on airsick **on final** at Reno airport. I have been a regular passenger in that aircraft since I was six weeks old and I choose final to get airsick. Wonderful. If I had not gotten a glimpse of a sick sack the idea probably never would have occurred to me. Unfortunately, my gambling was no better than my airwork that weekend. It was the first time I had been to Reno since I have been 21 so I really enjoyed myself.

July 17th at Elise Smith's house on South Prairie airport we worked on our balloon project for the banquet room at Coeur D'Alene. That particular workshop was nothing, I mean nothing, but a fiasco. We were planning to use real 40" balloons with harness and basket attached until our two experimentals literally exploded in our faces while we were working with them. So, rather than subject us further to that unnerving experience Peggy Verger was bright and kind enough to design and "launch" the first cardboard prototype that went to the assembly line July 22nd and again July 24th. We are thinking of you girls as the hot airless balloons dangle over your dinners. Keep in mind that there is great genius behind those works of art.

YAKIMA VALLEY CHAPTER

Jan LeCocq, Reporter

We gathered at the Yakima Valley Municipal Airport for our last meeting. A very enthusiastic group considered the possibilities of a historical display. Jim Eakin the airport manager was helpful, encouraging and supportive to our ideas. We are all following up on pioneer pilots. Our fall meeting will be results of summer research.

Adding two more to our group—Janice Wells, currently attending C.W.S.C., Public relations co-ordinator on volunteer basis for Yakima County Department of Emergency Services; also member of DNUD National Disaster Cadre and individual assistance. Jean Lewis just departed with husband Bob for Port Hardy, B.C. They will join friends cruising in the area. She is a Warrior fan.

Weather super, so many coming and going at the airport. Have a great vacation.

South Central Section

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

ABILENE, TEXAS CHAPTER

Marjorie Andrews, Reporter

In June the chapter co-sponsored a Safety Meeting with GADO-4 and Abilene Aero, Inc. The film "Graveyard Spiral" pointed up the need for pre-flight planning, and provided, we think, the best argument for retention of the VFR Flight Plan, which is now threatened with extinction. Marjorie was added to the list of Ninety-Nines who participate as Accident Prevention Counselors in the FAA

Accident Prevention Program. We heard from Dyess AFB Safety Officers who described and showed the low altitude high speed training routes in our area. We were introduced to the Airways Facilities personnel who actually maintain the VORs and other nav aids; we promptly decided on a tour of the "witches hats" for the August meeting. Two days after the Safety Meeting, our chapter hosted a retirement party for Jim Bearden, local RAPCON chief; we taped the event and presented the tape along with best wishes and many thanks for 20 years' service.

July 3 saw Alice, Evelyn, and Bunny load up the Andrews' motorhome and with Marj in the driver's seat, head for the Plainview, Texas Must Stop in the Powder Puff Derby. Rained all the way, but a call placed for Marge Mitchell's office assured us that the show would go on in Palo Duro Canyon; the "show" there being "Texas", the colorful musical depicting early life in Texas. Breakfast in a campground on top of the canyon with a view of the cloud-filled crevasse led to an early departure back to Plainview to await the flyers. They, wise pilots all, never arrived that day because of weather, including a tornado sighted NW of Plainview. Excitement built early in a hurry the morning of the 5th, and by 3 p.m., 94 planes had landed, and most had been sent on their way to Tulsa and Lincoln. We were official greeters and had all the fun with none of the responsibility that Marge, Kathy Long, Hazel Jones, Linda Hooker, and the other members of a great crew that manned the stop. Evelyn kept the tape recorder going and we had fun playing the results at our July meeting.

Airmarking will be a major project for this year and we're open to any helpful suggestions, shortcuts and-or actual physical help from experienced air-markers.

We said good-bye to member Alice Foeh. We're losing her to the San Antonio Chapter—they're getting a WORKER!

ALBUQUERQUE CHAPTER

Becky Lutz, Reporter

A dinner honoring Jo Eddleman, author of *Cows on the Runway*, was held recently at La Hacienda. Jo organized the Albuquerque chapter in 1954 and was elected its first chairman. She later moved to Washington and only recently wrote her book recounting some of her flying experiences. Harriet Nye was hostess.

Roz Kinlen and Claudia Beckner flew to Plainview to help with the Derby stop. They had an exciting time, and report that the plainview gals and the town of Plainview did a terrific job of welcoming the racers.

Congratulations to our newest members—Ingeborg Pommer and Buehlah Woodfin. And we're proud of Claudia Beckner for earning her CFII.

On September 28, Midvalley Airpark plans a big fly-in and the chapter will sponsor spot-landing contests in the private and commercial division. B. J. Slawson reports an interesting flight to the Cessna factory in Wichita. Jerry Warrick enjoyed a flight over La Veta Pass and on

to Walsenburg, Colorado. Rita and Glenn Elliott flew to Ft. Collins to enroll their daughter at Colorado State. They also flew to San Diego for a week of sail boating. Roz and Jim Kinlen spent a week in Canada enjoying the sights and visiting general aviation airports. My own flights have been short hops to Farmington, Navajo Dam, and Raton. Ingeborg Pommer completed a three-night session of Operation Raincheck at the Albuquerque Control Center.

Kathy Fox was hostess for our August meeting at her home. A pot-luck dinner was held and 49½ers were invited.

ARKANSAS CHAPTER

Marguerite Nielsen, Reporter

Charlene and Dr. Mac Poe flew into Pinehurst, North Carolina where they were met by their friends from Philadelphia for a very nice visit. They also flew into Tampa, Florida where Mac qualified for the U.S. Medical Open Golf Tournament.

Cary Hunt, pilot and Charlene Poe, co-pilot have entered the Skylady Derby, and several others of our chapter may be flying the race.

Jo Eddleman 99 of Washington D.C. and author of "Cows On The Runway" RON d in Van Buren enroute to the 99 International Convention. Jo and Marge Nielsen met her for dinner and a very lovely evening of hangar flying. Jo will be coming through this way again after the convention.

All chapters of SCS please remember to mail flying activity reports to Marge Nielsen Route 1 Van Buren, Arkansas 72956. Happy Flying.

EL PASO CHAPTER

Norma Kudlesy, Reporter

Our monthly meeting was combined with a pot luck supper and swimming party held at Sim Lindley's house the 27th of July. Sim is attending the fall sectional and will take the mountain flying course offered. George and Marilyn Cragin and Rene Hirth flew to international. George and Marilyn recently flew their twin Apache to Mexico City for business and pleasure. Doris Shreve, Sim Lindley, Marilyn Cragin, Lois Hailey, and Ruth Deerman attended a three day flight instructor clinic in El Paso sponsored by the Texas Air Commission and the FAA. Ruth was reappointed to the FAA safety council for our local area. Johnny Hickey and husband Harry have both retired and will be vagabonds for a few weeks before settling down. Cathy Lindley has been gadding about this summer before leaving for the service flying to Colorado, California, and to Houston. Evelyn Underwood too, with trips to New York City, Boston, Philadelphia on business and pleasure. Evelyn is now APT.

GOLDEN TRIANGLE CHAPTER

Pat Moore, Reporter

The early part of this month centered around the activities of the Powder Puff Derby's annual race. Jo McCarrell, our Chapter Chairman, and Linda Hooker were official timers for this event at the Plainview stop. They flew on to the ter-

minus at Boyne Falls Lodge, Michigan for the banquet and awards presentation and reported that it was a trip they would never forget, both for the pure joy and excitement of being involved in this for the first time and ol' man weather who didn't smile too brightly on most portions of their trip.

Several of our members were on vacations during the time of the race and reported having seen the gals at the El Paso stop. Dottie Hughes and her husband were on their way home from California, having stopped at El Paso to refuel; and our newest instrument rated pilot, Jeannett Barrett, and another chapter member, Janet Dillon, stopped in El Paso on their way out to California on Jeanette's first trip to "try out" her new rating.

Activities for our chapter, per se, shaped into high gear with the dawn of July 19th. In conjunction with the Dallas chapter and the F.A.A., a dual safety seminar was held at Mountain View College, one session being held in the morning and one after lunch in order to accommodate both Dallas and Tarrant County pilots. There were over 600 in attendance for the two sessions, the main theme for which centered around weather. It proved to be highly successful.

Friday, July 25th, a banquet was held in our honor by the Southwest Region of the FAA to present a Certificate of Appreciation for the contributions our chapter has made to aviation in all areas since its inception. This was the first time such an award was ever presented to a group rather than an individual, which made us honored and indeed grateful.

Sunday, July 27th, we were invited to a fly-in breakfast and program at Caddo Mills, Texas airport by the Airport Manager in appreciation for having airmarked the runways earlier this year in combined efforts with the Dallas and Redbird chapters. The program presented by Dallas area accident prevention specialist, Joe Monterosso, was outstanding.

Joe McCarrell and Linday Hooker were our representatives at the International Meeting in Idaho the last of July.

HOUSTON CHAPTER

Stephanie Vickery, Reporter

Houston Chapter Officers for the 1975-76 year were announced at the June chapter meeting. New officers to be installed in August are: **Chairman-Pat James; Vice-chairman Gene Gonzales; Recording Secretary, Sally Gluckman; Corresponding Secretary, Audrey Haley, Treasurer, Delle Hightower.**

The June meeting was held in the home of Ann English. We were delighted to welcome guests Kathy Long and Helen Wilke from the Dallas Redbird chapter. The July meeting was held in the home of Pat James where chapter members were shown two excellent films by FAA Accident Prevention Specialist Charles Noble. The film on the mountain wave which occurs in the Rockies was especially apropos for those planning to fly to the International convention.

Patty Vick has just earned a commercial license - one year and one day after earning her private pilot license.

Margaret Brown was elected secretary of the Texas Private Flyers Association in May. Margaret, Eulalia Nichols, and Delle Hightower attended the Texas Private Flyers Association meeting in San Antonio.

Among those flying to Hot Springs, Arkansas, for the Arkansas Aero air race June 14 were Houston's Alice Seaborn and Patty Vick. Patty is looking forward to the Sky Lady Derby in Little Rock August 2.

Gene Gonzales enjoyed a brief vacation at Merida and Cozumel on the Yucatan Peninsula. M. E. Oliver and her Nervous Navigator Jim went to Mexico City and then spent a weekend in Mazatlan. Audrey Haley and 49½ Pete flew to Nassau in Late May.

KANSAS CHAPTER

Carolyn Westerman, Reporter

The Kansas Chapter's July meeting was held at Park Villa, Wichita. The 1975-76 Kansas Chapter Officers were installed, who are **Chairman - Elizabeth House; Vice Chairman - Jackie Luke; Secretary - Carolyn Westerman; Treasurer - Dorothy Dickerhoof.**

Pat McEwen is back in ACTION and feeling great after her recent surgery. Pat's son, Clay, who also had surgery is speedily recovering.

Congratulations to our PPD girls Marilyn Copeland & Fran Bera who came in 18th and Jackie Luke & Pat Mlady, 69th.

I'm happy to report that this reporter, Carolyn Westerman, has received her instrument rating.

This will be my last news report and the new Kansas Chapter Reporter is Kay Weber. Welcome Kay.

Safe Flying!

LUBBOCK CHAPTER

Beth Covey, Reporter

The LBB Ninety-Nines are completing their third year, and for a group of seven 99s, we believe we have contributed rather well to aviation in this area, as well as to responsibilities at the Section and International level.

Chairman Angela Boren gave several programs to various groups for Air Age Education. She also taped a program on Ninety-Nines activities for Plane Talk on KTXT-TV, a local aviation program following Aviation Weather.

Under the leadership of APT Chairman, Harvella Johnson, we received the Section APT Trophy for chapters of 10 members or less. The LBB Chapter was 100 per cent APT for 1974-75. We also airmarked the Slaton and Shallowater airports with numbers and center stripes.

LBB 99s co-sponsored two Aviation Safety Clinics with the FAA GADO office. The Chapter also supported the South Plains Safety Council through participation at the quarterly meetings. Also contributing to Aviation Safety was the Physiological Training Course arranged by Harvey Johnson at Reese Air Force Base. This was the first time women had been in the altitude chamber at Reese.

Angela, Harvey, and Mary Badgett and their husbands attended the May 1st Ninety-Nine Day in Texas in Austin. In December, the 99s made homebaked

goodies and took them to the LBB FSS and Tower in appreciation for the help those people give pilots in our area year in and year out. We also enjoyed a cookout in August in the home of Mary Badgett, for members and prospective members.

We welcomed two new members this year, Dee Lowe and Betty Richardson. The two flight instructors in our Chapter, Rosemary Stidham and Beth Covey, were appointed Safety Counselors for the FAA. Rosemary helped Angela Boren complete her instrument rating this summer. Angela is serving her third year on the Lubbock Regional Airport Board of Directors. Rosemary completed her multi-engine rating and her instrument instructor certificate this year.

New Chapter officers elected at our May meeting included: **Chairman, Angela Boren; Vice Chairman, Harvella Johnson; Secretary-Reporter, Beth Covey; and Treasurer, Joyce Neal.** The June 9th meeting with the South Plains Safety Council included dinner and a tour of the T-38 maintenance facilities and the non-destructive inspection facilities at Reese Air Force Base.

Also in June, the LBB Chapter airmarked a new hangar (owned by Carole Wheeler of the Fort Worth Chapter) near Cone, Texas with the name WHEELER FARMS on top of the hangar. This was our first "from scratch" lettering.

July 4, several members went to Plainview to help with the AWTAR must stop there. The Plainview Chamber of Commerce, the two FBO's, Marge Mitchell's Miller Flying Service, Inc. and Hutchinson Flying Service, Inc., the Ham Radio Club in Plainview, and all the citizens of Plainview did a great job.

Happy Flying.

NEBRASKA CHAPTER

Sharon Meyer, Reporter

There we were—at 7:00 a.m. on Sunday, July 6th, after sending over sixty Powder Puff pilots on to Moline, relaxing in the midst of Snoopy cartoons on the General Aviation Building Meeting Room floor, and recapping the flurry of activities of the preceding day's Must Stop. Except for a few quick hours of sleep, it was the first breather after the racers started arriving on Saturday. Yes, there's all kinds of excitement in the life of a 99! The Nebraska 99s thoroughly enjoyed hosting one of the 1975 Powder Puff Derby Must Stops!

At our July meeting in Hastings, we discussed the financial plight of AWTAR at length. The Chapter feels strongly that the Powder Puff Derby is a worthwhile endeavor and wants to see it continued. As a result of the discussion, **the Nebraska Chapter decided to donate \$100 to AWTAR and urges other Chapters to make a comparable effort to insure the continuation of the Derby.**

Carmen Stineman and Gay Boardman, wife of her local FBO, recently completed an airport beautification project. They spent 2½ days painting the office building at Superior Aviation, Superior, Nebraska.

Again this fall, the Nebraska 99s will provide rides from the Lincoln Airport to

Memorial Stadium for persons who fly in for University of Nebraska football games. So, if you're a football fan who will be flying in for a Nebraska game, look for a 99 in the Genral Aviation Building coffee shop area. We welcome contributions from passengers to help further the work of the 99s. Vera Bartunek is organizing the ride service this year.

OKLAHOMA CHAPTER

Marjorie Hudson, Reporter

The July meeting was held at the new Blackwell-Tonkawa Airport in their nice new airconditioned building. There were 23 members and 6 guests present, 3 of the guests were prospective members. We were glad to have Marilyn Copeland from the Kansas Chapter visit us and set up committees for the dedication ceremonies and activities when our new Headquarters building is dedicated in November.

Maxine Leftwich has just returned from Egypt, where her husband lectured on economy for the Gibson Stores. He is a professor at Oklahoma State University. Diane Moretti has gone to California for the summer with her husband, who has received a grant to study engineering at Stanford University. Norma Vandergriff and Dottie Antosh are working on their instrument ratings. Norma flew her son to Atlanta recently and to St. Louis for a ballgame.

The propeller from Maybelle Fletcher's 210, which came off near El Reno during the PPD has not yet been found. The GADO office here is planning to run an advertisement appealing to farmers in the area to turn it in if found. Maybelle landed safely at Mustang airfield.

The Oklahoma Ninety-Nines are planning to participate in an extensive safety clinic program over the state in August.

SAN ANTONIO CHAPTER

Pamela H. Crane, Reporter

Aviation-oriented activities for the San Antonio Chapter were on a reduced power setting during the month of July, as the majority of members were occupied with other events that took them out of town, or at least precluded active participation in chapter activities. As a result, the July business meeting, and the "Get-Acquainted" picnic were cancelled.

Ann Lowell is presently in the midst of a month-long cross-country in a fuel-injected Cessna accompanied by two of her children. Her travels have taken her north to Minnesota, west to the Pacific coast, down the coastline, and back to Texas via the southern border route.

New officers for the chapter will be installed at the next meeting, to be held at noon on August 9th, at the airport meeting room (Gen-Aero, Inc.) Two recent transfers to our chapter are Becky Beaudoin from Arizona and Alice Foeh from Abilene.

Membership Chairman Saralda Ross, a teacher in one of San Antonio's local school districts has turned student to obtain the qualifications required for participation in this area's bi-lingual educational program.

SHREVEPORT CHAPTER

Marjo Wright, Reporter

Mary Jo Voss, Dottie Ports, Evelyn Snow and Jere Saur participated in the Powder Puff Derby.

Mary and Don Friday now have a red-white-blue twin Piper Comanche...Mary and Don know this plane well since they received their twin rating in it.

Our chapter sponsored an Instrument Seminar in July which was well attended by area pilots. This seminar was in connection with the FAA and GAMA. Ninety-Nine, Helen Wray did an outstanding job putting it all together, with some back-up help from the rest of us, of course! A special treat was the arrival of FOG-BOUND Airline, the most questionable airline in the whole world. Of course Fog-Bound Airlines personnel are from Ruston, Louisiana and are with the college of Louisiana Tech's Aviation Dept. The skit tells one what happens when a pilot does everything wrong ... its funny and tells a message at the same time. Hazel and Roys Jones were in town and stayed for the seminar.

Hazel, Roys and Duane Perry, Dogwood Chapter, came to Shreveport to attend a retirement dinner honoring Mr. Powell, GADO II's Chief. Earlier our Chapter presented Mr. Powell a cake and offered our best wishes. The cake pictured a man in a boat catching a big one (fish)! Mary Jo and Bennie Voss **drove** Fog-Bound Airlines to Ft. Worth where they gave the program for the banquet honoring the Golden Triangle Chapter. The FAA presented the Chapter with the Award of Merit.

We have a new member, Miss Linda Carney, working girl, private pilot and flies out of South Shreveport's airport. Jere Saur, Evelyn Snow and Mary Jo Voss participated in a CAP Air-Search. Helen Wray and 49½, Charlie flew to the International Convention in Idaho. Ninety-Nines attended the Airport Authority Meeting showing the Master Plan for Shreveport's Airports.

SPACE CITY NINETY-NINES

Lucille Bethard, Reporter

Space City Ninety-Nines held officer elections in July. The new officers are: **Chairman, Lucille Bethard; Vice-Chairman, Mary Byers; Secretary, Linda Peterson; and Treasurer, Marci Butler.** Committee chairmen for the next year include: **APT- Maybelle Fletcher; Membership - Judy Covin; News Reporter - Helen Jackson; A-E Scholarship - Bonnie Young; Publicity - Janice Glowczwskl.**

Space City has been a chapter for a very short time, but we are already making plans for a successful and fun-filled coming year. We are planning another Safety Seminar with the FAA in the very near future. Several past seminars were quite informative and well-attended. We are also working on several fund-raising projects in August and September, including a Poker Run and hangar dance.

Two of our members, Mary Byers and Maybelle Fletcher, had a hair-raising experience while competing in the Powder

Puff Derby. Near El Reno, Oklahoma, their Cessna 210 threw its prop and slung oil over the windshield. They were able to make a beautiful wheels-down landing at the El Reno airport, and are still looking for the prop.

Ninety-Niners Marci Butler, Gwen Peyton, Jackie Kierby, Mary Byers will be flying to Little Rock, Arkansas in August to compete in the Sky Lady Proficiency Derby. Only women may enter this race as pilots; men may fly as navigators.

Helen Jackson, our chairman, will attend the convention in Idaho as our delegate. She and husband, Roy, are also flying in to the EAA Convention in Oshkosh.

WICHITA FALLS CHAPTER

Nan Park, Acting Reporter

The Executive Office of Southern Aviation, at Municipal Airport was the site of our meeting June 25, 1975 and July 10.

Committee chairmen were named to serve the fiscal year, Chapter objectives were outlined by those present, including safety seminars, airmarking and flying activities.

The Jimmie Kolp Memorial Award was reviewed and the preliminary committee will meet prior to the August meeting when the 1975 recipient will be selected.

The fall safety meeting was discussed and plans are being formulated for November.

The chapter will purchase the United States and Ninety-Nine flags for the new headquarters building.

North Central Section

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

ALL OHIO CHAPTER

Charleen Mehaffie, Reporter

AWTAR: Toledo was a fly-by stop. Mary Sawyer reports 92 planes stopped with 11 RON. Toledo Chapter of Zonta provided refreshments served from Virginia and Doc Thomas' motor home. Our thanks to Mary, 16 All Ohio, and 10 Lake Erie workers.

JULY MEETING: Nickell Field. This was an overnight campout and cookout complete with bonfire and lots of hangar flying. Our hostess Bernita Nickell and host Roger Nickell demonstrated their Gruman Ag-Cat.

CONGRATULATIONS to Sandy Storhok and Shirley Stewart for getting their instrument rating; 49½ Dick Taylor got a private pilot license.

VACTIONERS: Pat Premelaar back-packed and rode Eurail through Europe along for two weeks. Clara Tharpe enjoyed her AOPA tour of Nairobi and Kenya, Africa. She met Denise Morchand, Governor of East Africa Chapter, and was taken for a visit to their local aero club. Clara was informed that the African chapter plans to submit a bid for one of the future conventions and says it would be an unforgettable trip.

NEW MEMBER: We welcome Victoria Schumacher who is Virginia Thomas' daughter—this is our second mother-daughter team.

CHAPTER OUTFITS: The All Ohio 99s will be easily recognizable in their new red vests, white blouse, white or navy slacks and skirt, and red and white hat.

OFFICERS for 1975-76 are **Pat Fairbanks, Chairman; VI Blowers, Vice Chairman; Marcia Greeham, Secretary and Jane Wieslogel, Treasurer.**

DAYTON AIR FAIR, July 26-27: All Ohio Chapter girls were the official hostesses and we manned several information centers, souvenir booth, etc. Doris Scott was presented a Distinguished Service to Youth award for sponsoring Sky Flight Explorers Air Post 741 stationed at Fliteways FBO, Montgomery County Airport, Dayton. Last year, Doris donated a Cessna 150 to the post for instruction purposes. Martha Velesky participated in the General Aviation Aircraft Fly-By flying a 1975 Cessna Skylane.



Dayton Air Fair, Cox Municipal Airport, July 26-27 VI Blowers, Doris Scott, Doris Gill, Marcia Greenham (outfits are red and white, our new official uniform)

CENTRAL ILLINOIS CHAPTER

Joan Boyd, Reporter

Saturday, July 12, was a fine day for our annual pool party at Libby and Dick Dunseth's beautiful home in Lawrenceville, Ill. Fifteen members and 19 guests enjoyed the fine pool, delicious chicken dinner, and warm hospitality.

Libby Kaiser announced committee chairman for next year...Jayne Schiek, membership; Norma Newberry, "66"; Barbara Jenison, public relations; Jeanne Morse, A.E. scholarship; and Lila Flint, airmarking. Speaking of airmarking, a great time was had at the Canton airmarking on June 21st. Theo Sommer, Sarah Allen, Jayne Schiek, Sandra Bernard, Ruth Teel, and Linda Garlock, assisted Lila Flint, our new airmarking chairman. Esther Salamone hosted with coffee and donuts. Dave Flint was "strong arm" man and in charge of mixing the paint. We plan to airmark Paris in September.

The new Paris airport was also dedicated on June 21st. Libby Kaiser and Martha McMahon helped Barbara Jenison at the ceremonies and were delighted when a surprised Barbara was presented with a corsage in appreciation of all her hard work in securing the new airport for Paris.

We voted to send \$100.00 to the museum trust fund. Jayne Schiek reported on the upcoming EAA Convention at Oshkosh, Wis. She is in charge of women's activities there.

Jean West, Barbara Jenison, Mary Waters, and Barb Brusseau all worked on the Powder Puff stop at Moline this year.

Marge and Don Hughes, Mary Waters, and Barb Brusseau flew Hughes Bonanza to Boyne Falls, Michigan for a recent Bonanza Society fly-in...a trip to Mackinac Island on Sat. tested their physical fitness with a nine mile bike ride around the island. Libby and Bob Kaiser attended too.

Ruth and Bob Teel spent 31 hours in their Cherokee 235 in 9 days as they celebrated their 25th anniversary on a trip to Vancouver, B.C.—then down the coast to San Francisco, and back across via the Albuquerque route. The "high" point of the trip was flying 17,600 ft. over the Rockies to clear broken clouds out of Great Falls.

Jayne Schiek recently visited Ann Pellegrino at Storey City, Iowa. While Jayne and Ann worked on the Women's Forum for the EAA Convention, their husbands had fun flying Pellegrino's newly restored Aeronca C-3. (Someone remarked that it looks like a pelican!)

Joan and John Boyd and family visited his parents in North Carolina the last week of June. The Cessna 192 performed admirably, especially since it is sporting a new engine! New engines are fine, but without instruments you still wouldn't be able to fly on many of the very poor visibility days Illinois had for several weeks in June and July.

Ruth Ritter, APT chairman, is proud to report that about 40 per cent of our chapter is APT. Keep flying gals and turn in your APT forms.

CHICAGO AREA CHAPTER

Sandy Klock, Reporter

Congratulations to Marion Jayne and daughter Pat, who placed second in the Angel Derby flying Barbara Silagi's Twin Comanche!

Chicago Area 99s entered in the Powder Puff Derby were Elsie Wahrer and Julia Konger, Charlene Falkenberg and Joan Kerwin, and Marion Jayne and daughter Nancy (again in Barb's twin). Planeless Barb got together with George Hartshorn and his Comanche on June 29th, and won first place in the Suburban Aviation cross-country with 278 out of a possible 280 points! Barb finally got her twin back long enough to fly over to the Reading Air Show and help inflate the hot air balloon on the last day.

Sandy Klock and Madeleine Kimotek attended the National Cub Fly-In at Burlington, Wisc. on June 28th and 29th. What a thrill it was to be part of a formation of 14 classic airplanes, as we accompanied Gar Williams in his 1940 Cessna Airmaster, shepherding the Cubs and others to the Waukesha fly-in breakfast. With poor visibility, we flew IFR (I Follow Railroads!), and received a Special VFR clearance into the control zone. As the group, composed mostly of yellow Cubs, approached the airport, people on the ground first thought they were seeing a

flock of yellow ducks! Wish I could have been both in the air and on the ground to see it all. From the air, it was a wonderful sight, a feeling of being a part of the past, to be remembered always.

Judy Suit and 13-year old daughter Cindy have been flying everywhere together. A flying gal since 3 weeks of age, Cindy is a super navigator and plans to race with her mom as soon as she solos.

Jean Ingle and 49½er Russ enjoyed a Memorial Day trip to Cable Wis. via Skyland. Jean's son, Tom, left for Air Force enlistment at the end of May, and hopes to be trained in aircraft maintenance and to be stationed in a warm climate!

LAKE ERIE CHAPTER

Helen Keidel, Reporter

Well, our pilot-of-the-year, Bernice Barris, didn't make it in the top ten of the Powder Puff Derby, but she and her co-pilot, Lydia Rogers, did come in first among the Grumman entries. They received a case of champagne from the Grumman American Aviation Company as the "Best of Class" award.

Those who flew either the Angel or the Powder Puff Derby got a chance to see how the Great Lakes affect weather. This year was particularly bad in both races, and if you're not used to flying in this limited visibility, you are at a disadvantage.

Our Silver Air Flight, scheduled for August 16th, is finding good response from local flyers. This is our first attempt with an excellent committee.

For all our good intentions, our air-marking program this year has been faltering. We tried to get started in April and it took us two weeks to finish the first airport. For the June air-marking in Painesville, rain was predicted for all of northeastern Ohio. It came down hard in Cleveland, so those girls didn't show. However, Painesville that morning was dry, so the marking was done by just four local 99s. They had a ball marking a store roof in the center of town, with plenty of "sidewalk superintendents".

GREATER ST. LOUIS CHAPTER

Jan Pocock, Reporter

Nostalgia seems to be the "in" thing, these days, and our chapter isn't above indulging in a little flight down memory airway, so we did just that at our July dinner meeting honoring our Life members.

As our toast-mistress par excellence, Tex Wickenhauser, introduced each of our honorees and presented her with a lovely bouquet, how sweet it was to relax and listen to the reminiscences. Laura Sellinger telling how she learned to fly without realizing she was a student pilot! Rather, just a gal going for airplane rides, most of which began with flying over her house! All agreed that this is still S.O.P.! Laura gave us a verbal taste of what it was like to be up to your elbows in "gook" cleaning engine parts, or "sniffing" airplane dope while helping put fabric on a wing! Loretta Slavik spoke of the many times she's been so graciously hosted

by International 99s, all over the world. Traveling as extensively around our globe as she has, has afforded her the opportunity to know, first hand, what it means to be a member of an international organization of women pilots. And, what a fantastic ambassador for St. Louis, she has been!

Both of these super ladies are former Chairmen of our Chapter and continue to be active, contributing members in all areas. We were so sorry that Lydia Dunn, another of our Life members, was unable to attend, due to ill health, but she was honored, just the same.

Rounding out our memory flight, our very first Chapter Chairman, Adela Scharr had a few words for us about what it was like for a woman flight instructor, back in the "good old days". Pretty bad, actually, because nobody felt women were qualified to fly, let alone instruct flying! The doubting thomasses at Lambert Field were finally convinced when her husband became her student and soloed right before their eyes! Del served our country in W.W. II as a ferry pilot in the WASPS and continued in service as a reserve Major in the U.S.A.F. at Scott Air Force Base, after the "big vah" was over.

Truly, all of us "Jenny-come-latelys" owe a considerable debt to women like these for their determination in paving the way for us to become pilots. Perhaps we too often take the earlier struggles for granted, with our many nav-aids, tri-cycle gears, and the F.A.A., instead of depending on the Farmer's Almanac for a weather briefing! This is why we slowed down long enough to honor these women and, why I've devoted this month's letter to that occasion. It was a delightful evening, truly enjoyed by all.

IOWA CHAPTER

Annetta Haack, Reporter

A lovely, special day in Cresco for our July meeting. The specialness was the rededication of their airport, renaming it the "Ellen Church Field".

Ellen Church, native of Cresco, initiated the idea of women flight nurses, or stewardesses with Boeing Air Transport (forerunner of United Air Lines). She was named chief stewardess—hired and trained others, helped design the uniforms, and helped write the stewardess manual.

Present to honor her on this day, were local and state dignitaries, a member of one of her first stewardess classes, pilots from United Air Lines and Northwest Airlines, 2 United Airlines current stewardesses. Ann Pellegrino, Commissioner, Iowa Dept. of Transportation, and a 99, was the principal speaker. Rounding out the day's activities were a flight breakfast, parachute jumping, air show, and model plane demonstrations. Minnesota 99s joined the Iowa Chapter for the day's festivities.

United Airlines has an article in its July MAINLINER entitled "We Proudly salute the original eight". This includes a picture of the original stewardesses, and tells of the beginning of the program.

Many of our members are looking forward to International. Sounds like a grand place to be going!!

Sonja Miller and Eleanor Linderbaum were disappointed when the Wis-Sky Run was cancelled. They were entered and ready to go.

Sonja and Gwen McClure flew to Lincoln, Nebr. and observed the PPD Stop. They report a very busy time by all. This reporter and 49½er, Bob were in Lincoln to watch the last planes come in about noon on Sunday. We had a good visit with TAR 21, Elsie Wahrer and Julia Konger, as they waited for the opportune time to leave.

Jean and Walt Bedinger flew to northern Minnesota for a houseboat vacation, and had a wonderful time.

Congratulations to Fran Doherty, who got her Instrument rating on June 15.

MICHIGAN CHAPTER

Bette Crook, Reporter

Election of Michigan Chapter officers was held in June. **Lois Broyles is Chapter Chairman; Elna Blass, Vice-Chairman; Dorothy Brewer, Secretary; and June Paillrhorpe, Treasurer. Mary Anglin and Claire Ojala, Executive Board, and Elsie Karasinski and Beverly Price, Nominating Committee.**

The May Poker Party was a grand success. Lillian Snyder drew the winning poker hand and chose to donate the \$99 first prize to the chapter treasury. The event was scheduled to assist with raising funds for the Powder Puff Derby Terminus. Elna Blass and Lois Broyles coordinated the project.

Doris Kilanski served as hostess for the June meeting which was held at the Ann Arbor Airport. Doris has been updating our list of Sixty Sixes and conducted a Sixty Six initiation at that time.

The June lunch bunch flew to Lake Isabella. Dorothy Brewer invited everyone to join her for lunch at the clubhouse.

Angels from the Michigan Chapter were Sammy McKay and Winnie DuPerow. They flew the 1975 Angel Derby.

PPD Terminus was a great success!

MINNESOTA CHAPTER

Clara Johansen, Reporter

The first Mn 99s Am. Red Cross Blood Airlift was made June 26. Linda Haedge and Jan Hoppe arrived in Linda's Mooney at Holman Field, St. Paul from Eau Claire with 50 units of blood and Dorothy Bolander and 49½ Dave in their Travelair arrived later with 50 more units. Interviewed by Eau Claire TV Dorothy explained the necessity of transporting the blood by air because it must be processed for platelets within 4 hours from the time it is drawn. Sally Woodburn in her Mooney with an official from the Red Cross encountered thunderstorms,, did a 180 and returned to Eau Claire. Although disappointing it was an opportunity to formulate procedure for the future. The blood can be utilized as Plasma, sent to pharmaceutical firms, or used for research at the U. of Minn, even if the lift is not completed within the

prescribed time if it is maintained properly. On July 24, the 2nd Blood Airlift was completed from Fergus Falls, Mn to St. Paul, a distance of 150 Nautical miles, so the girls with the faster planes were needed. Rita Orr in her Bonanza flew the 3 p.m. flight, Dorothy Bolander in Travelair the 5 p.m., and Eileen Barbarisi in Piper Commache the 7 p.m. flight. More Mn 99 will be flying these vital airlifts.

When Ellen Church Field, Cresco, Iowa was dedicated on July 13, the Ia. and Mn. 99s were well represented. Cresco's Ellen Church, a nurse, originated the idea of Airline stewardesses in 1930. She was a student pilot at the time and was looking for a way to combine her love for flying with nursing. Mn. 99 Mary Jane Rice worked with the IA chapter in arranging the joint fly-in meeting. At the luncheon at the Tower Club where we had an opportunity to meet and hear some of the people on the program including 99 Ann Pellegrino, Writer, Commissioner Iowa D.O.T., who gave the keynote address. 99 Maxine Pfeifer and 49½ Walt of Duluth were there and Walt did a delightful job of M.C.ing the days events with a good pitch about the 99s.

Mn 99s have been criss-crossing the U.S. this summer. Linda Haedge is back from Natl Flying Dentists Convention in San Diego where she met Marilyn Copeland and Betty Moseley. Linda Erickson and 49½ Gary flew their 210 to Mackinac Island in Lake Michigan, then to Pinehurst No. Carolina for golfing. When Linda came back, she got her C.F.I. rating. Carolyn Olson who recently became Assoc. Grand Conductress of Grand Chapter of Mn. O.E.S. put 15 hours in connection with Eastern Star work during June on the New Mooney Ranger she and 49½ Ray just purchased. This included a trip to Winnipeg. This reporter and 49½ are off to Jeneau, Alaska in their club's new 172. They now qualify as "flying grandparents"—they took up flying 9 years ago when son Tom got married—1st grandchild, Eric Johansen, 'landed' MSP 7-6.

QUAD CITY AREA CHAPTER

Judy Hodges, Reporter

Fern and John Rathe invited us to their summer home in Guttenberg, IA. for our June meeting. Some of us were able to fly in to the airstrip on the island while others had to take the long way around. Everyone enjoyed a great day. My husband, Bud, even put on a little airshow for us in the Flybaby.

Speaking of Bud, he now has a new toy called a KR-1. I thought the Flybaby was little but this one takes the cake. He wears it rather than flies it. Sure is cute, especially gear up and 140 mph.

Another of our 49½ers is in the news. Robert Thiel just received his multi-engine rating.

Congratulations to all in the PPD. We at Moline enjoyed having everyone stop on their way to Boyne Falls and hope we were able to help you on your way.

Several from our area were able to go to Keokuk, Ia. for the WOW SKYDERBY July

25, 26, & 27. Von Alter and Barney Young flew the race in Von's Cherokee 180 and yours truly flew with Joe Svec in his Bellanca. That beautiful little 1947 Bellanca with it's 36 turns on the hand crank gear came in 2nd Place and also received the trophy for the oldest plane. We all had a good time.

Our Chapter will hostess a Safety Seminar in Davenport on July 31. We have also been asked to Hostess an EAA display in Davenport on August 16th. Our August meeting will be our annual Plane Wash at the Davenport Airport.

Carolyn Pobanz was able to use her new instrument ticket on a flight to Keokuk. Good practice for Carolyn and I are leaving in her Cessna 170, Aug. 10th to do a little flying around Kentucky and soak up a little sun. Vacation time at last!

WISCONSIN CHAPTER

Betty Willmore, Reporter

Due to not enough registrations, it was disappointing to have to cancel the Wis Sky Run especially after so much work and planning had gone into it. We used radio interviews lined up for Wis-Sky publicity for 99 P.R. Louise Yeazel, Newsletter ed. was interviewed on Madison radio about Wings for International Health and other 99 activities. Louise and husband, Dr. Roy, ferried 200 pounds of medical supplies from Wausau to Manistique, Mich last month.

First time PPD racers, Marlyn Donagan and Caroline Morey (TAR 8) placed thirty third! They're already talking about next year.

Pat Back got in some soaring time at Calistoga, Calif. There is quite a contrast between soaring there and here. Pat says she picked up thermals within 500 feet of the mountains and could have stayed up...indefinitely!



Pat Weir, Marshfield, '75-'76 chairman, Wisconsin Chapter.

New officers for 1975-76:

Chairman: Pat Weir, Marshfield. Pat has been treasurer for two years and was registration chairman for the "73 International Convention." Pat and her family, Dr. John, Debbie, and Alan enjoy the great outdoors; backpacking, canoeing, and horseback riding. They have their own horses and are active in the Saddle Club. Pat is the only one in the family who flies.

Vice-Chairman: Diane Gorak, Milwaukee. Diane is chairman of the Bicentennial committee working on history of aviation in Wisconsin. Diane, an enthusiastic 99 and mother of five, was taught to fly by her husband, Greg. Her aim is to get "all the licenses and ratings."

Secretary: Ann Lytton, Madison, is always willing to help with any job...large or small. She's responsible for the neat typing job on the newsletter lately and she's put in lots of hours on flying activities.

Treasurer: Elaine Strickland, Madison. Elaine manages the office for CPA hubby, John. How's that for type casting! Elaine joined the chapter last year as soon as the ink was dry on her private license, after having put in a lot of hours on 99 activities when she was a prospective member.

Middle East Section
DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA

CENTRAL PENNSYLVANIA CHAPTER
Mary Galbraith, Reporter



Speaker, Merv Enck of Avco-Lycoming and Thon Griffith, International Secretary, at Central Pa. sectional.



Mary & Bob Galbraith as they begin their flight in a hot air balloon.

The month of July saw our chapter members airmarking the runway at Gettysburg and because of bad weather, many of the girls were unable to fly in to share the fun and activities. Since it had been postponed once because of bad weather, the Harrisburg area gals recruited the help of husbands and completed the job. Credit goes to Martie and Champe Pool, Ann and J.D. Turley, Betty Parthemer, Mary and Bob Galbraith, Georgene and Art Peters and Kay and Mike Tyson from the Washington area who arrived in their newly acquired Yankee. Most of us flew on to Hagerstown for lunch. Flo and Shirley marked the numbers ahead of time.

At this writing, Martie and Champe Pool are attending the aerobatic competition in Fond du Lac and also the EAA at Oshkosh.

Mary Hull, Helen Sheffer and Flo Shirley attended the 99 convention in Idaho, flying Flo's Cessna.

A delightful experience was had by this reporter when she and her husband, Bob took our first flight in a hot air balloon. We travelled just over the tree tops for approximately 16 miles in an hour and a half. Our Captain even did a touch and go.

EASTERN PENNSYLVANIA CHAPTER

Kate Macario, Reporter

In June on a CAVU day we had a Fly-in to Block Island for a lobster lunch and a tour of this unique island. Thirty-five members and guests flew in.

The weather dampened that month's "Lunch with the Bunch", with only Eileen Reider, Dottie Miller and Harryette Jordan arriving Bay Bridge Airport in Md. July saw 13 women fly to Sky Manor Airport. We were entertained by performances of an AT-6 and the appearance of a 1917 Tri-Plane.

Our Saturday July meeting was held at Nancy and Buzz Diemands home. At the business meeting, Chairman Joan Jones asked Eileen Weigand to tell of the plans for announcing our '76 Convention at this year's in Coeur d'Alene. Our Convention Co-Chairmen, Eileen Weigand and Gail Lingo were also our chapter's delegates this year. Merle Starer, answered questions about the Powder Puff Derby. She, Ann Lemmon and Yvette Hortman agree they are ready to try again next year ... Joan Bertles and Kate Macario were on the Inspection team at Boyne Mt.

We welcomed the arrival of a guest from California. Sue Clark of the El Cajon chapter told us about 99 activities in California and the P.P.D. start. Sue came to our Lunch with the Bunch at Sky Manor with Betty Grosky in her 172.

We had our 3rd meeting at Greater Wilmington Airport to interest women pilots in the state of Delaware in our organization and the P.P.D., which terminates there in '76. By the time the '76 Race is over we hope to have a Delaware Chapter.

Anne Shields and Helen Zubrow broke their records: they came in 1st in the AWNEAR. Louise Sacchi has completed 272 ferrying flights at this writing and keeps Alice Meisenheimer on the move.

MARYLAND CHAPTER

Paulette Jones, Reporter

MD Chapter has been honored by receiving an Aviation Education Certificate of Merit, given by the Aviation Distributors and Manufacturers Association, Philadelphia, PA.

MD 99 Donna Hawkins is flying for the Department of Transportation at Essex. She does the flying while they monitor traffic for WFBR.

MD 99 Catherine Grover, pilot, with LTC Jeanne Wolcott as co-pilot, entered the 28th Powder Puff Derby. Sponsored by SCOT-AIR, Cedar Rapids, Iowa,

manufacturers of pilot supplies and accessories, they flew a single engine Piper Cherokee 180 over the course and finished 49th.

With everyone away on vacation now, next month's report should be better.

VIRGINIA CHAPTER

Kendra Roth, Reporter

Rain prevented our scheduled meeting, but being a determined group we rescheduled the April "poker-run" and had a nice turn out. New-member, Patti Carwell, flew the route with her husband. At her second stop she was asked where their next stop would be. "Divorce Court", answered Patti. Our thanks to Chesapeake-Portsmouth, Chesterfield Co., Franklin, Williamsburg, and New Kent Airports for allowing us to use their fields.

May and rain again, but as previously mentioned, we are determined. Many of our members drove to Hummel for lunch and a meeting.

The tetrahedron at Portsmouth Airport has a fresh coat of paint, thanks to those who attended the June meeting.

The beautiful new airport at Chesterfield County was the spot for our July function. Doris Phillips supplied the drink, fruit and desert to add to our sack lunches.

Marti Pearce has moved from Virginia Beach to Phoenix, Arizona. We all miss her and wish her success in her new area. She has already received her glider rating and is working on a multi-engine instructor rating.

Doris Phillips had been reinstated into the 99s. We are pleased to have her back in the chapter.

We have two new members in our group, Patti Carwell and Becky Broach.



It doesn't look this big from the air! So we painted it orange. The Virginia Chapter members worked hard at the Portsmouth Airport.

Aug. 2 will be an exciting day for two of our members — Linda Hollowell and Lucy Thompson. They depart from Norfolk in a Cessna 172 heading west. A stop is planned in Oklahoma to see the new headquarters, in Phoenix to pick up Marti Pearce, on to California, then return.

The Virginia Chapter will be host to the Middle East Fall Sectional to be held at the Williamsburg Lodge, Oct. 18. This is a doubly exciting time since the Hampton Roads Chapter will be chartered.

Rosemary Conatser flew the Powder Puff Derby with Joellen Drag. As the first

Navy pilots they had a lot of encouragement from the Norfolk area. Rosemary gave us a briefing on the event and many interesting side lights.

WASHINGTON D.C. CHAPTER

Gladys E. Wise - Interim Reporter

After weeks of sodden skies, the weather smiled tentatively for our July fly-in to Tappahannock (on the Rappahannock), Virginia, a charming and very historic colonial-era village. Jack Brandt of Tappahannock Air Service had repainted runway markings just for us, he said. With his good service we had a pleasant day all around.

Katharine Miller of the Marin County Chapter was with us — we hope to keep her permanently. Rhonda Griffith of Australia flew in IFR — her first such trip since earning her instrument rating a few days earlier. Maureen Long took time off from preparing for commercial check-ride to join us. Jan Curtis and Mary Ellis qualified and were unanimously voted to membership.

We paid a belated, but sincere tribute to Joan Stalk, former Chapter Chairman, with the award of a small gavel charm engraved with her name and term of service. Joan served with distinction in 73-74 and continues in a less visible, but no less important job — Membership Chairman and as a member of the nominating committee.

Convention delegates Mitzi Keller, Virginia Thompson and Jo Eddelman will report at our annual August swimfest thanks to Hedy Jaffe's hospitality.

Southeast Section

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

DEEP SOUTH CHAPTER

Betty W. McNabb, Reporter

Deep South met at the home of Maggie and 49½er Bill Fields in Tallahassee, conducted much business.

Your chapter reporter combined a Coast Guard Auxiliary patrol and the meeting, wending her way at low altitude down the Gulf coast from Panama City to Shell Point, then north to TLH, and home-bound, back the same way, looking for small boats in distress. There are so many boating people these days that the Auxiliary does a yeoman job of locating.

Two other Ninety Nines, Esther Wright of our chapter, and Irene Flewellen of Tennessee, are members of the Auxiliary.

We are so proud of Esther for placing seventh in the Powder Puff, with the assistance of our on-loan Deep South member, Virginia McKee (actually Indiana Chapter but living, much of the time, in Greenwood, Florida.)

Chapter Chairman Joyce Toman, Virginia's daughter, of Marianna Fla., has become so involved with Little League, PTA, and a hundred activities having to do

with her youngsters, that she handed the chairmanship over to VC Pat Darley of Cordele, Ga., who has assumed the leadership responsibility for the chapter.

Capable Pat was Secretary to the School Superintendent for years, and president of the organization of Administrative School Secretaries of Georgia, and is now head of the Business Education Department in her high school, (where, incidentally, another Deep Souther teaches, Jean Vance of Cordele).

Judy Hall with 49½er Jerry and daughter Cindy went to Couer D'Alene for the 1975 convention, Judy as delegate, making a complete holiday trip of it in their shiny 1975 Cessna 172.

The Alternate didn't get there—namely your correspondent. My dad, who was 98 years old July 26, has been in the hospital for nearly a month, but is slowly improving. He is the last man alive who saw the Kitty Hawk fly in 1903, and soloed my TriPacer when he was 82 years old!

Y'all come see us in the Deep South. We are meeting on the second Saturday now, instead of Sunday.

FLORIDA "GULFSTREAM" CHAPTER

Ellie McCullough, Reporter

Here we are—31 99s with Charter in hand dated July 1, 1975. Our Chapter may be new but our officers are very experienced, some of whom are finishing out their duties in the Goldcoast Chapter until September 1st.

Mina Elschner is our first **Chairman**, Dottie Shaw **Vice Chairman**, Mimi Bond, **Recording Secretary**, Ellie Reichenbach, **Corresponding Secretary** and Eloise Ruby, **Treasurer**.

We comprise 21 transferees from the Goldcoast Chapter, 2 from Long Island and 1 each from Wisconsin, Palisades and the Greater New York Chapters. We have five new members, Marilyn Burch, Lori Fine and Ruth Phillips of Ft. Lauderdale; Irene Van Dyke Goodwin from Vero Beach and Eeva Lappala of Lake Worth, Florida.

Anne Roethke represented us at the International Convention as our first delegate. Although Mina says we are to be a "Fun" Chapter, her committees are already operating and it appears that every member has an assignment, but then anyone who has ever worked with Mina knows she is a great organizer in addition to being "fun".

Dottie Shaw heads Membership with a committee of 10, Connie Brunger is Program Chairman with 6 members, Apt Chairman is Ruth Phillips, Ways & Means is headed by Helen Krumholz & Anne Roethke, Public Relations is handled by our "pro" Marjie Forood, A. E. Scholarship Chairman is Connie Brunger and yours truly is Chapter Reporter. We are on our way to "Flying Fun"!

FLORIDA SPACEPORT CHAPTER

Bonnie Quenzler, Reporter

Afternoon Florida thunderstorms reduce the number of fly in members to our summertime meetings. The weather is perfectly gorgeous in the morning and

perfectly horrible by afternoon. Usually those black boiling clouds threaten only half the horizon at a time, leaving at least a departure corridor. Tsw's are easy enough to circumnavigate. The tricky part is guessing whether your home field is going to be swallowed by a lighting laced cumim when you get back.

The June and July Florida Grasshoppers meetings turned out that way, as well as the June, July and August 99 meets. Spaceport 99s are developing a game plan to cope with the situation. We report it here as a note of interest: 1) Leave house announcing that dinner won't be cooked at home in case of late arrival. 2) Enjoy the fly in meeting, lunch and program without casting eyes too suspiciously at the darkening clouds. 3) Languor at the FBO en masse as the thunder crashes. Exchange pleasantries, keeping in mind your representation of women in aviation to the manager and all the student x-c pilots who are stuck there, too. 4) When (if) blue skies appear send one qualified 99 off towards home. Once up, she radios a pirep to FSS and if necessary a brief report to unicom or ground control for her waiting friends. That later practice goes a long way toward representing actual conditions, when it appears less than ideal from the ground. 5) Lastly, even if arriving home in time, opt to eat out anyway. Plan B: Take the car instead. Sound familiar?

In July we toured Embry Riddle Aeronautical University. August found us meeting in Vero Beach. September installation will be held in Orland.

Travels: Wanda Morgan of Kissimmee and hubby flew their 172 to North Carolina to attend their son's college graduation. Alma and Glenn Drummond recently returned from Costa Rica in their A36 Bonanza. Lovina Taber, 172 pilot, is off in Colorado visiting. Bonnie Quenzler met Kitty Hawk member Lorrie Tunnell who flew in to watch the launch of Appollo-Soyuz and stayed to exchange ideas on flying activities. Quenzler's Cherokee recently gave controllers a start when their transponder broke on the IFR approach to Washington National. It kept squawking 7700. On the way home the same thing happened at Greensboro!

Ann Walker, 99 and friend, has travelled on to new horizons. She died of cancer on July 4 and will be sorely missed.

KITTY HAWK CHAPTER

Jane Tisdale, Reporter

The S.E. Sectional at Franklin, N.C. in May saw 3 carloads and 4 planeloads of Kitty Hawk 99s attending. Our Xenia, Ohio member, Esther Zelnick and 49½ Charlie even flew in for the fun of mining rubies, sapphires and garnets.

May 10 found 7 members becoming APT, assisted by CFI Bill Moneypenny and GADO's Friendly Andy Abernathy (FAA), who were later treated by the chapter to a buffet luncheon at Governor's Inn.

Our June 14 meeting at the Tisdale's welcomed new members to Kitty Hawk, Peggy Hill and Joyce Munford. Movies of the Tisdale's 1974 trip to Africa were shown.

Our "monsoon" season ended just in time for the July 20 rain date at Ester and Ace Fordham's annual fly-in picnic. Their idyllic summer home on Merrimon Island provides family airstrip and water sports. Your reporter's first sail boating experience was provided by 21st-birthday-girl, Terry Fordham, who just got her own wings last month. Younger Vicki and Jeff Fordham have soloed, and that family 210 will need a hanger mate soon to accommodate all the pilots.

Potential 99 Dee Swinson reports her daughter Pam has also soloed.

Tessie and Bobby Cox just returned from Alaska, on the way circling beautiful Mt. Rainier in their 210. Oh, I have slipped the surly bonds of earth.....



Left to right, at Kitty Hawk 99s July meeting; hostess Esther Fordham, Dee Swinson, Jane Tisdale, June Rodd, Chairman-Elect Jan Clemens, Laura Ottwell.

MISSISSIPPI CHAPTER

Jenny McWilliams, Reporter

Ruby Dickerson and Sara Willis are now APT, bringing us up to 32 per cent. We hope to better our 1974 total which was 45 per cent, and with 5 months to go, we just might make it!

Our July meeting was held at Madison, MS. The Mississippi Soaring Association is based at Bruce Campbell Field there, and welcomed fourteen of us to take Glider Instruction. We had good thermals, a picnic, and lots of fellowship.

Two days prior to the meeting, a 66 from Jackson, Dr. Madge Pfaffman and Jenny McWilliams attended a GAMA Meeting at the same airport. Jenny won one of the Door Prizes, but had to turn it down because she works there. Can it be an omen that she wins the plane?

Wanda Garson has been selected as Southeast Section Membership Chairman for the 1975-76 year. Peggy McCormick has been elected Vice-Governor of the Southeast Section for the coming year. Wanda will also serve as Chapter Vice-Chairman and Peggy will help our Chapter as Registration Chairman for the Spring '76 Sectional.

Janet Green was our Delegate to the International Convention, taking a group in her Twin Commander.

Peggy McCormick and Ernestine Mahan have been re-appointed Accident Prevention Counselors by the Jackson G.A.D.O. Congratulations!!

Dot Etheridge placed 13th in the Angel Derby in May; we have a 4 ft. by 6 ft. Bicentennial Flag on a flagpole at the F.B.O. in Madison; our Section Planning Committee Chairmen are making progress

and looking forward to April '76 in Baton Rouge.

Cindy Bass passed her Instrument Written in July. The FAA gave her one of their new toughies, but she came through with flying colors!!! (Pun intended).

TENNESSEE CHAPTER

Ruth W. Thomas, Reporter



Tennessee 99s Annual Award for promotion of general aviation went to Dr. Bealer Smotherman, Middle Tennessee University, Aerospace Workshop Director. L. to R.: Evelyn Johnson, Chairman of Awards Committee; Dr. Smotherman; and Ruth Thomas, workshop staff member for 15 years. The original plaque made of walnut in the shape of the State of Tennessee was designed and carved by Ferris Thomas.

The annual award to a Tennessean who has, in the judgement of the awards committee, promoted general aviation was presented to Dr. Bealer Smotherman, Director of the Aerospace workshop, Middle Tennessee University.

The Awards Luncheon was held the first Saturday of June in Nashville with 71 present. Visitors from out of state were: Judy Hall, North Georgia Chapter; Lillian Snyder, Michigan Chapter.

Mr. Paul Metz, FAA District Office, Nashville, wrote International Headquarters praising Tennessee 99s for their assistance to Safety Seminars.

Bea Reid, Southeast Section Governor, and Betty McNabb, Past International President spoke at the Aerospace Workshop in Murfreesboro, Tennessee in June.

Sympathy to Jane Hilbertand and Joyce Hewins, they lost their husbands within three weeks of each other this summer.

Evelyn Johnson, Morristown Airport, reports a first. She soloed 6 women in June, the most for one month in her 28 years of flying. Another 'first' for Evelyn, she is the first woman to be on the Board of Directors of the National Assoc. of Flight Instructors.

Ruth Sells and daughter are touring Europe this summer. They will return in time for the beginning week of college.

Bertha and Guy Jones have sold out the Dayton, Tenn. Flight School and are retiring to their home on Melton Hill Lake.

Georgianna McConnell went to Boyne Falls, Michigan to help with terminus of Powder Puff Derby.

Genie Rae O'Kelley and Mary Ann McAllister entered the Powder Puff Derby (their first one) sponsored by Dick Hash of Executive Airways, Knoxville, Tennessee.

NEW MEMBER: Susan Goss of Hendersonville, Tennessee.

Charlotte Parish, Edna Broyles and Pat Garner assisted with the Staggerwing Beech Fly-In in Tullahoma.

Donna Bower will be handing the Chairman's gavel over to Edna Davis, newly elected Chapter Chairman.

Irene Flewellen was re-elected Treasurer of the Southeast Section.

Dr. Laura Odland has been named one of the ten most honored women in Tennessee.

Ruth Thomas, two student pilots and a nurse make up a Sweet Adeline quartet who entertained at the GAMA Safety Seminar in Chattanooga and at the graduation exercises of the Aerospace Workshop in Murfreesboro.

New York-New Jersey Section

NEW YORK - NEW JERSEY

GARDEN STATE CHAPTER

Dolores Jane Zillincar, Reporter

The Garden State 300, our third annual proficiency race, held at Smithville Airfield on June 7th, was such an overwhelming success with thirty-seven entries, that next year looms even brighter. Entries limited to 50 planes—when entries are opened—move fast!

Garden State 300 Chairman, Janice Blackburn and 49½ Blackie did a superb job in coordinating their hard working committees and all Garden State 99s who participated. Space limits mentioning all who worked so industriously to achieve our success, but you all should have a marvelous feeling of self-satisfaction.

Awards to the top ten winners were given at a banquet held at the Smithville Inn. Special awards were donated by Optel Corporation, Phoenix Industries Inc. and Preston Airport. The top three winners were: first place, Alexandra Taylor (99) and Rev. Robert Bryan; second place, Dr. Helen Zubrow (99) and Anne Shields (99); third place, Bill Cramer and Don Albanese.

Our June meeting on the 29th at Preston Airport included the race debriefing at which we devised new and improved plans for the Garden State 300 '76. Janice Blackburn was selected as Chairman again and it was decided a co-chairman is needed—a choice to be made at a later date.

The annual election of officers gave us the following slate: Chairman Claire Kurica; Vice Chairman, Stephana



Joel Spivak, Claire Kurica, 1st Place Winners: Alexandra Taylor (99) and Rev. Robert Bryan, Janice Blackburn.

Grested; Corresponding Secretary, Dana Mack; Recording secretary, Ann Daly; Treasurer, Janice Blackburn. Wanda and Lewis Mammel will continue as chairmen of the spot Landing Contest and Dorothy Smith was named membership chairman.



Race Chairman, Janice Blackburn and Chapter Chairman Claire Kurica, presenting awards for second place (three consecutive years) to 99's Dr. Helen Zubrow and Anne Shields.

NEW YORK CAPITAL DISTRICT CHAPTER Peg Weiss, Reporter

Summer is here in all its glory, and our chapter members are scattered to the winds! We did manage to corral eleven 99s for a great dinner party at the Steak and Brew in Albany on July 9. Hangar flying was rampant. We have a new prospective member: the hostess asked for an explanation of 99s, and then exclaimed, "I'm a pilot." She has a brand new ticket and will soon be part of our group.

Several Capital Districters joined the Hudson Valley Chapter 99s for their Aviation Day picnic at Hidden Valley, New York on July 12. It was a great day for all who attended.

Perfect weather on July 26 was the order of the day for the fly-in to Cape Cod. Blue skies, warm sunshine, beautiful beaches, plus Joan Gannon's hospitality.

Harriet Bregman flew her plane to Oshkosh, Wisconsin that weekend with Doris Miller as passenger. Doris continued on to Coeur d'Alene to the Convention by commercial airline.

Four NYCD's are officially APT: Nancy Fitzroy, Ruth Green, Estelle Polsinello and Kathy Bourgeois.

Happy summer flying!!

PALISADES CHAPTER Helen Egan Levy, Reporter

The Garden State Chapter's 300 in June found our Betty Barlia and Mickey Thomas racing to the tune of 300...We calls it camaraderie, cooperation and just plain "99"...all for one and one for all! The Derbies were off...Angels 11, Pilot, Doris Miller, our Section Vice Governor, and Helen Levy, co-pilot, and met in flying from Hamilton, Ontario, to Titusville, Florida, our Finger Lakes Chapter Chairman, Carole Freeman.

The Angels all made it safely and celebrated with former Northeasterners, Ellie McCullough Odrico, Helen McChesney Mennitto, Mina Elschner and Jane Sultan. You might say this was old home week! "Old Aunt", Bernie Stevenson, flew in as Angel (guess what?) 99. Doris, Jane and yours truly had a

"soaking" good time with Juanita Blumberg and many of the Grasshoppers at their Vero Beach meeting on May 28th...great fun! And off to the Derby are Peggy Naumann and Clarice Bellino in the Arrow and Mickey Thomas in the 210...whoops, that's a Six, not an Arrow. And while flying around the country, our Palisades' gals were painting up that storm at Caldwell-Wright Airport.

Those 99 blue and white watches we spoke about did the rounds of Titusville, with one of the first purchasers being Irene Keith, of Greater New York Chapter, doing a stint for Pan Am down Florida way. 'til soon, Happy Flyin!



Angel 11 - Pilot, Doris Miller, Hudson Valley Chapt. Angel 6 - Pilot, Carole Freeman, Finger Lakes Chapt. Angel 11 - Co-Pilot, Helen Levy, Palisades Chapter. Terminus, Angel Derby, Titusville, Fla.

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

CONNECTICUT CHAPTER Vivian Utko, Reporter

At our regular meetings we have "mystery gift time." A gift is brought in by the person who won the mystery gift the previous month, and chances are sold on it at 25 cents each. We add a little extra cash to our chapter and a little extra fun to the meeting.

Sue Norman, who is on loan to us from the Santa Clara Chapter while she is spending a year on the East coast for the President's Executive Interchange Program, is serving as an operations analyst with Sikorsky Aircraft in Bridgeport, Conn. She is returning to NASA's Ames Research Center at Moffet Field near Palo Alto, Cal. shortly, although we didn't have an opportunity to become more acquainted with such a talented and renowned gal, we enjoyed the honor of having her with us.

Charter member, Nancy Tier, is busy sharing her slides and old films of aviation and her experiences too, this time with the Central Conn. Pilots Assoc. and the Lakesville Rotary Club. Recently Nancy represented our chapter at the Museum Trust Board and Advisors.

Flying headings within 1 degree tolerances seems very challenging and that's what Lorraine Jencik has been up to lately. She has been filling in as pilot-navigator for an aerial photography

company in a supercharged 206, flying these gith headings at 12,000 feet.

Marcia Spakoski co-hosted a successful GAMA Safety Seminar for Coastal Airways in Groton, Conn. in June. Marcia, our continuing Treasurer, has been on the Comm. for Women of the Year for New England and was involved in the Spring Section in Mystic Seaport this year. Marcia, along with Lorraine Jencik, has been appointed to the Airport Safety Committee at Trumbull Airport in Groton.

Newest member, Sharon Luciani, recently soloed her first student and is now one of our busy CFIs...Mary Suisman stayed on the ground long enough this spring to present her husband Joel with a new baby boy...Chairman, Nina Hetmanenko, is in Cape Kennedy to view the space shot...Vivian and Boris Utke are the proud new owners of a Skyhawk...and there goes the summer.

NORTHERN NEW ENGLAND CHAPTER Anne Good, Reporter

The All Woman New England Air Race at Manchester, N.H.'s Grenier Field, June 21, 1975, was won by pilot Helen Zubrow and her co-pilot Anne Shields, both of Philadelphia, Penna.

Second place winners were pilot Elizabeth Brown of Cape Arundel North, Maine and co-pilot Sheri Goodwin of York, Maine. Elizabeth has her Instrument Rating. Sheri is entering the New England Aeronautical Institute, Nashua, N.H. this September.

Best wishes from all the Chapter members to Leanne Buck, who postponed her wedding for a week to help as an operations committee member. Leanne is now Mrs. Joseph Fernald.

Elizabeth Brown will be a delegate at Coeur d'Alene, Idaho in July. Her family will accompany her. Lois Chesterley and husband flew to Washington state and returned thru Canada, by way of Winnipeg. Betsy Alexander and her husband flew to Wyoming.

New officers for the coming year are: Elizabeth Brown, Chairman, Betsy Alexander, Vice-Chairman, Jane Heuterman, Secretary, Rae Tally, Treasurer, and Anne Good, Reporter. Sheri Goodwin is the Membership Chairman, Lorraine Richards and Jackie McKenney are handling Public Relations.



Smiles of victory as Elizabeth Brown (L) and Sheri Goodwin (R) who placed second in the AWNEAR at Manchester, New Hampshire June 21, 1975.

A Special Invitation To You

Ninety-Nines
Come Celebrate — Let's Dedicate

Gala Dedication Weekend

November 1 and 2, 1975
Oklahoma City, Oklahoma
Will Rogers World Airport

Please pre-register and check your choice of events so that tours can be arranged.

BE SURE TO BRING YOUR OWN TIE DOWNS. THANK YOU.

Friday, Oct. 31: Early arrivals—

8:00 p.m. Friday Night at the Movies including: Powder Puff for Joan; Stamp of Friendship.

Saturday, Nov. 1: 99 Headquarters will open from 1:00 - 5:00 p.m.

9:00 a.m. Registration, Hospitality and Transportation — Hilton Inn

10:00 No. 1 FAA Aeronautical Center Tour

12:00 Past Presidents and Charter Members Luncheon

12:00 Air Rally Participants check-in at Catlin Aviation

1:00 p.m. Air Rally Take-off (\$15. entry fee) (Trophies & Awards)
(49-1/2ers and more than one co-pilot invited)

2:00 No. 2 FAA Aeronautical Center Tour

2:00 Cowboy Hall of Fame Tour

7:00 Celebration Reception—Ballroom, Hilton Inn West

8:00 Dedication Banquet — Hilton Inn West

Featuring: "Boots to Heels" — A Musical History of the 99s,
Lilaha Bolen, Director

Master of Ceremonies: Mr. James Yarnell,
Public Relations, Beech Aircraft

Sunday, Nov. 2: Today is the 46th Anniversary of the 99s

9:30 a.m. Buses Load for Dedication Ceremonies and Reception

10:00 Dedication of New 99 Headquarters Building
Fly-By featuring 99s in all types of aircraft

11:30 Fly Away!!!

Special prizes awarded for pre-registration.
(Before Oct. 15)

\$15.00 includes registration and Banquet,
\$20.00 includes tours, reg. and Banquet,
\$25.00 includes tours, reg, Banquet, &
Past Pres. & Charter Member Luncheon

Name _____ Address _____

Husband's Name _____ Children _____

Other Guests _____

Arrival date and time _____

Please mail advance registration to:

Loretta Gragg, International 99 Headquarters,
P.O. Box 59964, Will Rogers World Airport,
Oklahoma City, Oklahoma 73159

Recommend making early Hotel Reservations direct to:

HILTON INN WEST, 401 So. Meridian, OKC, or call 405 947-7681

(most activities held here) Singles, \$18., Doubles \$24. each add. person \$6.

SHERATON INN, Okla. City Airport, 6300 E. Terminal Dr., OKC, or 405 681-7511
(about 1/4 mile from 99 Headquarters)

Continued from Page 17

99 Compass Rose Address Labels. 1/2" x 1 1/4" Self-Adhesive, peel off-press on address labels. 99 Compass Rose in Blue on left side. 20 letters and spaces allowed per LINE, 4 lines. Any message that fits. Current label prices: 225 labels - \$4.50; 450 labels - \$6.50; 1000 labels - \$12.50. To order: Golden Triangle Chapter; P.O. Box 243; Hurst, Texas 76053.

Step Stool. Step n' Chek folding stool for pre-flighting gas check, cleaning windshields, etc. All aluminum 1 1/4 lbs, 19", folds completely. \$12.50 ppd. \$14.95 for extendable model. Calif residents add 6 per cent tax. San Joaquin Valley Chapter. To order: Helen McGee; Rt. 4 Box 865; Sonora, Calif 95370

Cookbook. "Cooking Maneuvers" Lighthearted roster-size gift book that coordinates menus and flight plans. \$3.25 ppd. Orange County Chapter 99s, Inc. To order: Noreen Kilborn; 13412 Woodruff; Bellflower, Calif. 90706.

Brass Pilot Certificate Plaque. Permanent, authentic copy of your pilot certificate in gleaming brass on hand rubbed walnut plaque, 7 1/2" x 11". \$22.00 includes postage and applicable tax. Make check payable to Forth Worth Chapter 99s. Please send clear copy or all of the information from your certificate plus a full sized signature and the administrator's name. Where to order: Juanita Waddell; Rt. 4, Box 65; Fort Worth, Texas 76112

Wings. With the official 99 insignia in the center. 1 1/2" with safety clasp Silver \$7.50 each. Golf filled \$15.00 14 carat gold price on request. Sacramento Valley Chapter 99s. To order: Darlene Kelley; 7580 Sierra Drive; Roseville, Ca. 95678.

Sweatshirt "Doing My Thing". White-navy blue flocking depicting smiling airplane in clouds and saying "doing my thing". Children size 4-8-12. \$4.50 & 50 cents postage Adult sizes - S, M, L, XL \$5.50 & 50 cents postage. Short or long sleeves. To order: Greater Kansas City 99s; P.O. Box 8199; Kansas City, MO 64122

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The Ninety Nines wish to thank all members who have helped make the new Headquarters Building a reality.

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