

99news

99 NEWS

ER 1975

DEDICATION WEEKEND

New 99 HEADQUARTERS BUILDING

OKLAHOMA CITY
NOV. 1 and 2 1975

DEDICATION WEEKEND

New **99 HEADQUARTERS**
BUILDING

OKLAHOMA CITY
NOV 1 and 2 1975

new
99 HEADQUARTERS
DEDICATION WEEKEND
NOVEMBER

tours

It took more than a "powder puff" to fly 2,590 miles solo. And win.



All Woman Transcontinental Air Race or Powder Puff Derby — whatever you call it, it's no piece of cake.

This year's winner, we're proud to say, was Trina Jarish, 2,700-hour pilot and regional customer service manager for Collins Radio.

Her equipment: An A36 Bonanza. And on the panel, Collins' new Micro Line comm/nav system designed especially for singles and light twins.

"The Micro Line equipment definitely was a help during the race," Trina said. "One of the big advantages was the time it saved. For example, with the dual transceivers and their storage and recall capability, I could enter four frequencies and have any one available when I needed it with a simple turn of a knob. That was great for flybys, where I had to quickly change frequencies. Or on landing, where both approach control and ground control frequencies were entered in advance and ready when I needed them.

"The course readout feature of the nav receivers proved extremely valuable," Trina said.

"By using the automatic nav bearing readout, I was able to intercept the right course much easier and quicker than by the usual method of having to adjust the OBS indicators."

The results, Trina, speak for themselves.

Micro Line. The little surprise package from

Collins

 Member of GAMA

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President Pat's

ACTION LINE



99 convention is over and what a super spandorical convention! Our Northwest Section really did themselves proud. Roundup '75 was educational, inspirational and very enjoyable. Thank you, Northwest Section, for everything!

Children are back in school and our new 99 year has begun. My desk looks like a disaster area, but in the next few weeks time will be spent cleaning up for the start of the new 99 year. Before I say goodbye to the past year, your Board of Directors would like you to know how much we appreciate your confidence in us, which was evidenced by our re-election. To my knowledge, there has never been a year where the exact same Board members have had the privilege of working together for a second term of office. We have enjoyed serving and working with you this past year and we look forward to another successful and productive year. Let's make our ACTION for the coming year the best yet!

The printer has promised that the membership directories will be mailed around the middle of September so, hopefully, you will have them in your hands before you read this column.

Let's start the year by planning more safety seminars for fall and we might even look ahead to spring. We are still reaching for our goal of 300 this year and this figure should double by the end of '76. Let your GADO-FAA know you are interested in helping them make the skies safer. FAA would like us also to start thinking of our nominees for the Flight Instructor of the Year award. Many of us do qualify and wouldn't it be great to see more 99s nominated for the regional award and a 99 win the national award?

September and October are busy months for our section governors, meeting with their chapters at section meetings to discuss our past convention and planning 99 projects and events for the new year. Speaking of planning, don't forget, "Come Celebrate—Let's Dedicate". Our grand dedication week-end is November 1st and 2nd. Plans are shaping up for a wonderful, memorable week-end—see you there!

COMING EVENTS

The Mt. Diablo Chapter invites everyone to attend an FAA SAFETY SEMINAR to be held at the Sheraton Inn at Buchanan Field in Concord. If you plan to fly in, you can taxi right to the Sheraton. The SEMINAR will take place on WEDNESDAY, OCTOBER 15, 1975 and will begin promptly at 7:00 P.M. Gaffney Aviation and Pacific States Aviation are co-sponsors for the seminar.

NY-NJ Fall Sectional. Oct 31-Nov. 1
Ramada Inn, Armonk, N.Y. (Westchester Co. Airport) Hostess, Grtr. N.Y. Chpt. Phyllis Sproul, Chmn.

FLORIDA DELTONA DERBY

November 7-8, 1975. 1975 Deltona Derby Air, Land and Sea Race, sponsored by Spaceport 99s and the Deltona Corporation. St. Augustine to Marco Island. Entry deadline Oct. 30. Race Kit \$1.00. Send to race chairman: Bonnie Quenzler, 65 Carrigan Blvd., Merritt Island, Fla., 32952.

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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Speaking Frankly With Mardo

I think it may be time to bring the question of the Women's Air and Space Museum into focus. Now we must get down to facts, and detach ourselves from the emotion that has been generated about it. Think about the following:

1. A 99 named Mary Francis, an Attorney, 'way back in 1950 most forcefully brought to the attention of the 99s, and to me as Chairman then of the AWTAR, the risks involved for the individual members of the 99s and the race board by our not being incorporated as separate, autonomous organizations. She detailed the responsibilities of **each** person in these two groups regarding the legal angle of financial aspects—such as defaulting on debts which would then become the legal debt of **each one on the membership roster**, or a suit as a result of accident, or anything else aimed at the respective organizations, which would become a legal debt for **each person**. We quickly incorporated. Since then the AWTAR, Inc. is still supported by donations both with time and money by the 99s. And—the individual 99s are protected from suits or debts acquired by the PPD.

This then, is what the leaders of our 99 organization want in regard to the Women's Museum Trustees—that they incorporate, and that they drop the use of the 99s name on stationary and other documents. IT IS A SMALL REQUEST FOR SO GREAT A SAFETY VALVE.

2. At convention I talked to each of our leaders. They are NOT against the Museum concept. **They wish it might be within financial reach.** Even with the necessary help of professional "fund raisers", who are motivated by a sizeable percentage of what they raise.

Our leaders do bring up the pertinent, and thought-provoking points as to (1) the fact that with a fairly limited list of famous early-day women pilots, who deserve recognition (and some of whom have already given their memorabilia to other museums), is the expenditure as now discussed of **2-10 million dollars** just to build the museum (**this figure does not include any upkeep after it is built**) really a "bit much", as the saying goes? Wouldn't we be better off associating ourselves with an already established museum?; and (2) with the many existing museums ALL

having financial troubles, as news reports attest, would we also be buying similar troubles by establishing a "women's" museum? People **are** becoming more "person" oriented, as against man versus woman attitudes. We ourselves have fought for "equal" recognition in the field of aviation. Could not our proud achievements be immortalized just as well (and within financial reach) in connection with existing museums? For instance, the San Diego and El Cajon chapters have a beautiful display of women's achievement in aviation at their much-visited museum; Louise Thaden's historically valuable things have already been given to the recently established Staggerwing Museum in Tullahoma, Tenn. And there are others.

Our newly created Headquarters has ample space for displays about the 99s, and will eventually be a place where historians will come for accurate facts about women in aviation. As your editor of our 99s NEWS Magazine, I have tried very hard to present accurate and interesting features about the remarkable woman who is a 99. It is my considered and thoughtful

Continued on Page 2

SPEAKING FRANKLY
With Mardo

Continued from Page 1

belief that while the concept of a Museum which will cost millions to build is an ambitious dream, it is not a realistic possibility in our present circumstance of recession and inflation. We agree it would be a wonderful accomplishment—if only it were practical. We need some sober, unemotional thinking on the subject. We need to admit that **nobody** is **against** the museum concept, or the people so deeply involved in it. We are merely against an adventure into space until we are properly equipped to cope....

1976 Bicentennial Louisiana Air Tour



Friday, April 23	Baton Rouge
Saturday, April 24	New Roads Hammond Ponchatoula
Sunday, April 25	Thibodeaux Houma
Monday, April 26	Slidell Brookhaven Winnsboro Ruston
Tuesday, April 27	Bastrop Delhi Homer Ruston
Wednesday, April 28	Mansfield DeRidder Jennings
Thursday, April 29	Oakdale Summerville Mamou Jennings
Friday, April 30	Lake Charles
Saturday, May 1	Abbeville Baton Rouge
Sunday, May 2	

Sponsored By:
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Louisiana Tourist Commission

Emile L. Salles, Jr., Tour Master
Fran Salles, Coordinating Chairman
235 South Acadian Thruway
Baton Rouge, Louisiana 70806
Telephone: (504) 344-0737

the 99news

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CONTENTS

Early Bird Vignette — Nellie Zabel Willhite by Glenn Buffington	4
Pacific Air Race — Dottie Sanders	5
Palms-To-Pines Results — Courtesy Glenn Buffington	5
More Convention Photos—Daryl Ann Kyle; Barbara Goetz	7
All-Ohio History—Clara Tharpe, Edyth Maxim	8
New By-Laws Pertaining to Membership	12
The Whirly-Girls	12

REGULAR FEATURES

President Pat	1
Speaking Frankly With Mardo	1
Coming Events	1
1975 Louisiana Air Tour	2
99 Profile	3
More on Convention—Mary Able	3
News Briefs	6
Current Decisions in Aviation Law — Sylvia Paoli	13
Committee Reports	
A' TAR—Wanda Cummings	13
Legislation—Joan Kerwin	13
Flying Activities—Charlene Falkenberg	14
PPD—Bi-centennial '76 — Pam Vander Linden	14
Chapter Reports	

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Cover: Marilyn Copeland, Chairman Headquarters Committee, gazes with delight at multi-invitations to **all 99s** to attend the Nov. 1 and 2 Dedication Ceremonies of the New 99 Headquarters at Oklahoma City.

99 profile

PERSONALITY PROFILE OF FEMALE PILOTS

In 1974 Marge Hatfield of the Michigan Chapter 99s sent your Editor a copy of a research study by Joseph R. Novello, M.D., and Zakhour I. Youssef, M.D., Department of Psychiatry, University of Michigan, Ann Arbor, Michigan, and Department of Psychology, Eastern Michigan University, Ypsilanti, Michigan. Would I be interested in this as an article for the 99 NEWS Magazine? I would! I wrote for permission from Dr. Novello (Suite 707, University Medical Bldg., 2141 K Street, N.W., Washington, D.C. 20037), and was given full authorization to reprint all of the article, or portions of it. Since we are always so tight on space, I will have to resort to quotes, and comments. You will find these startling and satisfying, to put it mildly.

"A battery of psychological tests were administered to 87 female general aviation pilots. The battery consisted of the Edwards Personality Preference Schedule (EPPS), a modified Early Memories Test, and the General Aviation Psycho-Social Inventory (GAPSI). Results indicate that female pilots have a distinctive EPPS personality profile. As compared to norms established for U.S. adults, the EPPS means of female pilots are more similar to the male general aviation pilot profile than to either the adult female or the adult male norms. Female pilots and male pilots deviate in the same direction from the means of the EPPS female norms on 15 of the 16 scales. **THUS, female pilots have more personality traits in common with male pilots than they have with women in the U.S. population at large. These findings demonstrate the existence of a 'Pilot's Personality' transcending sex distinctions.**"

You are now saying "WOW!" as I did when I first read this revealing paper. When you realize that 87 female pilots from Michigan and Ohio were tested, the results seem impressive at the outset. The groups varying in number from 10 to 35, were further divided as to age, education, income, and marital status. The individuals tested were all volunteers, and they had no prior knowledge that testing would be administered, as they first met in groups.

Those taking the test were those specifically responding to an invitation to do so. They were asked to describe in writing their earliest memory; they were then asked to complete the Edward Personal Preference Schedule; finally, they were asked to respond to the GAPSI (General Aviation Psycho-social Inven-

tory). Anonymity was stressed and they were assured that their identity could not be linked to any of their responses.

It was determined that female pilots in general aviation possess a personality profile distinct from the U.S. female adults. For instance, **female pilots are significantly higher on Achievement, Exhibition, Dominance, Change, and Heterosexuality**; they were significantly lower than the ordinary U.S. adult female (non-pilot) in Deference, Order, Affiliation, Succorance, Abasement, Nurturance, and Endurance. It was further determined that there is a "Pilot's Personality" transcending sex differences. Female pilots share a greater number of personality characteristics with male pilots than with other females in the U.S. population. Further, these female pilots are "feminine" in that their own sexual and gender activity is directed toward heterosexual (male) objects.

The conclusion reached by Dr.s Novello and Youssef after thorough and exhaustive testing was: "It seems that piloting, regardless of the pilot's sex, either requires, attracts, and-or selects out the personality type that has been popularized for so long in song, movie, and verse: a person who is courageous and adventureseome, one who is oriented toward demonstrating competency, skill, and achievement; one who finds pleasure in mastering complex tasks; one whose manifest sexual orientation is decidedly heterosexual. The results of this study, therefore give credence to what has thus far been lodged in myth and folklore: the pilot as a romantic hero—or heroine."

This in-depth study has proved something on which I, as Editor of the 99 NEWS Magazine, have based my format, namely, that the members of our International Organization of Women Pilots are truly the most accomplished and extraordinary women in the world. Think of this when your confidence sags. Think of our past "heroines", and think of what we have secretly suspected all along about our 99s. Then, knowing this, remember our individual responsibility to general aviation and to our fellow pilots. The thought will make you humble...

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

THE NINETY-NINES, INC.

International Convention

Coeur d'Alene, Idaho

July 30-Aug. 3, 1975

The Northwest Section's selection of beautiful Lake Coeur d'Alene, as the site of the 1975 International Convention was brilliant. The weather had something for everyone, cold-warm, bright-gray, calm-windy and rainy-dry. Activities included scenic boat rides around the lake, dinner served on board, a barbeque and airshow at Henley Aerodrome, seaplane rides and ratings available close by, the annual AE luncheon and the final banquet and fly-away breakfast.

Highest praise to Fern Lake, Convention Chairman, and Northwest Section Chapters and committees who made the convention such a success!

The most time consuming business of the annual meeting was the adoption of the newly revised and amended Bylaws. Yes, we have our new Bylaws passed!! They are workable (though not perfect) and now we have a point from which to launch a new era of accomplishments and successes for the Ninety-Nines around the world.

The membership owes a debt of gratitude to Pat Jetton and her committee of Ribald Redbirds for the task of polling the membership and incorporating those thoughts and ideas into the final draft which was presented to the delegates.

The selection of a site for the 1978 Convention provided the suspense for the meeting. Presentations were made by Christine Wills of Australia, Sheila Scott for Great Britain, unfortunately Shanda Sawant Budhabhatti arrived a few hours too late to make the presentation for India in person. Invitations from Mexico and France were also read to the delegates. Twenty-four anxious hours later the results were announced. The delegates overwhelming voted for Australia in August of 1978.

The Benjamin Franklin Hotel is the site of the 1976 Bicentennial Celebration for Ninety-Nines. San Francisco follows in 1977.

Officers and board of directors were announced. They are: President, Pat McEwen, Vice-president, Lois Feigenbaum, Thon Griffith, Secretary and Janet Green, Treasurer. The delegates elected three board members from the floor. They are Mary Able, Ilovene Poter and Mary Vial.

Mary Able

Board of Directors

Flying on to

NEW HORIZONS

Helen M. Masterton (George)
Minneapolis, Minn.
Died 8-26-75 Heart attack
Charter member Mn Chapter.

Early Bird Vignette



The Willhite pride-and-joy — the OX-5 Eaglerock, "Pard", circa, 1929, and her proud pilot, Nellie Zabel Willhite.

Nellie Zabel Willhite (license No. 8242) of Sioux Falls, S. D. is one of the two Ninety-Nines charterites from the Great Plains area; the other being the late Florence Klingensmith (7096) of Fargo, N. D., later of Minneapolis.

A native of Yankton, S. D., Nellie had a severe hearing disability from childhood measles, attended the School for the Deaf in Sioux Falls, and enjoyed a loving homelife with foster parents, Dr. and Mrs. L. C. Mead. At the same time, she had a continuing close relationship with her father who was instrumental in encouraging her flying. He was Charley (Pard) Zabel, one of South Dakota's early wagon train pioneers, who ran the overland freighter ox train on the Ft. Pierre—Deadwood Trail, often going on east to Yankton for supplies for the Black Hills.

After Nellie struck out on her own, working as a typist in Pierre during legislature sessions, she decided to pursue flying after Lindy's ocean flight. On a limited budget, the future flier wrote her father for some financing, and a check came immediately. She flew secretly at first inasmuch as not many in the area would sanction a woman flying in those days. She defied superstition by soloing on Friday the 13th in January of 1928.

"The following June my Dad, who had moved from S. D. back to his home state of Wisconsin, bought me my own plane, an OX-5 Eaglerock. I named it "Pard" after him, and from then on, I had many thrilling experiences," she said. The plane cost \$2700 back then. Remember these were lean years — not many dollars and the annual 99 membership dues was all of \$2.00 in August of 1930!

Nellie performed in air shows, races and tours throughout the Midwest, frequently making news headlines as the only woman participating. One of her first long flights was a special "dream come true" for her father. She flew to Sheboygan to pick him

Nellie Zabel Willhite

By Glenn Buffington

up, then flew him to the Black Hills and retraced his old ox train trails by air.

Although aviation did not bring fame and fortune to Nellie Willhite, she admits she had a great time. One of her more enjoyable jobs was with Renner Air Service in Sioux Falls. She carried passengers, did some instructing and also helped manage the office. Among her jobs was taking first-timers up for airplane rides — 50 cents for kids and \$1 for adults, at air shows and county fairs. Since she was usually the only female pilot, she drew the more adventuresome fares. "Some people were pretty skeptical", she recalls, "but I convinced them I could fly as well as any man."

Nellie retired her wings in 1940 after 12 years of "adventures I wouldn't trade for anything." With the advent of WWII, the "lady pilot from Sioux Falls" decided to put her aviation know-how to work. She became a ground school instructor and then a propeller inspector on B-29 aircraft at Hill Field, Ogden, Utah. After the War, she returned to Sioux Falls, where she has lived ever since.

The original prop from the old Eaglerock is on display at the Taylor Museum at Hill City, S. D., as a permanent part of that State's aviation history. In correspondence last winter, Nellie advised she had located "Pard" once again, "and that old ship is still flying!" The flying George Epps family of Harvest, Alabama is the present owner, having purchased it in Rapid City in



A more recent picture of Nellie displaying some of the memorabilia from flying days: chamois face mask, gloves, helmet and goggles.

1961. They had sent her large photographs and a nice letter, to which Nellie commented, "It made me cry when I looked at Pard's photos, because of my affection for my Dad who made it possible for me to take up flying and bought the plane for me."

Mrs. Willhite has recovered quite well from her 1971 hip surgery in Albuquerque. Now a widow, living in retirement and active enough to belie her four score years, she shares her Sioux Falls home on East 6th Street with her four chihuahuas. They set a lively pace but Nellie still has time to reflect with enthusiasm on the flying years.

A typical souvenir flight ticket given to passengers during the Barnstorming Era.

The Pilot Will Accept This Ticket For		THIS CERTIFIES THAT	
Trip		H. Buffington	
DATE: 1932		FLEW WITH "PARD"	
PLACE:		DATE:	
The undersigned hereby voluntarily assumes all risk of accident, and all damages and injuries that may be suffered to his or her person or property as a passenger with Nellie Z. Willhite, and as a part of the consideration for transportation furnished by her, agrees that Nellie Z. Willhite shall not be liable under any circumstances, whether or not her agents or employees be negligent, for any injury to his or her person, or for loss or injury to his or her property and agrees not to sue for or collect any damages for injuries to person or property from Nellie Z. Willhite.		PLACE:	
NO. 611		NELLIE Z. WILLHITE	
Nellie Z. Willhite		8242 Ret.	

Pacific Air Race

Dottie Sanders, Reporter

Loirie Blech, Solo, from Los Angeles, won **No. 1 position for takeoff** in the Pacific Air Race at a drawing from entries postmarked on opening day, August 1st. Georgia Lambert, Los Angeles, and Joyce Jones, Redondo Beach are No. 2, Pam Vander Linden and Jan Payne, both of Fallbrook, No. 3; Barbara Deeds, Newberry Park, with Betty Johnson of Camarillo will be No. 4; Lynn Coulthard, El Cajon, with Leah Liersch of San Diego won 5th spot; Laverne Gudgeon, solo, from Chowchilla will follow as No. 6; Betty Wharton, San Diego, with Marilyn Eimers, El Cajon, next with No. 7; Jean Fitzpatrick, Rancho Palos Verdes, and Jean McConnell of Gardena, will be No. 8 for takeoff, and Norma Futterman, Beverly Hills, with Virginia Showers of Los Angeles drew Lucky No. 9. By choice, Virginia Harshbarger, Alameda, and Abigail Wagg of Oakland will be No. 13. Later postmarks were Sally Allen, Santa Paula, with Jill Williamson of Shell Beach for No. 11, and Jan Gammell of Denver will be No. 30, by choice.

Deadline for entries is September 17th, Impound deadline at Gillespie Field is October 3rd, with a proposed takeoff at 9:00 a.m., Saturday, October 4th, and Terminus Deadline at Sonoma County Airport, Santa Rosa, is 4:00 p.m., October 4th. Intermediate fly-by's are at Bakersfield, Meadows Field, and Columbia Airport, Sonoma, California. It's a handicap race, with the Start sponsored by El Cajon Valley and San Diego Chapters, with Boo Bergman and Betty Wharton, Co-Chairmen. The intermediate fly-by's—Stops are sponsored by the Bakersfield



Chapter and the San Joaquin Valley Chapters; Santa Rosa Chapter is making big plans for the Terminus. Total cash awards are \$750.00, plus trophies to pilots and co-pilots placing in the top 10, and to the Best Team who are both first-time racers and the team whose combined hours are less than 500; also to the best time of Solo Pilots, one for under 200 hours and one for over 200 hours.

Pat Hill, the Official Starter, is Chairman of the Aviation Committee of the El Cajon Chamber of Commerce, and is also Manager of B & J Aviation, Inc. at Gillespie Field, and is a flight instructor and FAA examiner.

Headquarters for the Start will be at Carlton Oaks Country Club, only a five-minute drive from Gillespie.

If you don't have your race kits, write, wire or call Boo Bergman, 3872 Jewell St., Apt. H-208, San Diego, Ca. - 92109, and get your entry in before September 17th — we hope "y'all" come!



DRAWING FOR TAKEOFF POSITIONS 1975 P.A.R. Pat Hill, Official Starter, and Betty Wharton, San Diego, P.A.R. Co-Chairman.

NIGHT VISION

Mary F. Foley

The retina of the eye, from the standpoint of function, may be considered as having two separate components. The retina contains two principal perceptual elements, the cones and the rods. The cones, which have a roughly cone-shaped appearance, are found in the central portion of the retina. The cones operate most efficiently in ordinary daylight or normally lighted rooms at night. The rods, which are tubular shaped, are found in the peripheral portion of the retina. The rods operate in conditions of poor light.

The cones are also responsible for the sensation of color and the discrimination of fine detail, whereas the rods cannot discriminate color or fine detail. Individual rods and cones differ in sensitivity so that both types of receptors operate over a wide range of illumination.

Cones and rods must have a period of adaptation for best vision. Cones light adapt within a few minutes but the rods require a much longer period. A biochemical process is involved in dark adaptation. Vitamin A is necessary to this process. Although a deficiency of Vitamin A will hinder dark adaptation, an excess of vitamin A will not improve it.

Dark adaptation follows a pattern. Upon entering a dark room from a brightly lighted room, at first, almost nothing can be seen. After several minutes, dim forms and outlines may be seen. As time passes, more details may be perceived. If the eyes are then suddenly exposed to a bright light, the dark adaptation is destroyed and the process must be repeated.

Continued on Page 6



Palms to Pines

Santa Monica, California — Independence, Oregon

August 15-16, 1975



Place	Pilot/Copilot	Plane	Score	1	2	3	4
1	Jean Rose/Janice Free	Citabria	29.578	2	1	2	1
2	Wally Funk II/Erma Orsino	Citabria	27.326	1	2	1	2
3	Norma Futterman/Virginia Showers	Warrior	20.305	5	9	7	9
4	Patricia Gladney/Mayetta Berringer	C-182	19.476	4	7	21	11
5	Marjory Robbins/Cec Schulman	Warrior	19.697	6	8	4	12
6	Claire Walters/Cara Lund	C-172	18.761	16	6	8	13
7	Ilovene Potter/Jan Gammell	Warrior	18.760	11	12	12	5
8	#Beverly Mahoney/Sandra Mahoney	PA-250	18.506	13	15	9	8
9	Velda Mapelli	PA-260B	18.219	8	23	15	4
10	Audrey Schutte/Harriet Bair	Beech A24R	18.200	19	4	6	20

Leg 1 Santa Monica-Merced

Gini Richardson
Aero Comm. 112

2 Merced-Red Bluff

Mary Olsten/Avery Grey
Cessna 182

3 Red Bluff-Klamath Falls

Mary Boles/Esther Gardiner
Piper 151 Warrior

4 Klamath-Independence

Gene FitzPatrick/Dolores Reed
Cessna 150



(Front) '75 Palms-to-Pines Air Race winners—Jean Rose and Janice Free; Claire Walters, Race Director. (Rear) John Kolch, Jr. and Al Cosovich, Independence race officials. Claire and John are co-founders of this annual race.

Continued from Page 5

As the rods are located on the periphery of the retina, objects can be seen more clearly by directing the gaze 5 to 10 degrees to one side.

There are a number of things which reduce the ability of the rods to dark adapt.

Certain diseases of the eye, the liver and systemic diseases which interfere with the use of Vitamin A, as well as dietary deficiency of Vitamin A will produce visual problems in poor light.

Other factors include:

1. Exposure of the eyes to bright light such as flying above white clouds with bright sun on them, or lying on a beach in bright sunlight without sunglasses. This can reduce the ability to dark adapt for as long as 36 hours.

2. Hypoxia. Night vision is decreased by lack of oxygen. At 4000 feet there is a 5 per cent loss which gradually increases to 40 percent loss at 16,000 feet. The efficiency of the eye depends greatly upon the supply of oxygen to the retina. It is for this reason that oxygen is recommended on all flights at night operating above 5,000 feet.

3. Smoking may cause an accumulation of carbon monoxide which decreases available oxygen, and, in turn, night vision. Accumulation of carbon monoxide from smoking three cigarettes in a row may reduce night vision as much as 25 per cent.

4. Individuals may lose some dark adaptation with age.

Visual acuity is the sharpness with which detail and contours are perceived. This is often measured by finding the smallest distance by which two lines may be separated without appearing as a single line. If the visual acuity is low, the fine details of environment are blurred and the intricate patterns of contour and detail appear to be structureless masses with fuzzy outlines.

Visual acuity is tested by the use of the Snellen Eye Chart or with an instrument adaptation of this chart. The instrument has the advantage of requiring less space. Cards are inserted and the person being tested looks through an eyepiece and reads the letters from the card.

However, this test is easier to understand by observing the use of the chart itself. The letters on the chart are constructed of standard sizes. The large letter "E" is on the top and the letters in each line below are of a smaller size. Usually, the test chart is placed 20 feet away from the patient, and, if the patient can see the letters of the size that he should be able to see at 20 feet, he is said to have 20-20 vision. The numerator of the fraction is the distance of the patient from the eye chart (usually 20 feet) and the denominator is the lowest (smallest) line on the chart that the patient can read correctly.

Thus, if the patient can see only letters that he should be able to see from a distance of 200 feet (the large letter "E") he is said to have 20-200 vision. If he can only read the 40 foot line correctly, it is recorded as 20-40 and it means that he must stand at 20 feet from the chart to see what the "normal" person can see from a distance of 40 feet. On the other hand, if he can see at 20 feet letters that he should be able to see only at 15 feet, then he is said to have 20-15 vision - quite common in young people.

When a person cannot see the largest letter on the eye chart from 20 feet, he is moved closer to the chart until he can see the top letter. If this letter can be seen at 10 feet, the vision is charted as 10-200 - and the individual has very poor visual acuity.

The FAA requirements for visual acuity are:

Class I: 20-20, or if worse without eyeglasses, 20-100 if, with glasses, the vision can be corrected to 20-20

Class II: As for Class I

Class III: 20-50, or if worse than 20-50, must be corrected to at least 20-30.

If the pilot is outside these standards, and free of serious disease, he sometimes can be issued a waiver after demonstrating to a designated examiner that his flying is proficient enough to compensate for his visual deficiency.

NEWS BRIEFS

This is an open letter to those women who have contemplated a career flying with the Air Force, the natural first step toward astronaut training.

I recently submitted an application and was denied training on account of sex. The only way to change this policy sanctioned by the United States government is to file a complaint and challenge the Air Force policy through a private or class action suit.

The Ninety-Nines, which represents the women pilots not only of the United States, but of the world, is perhaps the most influential organization which might tackle this dilemma. By opening up this specialized training to women, many related professions will also become more accessible.

I would appreciate viewpoints, opinions and ideas from any Ninety-Nine on this issue. Perhaps the organization as a whole should take a stand?

Thank you all for your time and opinions.

(s) Angela Masson
Vice Chairman
Santa Monica Bay Chapter

Letter delivered to the Premiere by air across Canada by the Canadian 99s.

As this is International Women's Year, I take pleasure in sending you, through the Ninety-nines, this message in honour of women in aviation.

Women have been equal pioneers with men in developing aviation. Some of them are well known to all of us, such as Amelia Earhart and Jacqueline Auriol. Canada also has women pilots, aeronautical engineers, air traffic controllers and flight attendants. However, we in society are not used to thinking of women as pilots. I trust that in this year 1975, more of us will visualize women as pilots or air traffic controllers according to individual talents.

Canada is rich in human resources, and it can ill afford to underutilize its talents. Legislative change can provide equal rights, but the real freedom of opportunity for women to pursue whatever goals they may individually choose, can only come about when all Canadians recognize women as full and equal partners in every facet of our society. Canada needs the participation of all its citizens, men and women, in the development of our country, if we are to meet the challenge of the years ahead. (Signed by The Honourable Wm. G. Davis, Premiere of Ontario, Toronto, Canada.)

The Maryland Chapter of the Ninety-Nines, Inc. has become only the second Chapter of that organization—and one of the very few groups ever—to receive an Aviation Education Certificate of Merit from the Aviation Distributors and Manufacturers Association.

The handsome certificate has been accepted by Chapter Chairman Lorena Birch on behalf of those members "...who have worked hard to promote aviation education," she stated.

In recognizing this Chapter, the Association's Aviation Education Committee cited the "great deal of time and energy (they) have expended in educating the public about general aviation." The Chapter printed stories for the local newspapers about flying activities, and many members contribute to aviation and general-interest newspapers and magazines.

In selecting the organization from over a dozen individuals and institutions nominated in 1975, ADMA recognized the seminars held at schools and YWCA's, a flying club sponsored by one member at a large high school, their very active Speakers' Bureau, Open Houses they have held at local airports, and their donations of Flying Magazines and other material to school libraries.

The Aviation Distributors and Manufacturers Association is composed of nearly 100 companies manufacturing and distributing aviation parts, supplies and accessories in the United States and Canada. The Association was itself recently cited by Dr. Mervin K. Strickler, Jr., Chief, Aviation Education Programs

Division, Federal Aviation Administration as "having done more in less time and with less fanfare than any other organization to advance aviation education."

A Message From Nancy Smith

Chairman, Oklahoma 99s

It is a pleasure for those of us in Oklahoma Chapter to extend to each of our Sister Chapters around the world a warm, personal invitation to join us and 99s (from everywhere!) during the Dedication of our new International Headquarters Building.

We are convinced this celebration will be one of the most interesting and rewarding events of the year. All of us are excited about the entire program ... and eagerly looking forward to the deep satisfaction of fellowship with friends both old and new.

Please urge each of your Members to make every effort to attend this outstanding Celebration weekend. Your enthusiasm and support will make a giant contribution.

A couple nuts-and-bolts suggestions. Time is short, and the word is, "Register, but HURRY!" (In addition, we need check-with-registration!)

Be sure to TRAVEL WITH TIE DOWNS!

Just between us girls let's do this one up big!

Convention Photos



More convention photos (If you wish to order these or any from Aug. issue, order by number at \$1.50 each, from Daryl Ann Kyle, Cedar Mtn. Sky Ranch, Rt. 1 Box 93, Athol, Idaho 83801.



L to R. Mardo Crane, Ed.; Betty Gillies, Charter 99; Sheila Scott, British Gov.



(L) Jo Eddleman (Cows On The Runway) and Sheila Scott (Barefoot In The Sky) autographing books.



Valera Johnson, Greater St. Louis Chapter 99s. Marjorie Lynch, Deputy Administrator of the American Revolution Bicentennial Adm., Washington, D.C. Amy Laws, Greater St. Louis Chapter 99s Barbara Ruhnke, Chairman Topeka 99s at the home of Amelia Earhart on July 24th—Amelia's birthday.



Marion Barnick, Southwest Section Governor, presents a point of view.
Photo Credit—Barbara Goetz



Fran Grant, Golden West Chpt.



Janet Green, Int'l Treas., Tennis Anyone?



And yes—there was tennis!



The new \$6 million Air Force Museum building at Wright-Patterson Air Force Base, near Dayton, Ohio, was dedicated by President Nixon on September 3rd, 1971. Measuring more than 800 feet long, 240 feet wide inside, and soaring to a ceiling height of 80 feet, the totally airconditioned structure is expected to eventually house nearly 80 aircraft inside. The center section includes a visitor reception lobby, gift shop, 500 seat theater, restaurant, research files and offices.

Long-recognized as the world's largest and oldest military aviation museum, the new building was donated to the United States Air Force by the Air Force Museum Foundation through public contributions.

All-Ohio Chapter History

By Clara Tharpe and Edythe Maxim

What is now known as the All-Ohio Chapter of the 99s had its origin from the Cleveland Chapter, which was organized in October 1932 under the supervision of Lauretta Schimmoler. Lauretta at that time was secretary-treasurer of the national organization.

Arlene Davis became the first president of the chapter, Abbie Dill the vice-president and Anne Barille the secretary-treasurer. Other charter members were Hazel Black Huntley, Louise Humphrey Lambie, Helen Marson, Mary Winstanley and junior members Peggy Lennox, Clara McCormick and Leora Stroup.

At the May 1934 meeting in Cleveland it was decided that the Cleveland Chapter be known as the Ohio Chapter and that membership be open to any woman pilot in the state. The plan was to have meetings at different points in Ohio in order to be convenient to new members.

On June 28, 1936 the Northern Ohio Chapter was organized and the meeting called to order by Abbie Dill at the home of Florence Boswell. Officers elected were Leora Stroup, Chairman; Florence Boswell, Vice-Chairman; and Abbie Dill, Secretary-Treasurer.

The next meeting was held August 1, 1936 at the home of Susanne Grant in Columbus, Ohio. This was joint meeting of the Northern and Southern Ohio Chapters. The Southern Ohio Chapter was organized at this meeting. It was agreed that the Northern Ohio Chapter would hold its meetings on the second Saturday of each month and the Southern Ohio Chapter would hold its meetings on the first Saturday.

Members from the Southern Ohio Chapter attending were Edith Lackner, Chairman; Elizabeth Meyer, Manila Davis Tulley, Nedra E. Lewellen and Ione Coppedge.

Joint meetings were held on two occasions and then tragedy befell the Southern Ohio Chapter when Edith Lackner had a fatal accident. At the North Central Section meeting in Chicago on January 30, 1938 it was decided that the

Northern and Southern Ohio Chapters should be consolidated into one, the ALL-OHIO CHAPTER, and it has remained so to the present time.

The Chapter Charter was not applied for until January 19, 1942. The charter, dated February 2, 1942, signed by Jacqueline Cochran, president and Fanny M. Leonpacher, secretary was sent to Florence Boswell, Chapter Chairman. Of the thirty-nine charter members, only two are presently members of the All-Ohio Chapter — Thelma Miller of Norwalk, Ohio, and Kathryn Gasker of Park Ridge, Illinois.

During the war years, 1942 through 1945, the All-Ohio Chapter did not hold official meetings as it was impossible to obtain an airplane and everyone was very busy with volunteer work. Florence Boswell, as Chairman, did an outstanding job keeping in touch with the Ohio flyers even though her volunteer work schedule kept her extremely busy. Some of the women served in the WASPS and WAFS and other military organizations, some flying and some teaching. Arlene Davis sold war bonds, using her airplane to take her all over the country.

After the war, the group was reactivated and began to grow and expand. The group worked hard to dispel the warlike aspects of flying by working with Wing Scouts, sponsoring breakfast flights, etc. They also, through racing, tried to prove the safety and convenience of flying.

By the 1950's the group had grown to a membership of 60. As the group grew larger, activities expanded into all levels of the 99s and by the 1970's membership had grown into 150 plus, with members holding offices in National and Sectional levels.



1972 Chapter Officers from left to right: Anne Esselburne, Vice-Chairman Marlynn Miller, Chairman Pat Fairbanks, Treasurer Carol Stephan, Secretary absent. Pat Fairbanks was chairman in 1974-75.

Editor Note: Continuing our chapter histories we find one of the older chapters, All-Ohio, written by Clara Tharpe with many photos contributed by Edythe Maxim (now of Lake Erie Chapter).

MINI-HISTORIES OF EARLY MEMBERS



Arlene Davis, President, Cleveland Chapter, 99s in 1933.

ARLENE DAVIS

Arlene began flying in 1931 and received her private pilot's license that year after training at the Sundorph Aeronautical School at Cleveland Hopkins Airport.

Arlene became a well-known participant in air racing. In 1939 she finished fifth in the transcontinental Bendix Trophy event, flying from Los Angeles to Cleveland in 10 hours and 22 minutes in a little red airplane she had bought in Oklahoma a week earlier.

She flew in a number of Powder Puff Derbys and in 1951 won the Cessna trophy for the fastest time in a transcontinental race. In World War II she was an instrument flying instructor of Army Air Corps trainees at Baldwin-Wallace College.

At one time in the late 30's she was the only woman in the country to hold a commercial four-engine pilot's rating and was the first woman to receive the Veteran Pilot Award in 1940.

In 1959 Arlene and her navigator, Clay Donges, made a round-trip flight across the North and South Atlantic in a twin-engine plane. They made the 20,000 mile trip in less than 85 flying hours in a period of 13 days touching four continents.

She was vice president of the 99s in 1950-51. Arlene passed away July 3, 1964.



Florence Boswell, Commercial Pilot No. 34426, Non-scheduled Instrument Rating. Helmet, goggles and leather jacket used while flying old Great Lakes Trainer in 1937.

It is in her honor that the All-Ohio Chapter sponsors the Arlene Davis Memorial Trophy for the top female pilot in the National Intercollegiate Flying Association.

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FLORENCE BOSWELL

The late Florence Boswell began flying in November 1935 and had her private license by May 1936 and soon attained her limited commercial and transport rating. She was the fourth woman in the United States to receive her instrument rating; the third person in Ohio to receive her third class radio license and the first woman in Ohio to receive an instructor's rating. Florence, during her active flying years, owned three different aircrafts. In 1936 Florence helped reorganize the Northern Ohio Chapter. She was elected Secretary-Treasurer of the North Central Section and in 1937 became Governor. From 1941 to 1943 she was Chapter Chairman of what by then had become known as the All-Ohio Chapter.

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JEAN GUNDELFINGER

A charter member of the All-Ohio Chapter, she learned to fly in "reverse" in that her instructor taught her to fly by instruments first. Approximately 20 hours were spent under the hood. The function of each instrument and its relation to the action of the airplane were studied before any flights were made. This accomplished, the instructor removed the hood and began to teach her how to take the aircraft off the ground, to land it and to maneuver it while on the ground.

The inspector who gave Jean her tests and awarded her license was surprised at

the ease and dexterity with which she accomplished the required maneuvers.

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CARO BAYLEY

Caro now lives in Springfield, Ohio and is another charter member of the All-Ohio Chapter. She had always had a deep interest in flying. Caro's brothers started to take flying lessons and bought a T-Craft. She wanted to do everything they did, so when Caro graduated from St. Mary's College in Raleigh, North Carolina her graduation present from her father was a CPTC course in flying. This really started her off and she had her license in about 35 days. After getting her license, she worked in Flight Operations at the Patterson Air Base near Dayton, Ohio. On her 21st birthday Caro enlisted in the WASP program. After a concentrated training course Caro graduated in 1943. She was assigned to a Tow Target Squadron at Biggs Field, Texas. Caro felt that the end of her world had come when the notice came that the WASP's were to be disbanded.

She took a position as a flight instructor at a Ft. Lauderdale Airport. For a time she served as an airline stewardess just to be near flying. In 1948 Jess Bristow, an old-time exhibition flier, hired her for his all-girl exhibition flying company. She became the star of the show flying a clipped-wing Cub. In January 1949 she entered the women's division of the International Aerobatic Contest for the first time. Betty Skelton placed first in her Pitts Special, Caro placed a solid second in the non-so-maneuverable Cub. Her next try at competition was in a 125 HP Pitts Special, "Black Magic". Her precision flying awarded her the 1951 and 1952

Members of the All-Ohio Chapter posed for this picture after a meeting at the Lake Shore Hotel, Cleveland, August 1946.

Seated in front row are Dawn Malson, secy-treasurer; Kay Greshauge Gasker, Chairman; Jeanette Lempke, national president and Peggy Pierce, vice chairman.

Standing in center row are Mrs. Frank Wade and Mrs. Herbert Naatz, guests: Florence Boswell, membership chairman; Majorie Wagner, program chairman; Loretta Horvath and Ruth Johnson, guests.

Back row Ruth Gouthey, Helen Curtiss Albaugh, Reva Terry, Eleanor Burt, Oberla Buchanan, Marian Bush Reeder, Helen Linn, Mrs. J.E. Greshauge, guest and Ann Barille.



Women's International Aerobatic Championships. In August 1954 she retired her wings to become Mrs. Orsino Bosca and is happily married and mother of four children.

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Ohio has the distinction of having a number of firsts in aviation. Blanche Noyes, a charter member of the 99s was the first licensed woman pilot in Ohio. Blanche was pilot of the famous Pitcairn Autogiro, predecessor of today's helicopter. In 1936 she teamed as co-pilot with Louise Thaden to win the famed Bendix Transcontinental Race, the first time it had been won by women! She was the first International Treasurer of the 99s and International President from 1948 to 1950. She was for many years Chief of the Air Marking staff of the Federal Aviation Agency in Washington, D.C.



Ruby Mensching with All-Ohio Chapter Achievement Award Trophy in 1971.

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The All-Ohio Chapter has an enviable number of members that have served in the WASPS in World War II. These include Joan Mace, Marion Betzler, Ruby Mensching, Thelma Miller, Mary Ellen Keil and Jeanette Jenkins. Some of these are still very active in flying.

Joan Mace is currently instructing at Ohio University, Athens, Ohio and has her ATR and Instructor Examiner Rating.

Marion Betzler is currently flying and instructing as Chief Flight Instructor for EC Aviation, Columbus, Ohio, and also has her ATR. Both Joan and Marion have been participants in many air races.

Thelma Miller stays current flying her Cessna 210 for pleasure. Mary Ellen Keil is owner of a Cherokee Arrow and has been participating in the Powder Puff and Angel Derbys. Mary Ellen teaches sixth grade in a Bexley, Ohio school.

Ruby Mensching has the distinct honor of having been appointed Vice Chairman of the FAA's Women's Advisory Committee on Aviation (WACOA) by John Shaffer. In her 33 years of aviation she has ac-

cumulated close to 10,000 hours. During World War II, as a WASP, she picked up everything from fighters to bombers at the factories and ferried them to military bases around the country.

Ruby, with her husband, operates Mensching Aviation and Electronics Company. She is the Chief Instructor of her flight school and is also an FAA Flight Examiner.

Ruby is a Captain in Civil Air Patrol helping to train Cadets in communications, aerospace education and for search and rescue missions. She has participated in Powder Puff and Angel Derbys and in 1971 was awarded the All-Ohio Chapter Achievement Award Trophy, being named Ohio Woman Pilot of the Year.

Jeanette Jenkins retains her membership in the 99s although she is inactive.

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The All-Ohio Chapter has been very fortunate to have members whose qualifications and potential contributions to aviation were of such high value they have been awarded the Amelia Earhart Scholarship. We have had five recipients.

Our first winner was Jean Hixon in 1948. Jean also has the distinction of being one of the first women to have passed the qualifications for astronaut training. Jean is currently teaching school.

In 1961 the winner was Harriet Wladyka who applied her scholarship to Instrument and Instrument Instructor Rating. Now Harriet Hamilton is living in Florida.

In 1969 Carol Lee Wright received the scholarship for her Multi-Engine Rating. Carol is now Mrs. Ronald Stephan, mother of a nine month-old daughter and busy instructor.

The 1970 winner, Connie Luhta was the proud recipient of the award to apply to her Flight Instructor and Instrument Instructor Ratings. Connie is also doubling as mother to a year and half old daughter, instructing and helping to manage Concord Airpark, Painesville, Ohio.

Our 1972 winner, Anne Esselburne has applied her scholarship to earn her ATR and Multi-Engine Ratings. Anne had learned she had passed her ATR written the day she was awarded the scholarship. She has since received her Single-Engine ATR and is currently working on her Multi-Engine and is enrolled at Columbus Technical Institute working on her A&P. She is the first and only girl to enroll in this course at CTI.

Anne Esselburne in Shop Class at Columbus Technical Institute.



Served 99s Secy-Treasurer and Chairman, All-Ohio Chapter Secretary and Governor, North Central Section Secretary and Executive Board, International

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The All-Ohio Chapter has contributed many of its members to Sectional and International offices.

Joan Hrubec is one of those special 99s who has long served the organization at Chapter, Section and International level. Joan earned her private license in 1949 while at Stephens College. She has logged over 1600 hours and has had her own aircraft since 1953. She has participated in Powder Puff and Angel Derbys, Small races, FAIR races and placed in several of them. When not racing, she is often serving on race stop committees. This year she is scheduled as a timer at the Powder Puff terminus in Elmira, New York.

Joan has been a 99 since 1949. She has been Chapter Chairman, Secretary and Treasurer. Section Secretary and Governor. International Board Member, International Secretary, Chairman Section AE Scholarship Committee and Nominating Committee, Member of International Convention Committee, Chairman of International Resolutions and N.I.F.A. Committees and member of NAA Affiliation Committee. Joan was the 1957 Ohio's Woman Pilot of the Year and awarded the All-Ohio Chapter's Achievement Award Trophy.

Janice Kuechenmeister is another special 99. Jan has held most Chapter offices and is past Governor of the North Central Section. Jan has a glider rating and has flown the Powder Puff, Angel Derby, SMALL and FAIR races and has worked at many of the stops when she hasn't been flying. Janice is the only two-time winner of the All-Ohio Chapter's Achievement Award Trophy. She has been Convention Chairman in 1964 and any job taken on by Janice is a job well done.

The All-Ohio Chapter has been on the route of many of the Powder Puff and Angel Derbys. The Chapter can always be counted on to turn out to fully man these stops to make the race contestants welcome and comfortable. Great pains are taken to see that the wants and needs of the contestants are provided.

We have tried, as a Chapter, to have projects or events to enhance flying in the eyes of the general public. We try to show the non-flying public that flying is a safe and fun way to travel.

Our Chapter conducted a Penny-A-Pound flight which was a huge success. We air-lifted nineteen tons of people and made a nice sum for our air-age education fund.

Six years ago we decided to try a Poker Party as our Flying Activity. For many consecutive years now we have held a Poker Party. The State of Ohio has had an active airport building program and in planning our annual Poker Party we have availed ourselves of these excellent facilities.

We select a different town for our terminus each year. This gives some of the smaller towns an opportunity to plan an aviation day or other events. Even the various stops attract townspeople to watch the activity. We feel that our Poker Party is a success and each year it is growing. In conjunction with our Poker Party we have conducted a Spot Landing Contest. This has proven to be a very popular event which the pilots can enter as many times as they wish.

It is also during flying into these various airports that new places to fly are discovered. Some recreation facilities or restaurants close or within walking distance of the airport means return visits of the pilots and passing on the word to others as a good place to visit.

Our Chapter works closely with the FAA Accident Prevention Specialists scheduling safety seminars periodically throughout the year.

The Chapter has a yearly Achievement Award, Ohio's Woman Pilot of the Year. This is awarded to the member who accrues the most points. Points are given for various activities, i.e., attending and hostessing meetings, chapter, section and convention; checking out in different aircrafts; rating and hours flown, etc. The award has begun in 1956 and has a rotating trophy inscribed with the year and name of the winner. The outgoing winner is presented with an Amelia Earhart medallion when she relinquishes the trophy.

A winner of the trophy is Marilyn Miller, who has held Chapter offices of

chairman, secretary and treasurer. She has a Commercial License with Single and Multi-Engine Land and Sea and a Glider Rating. She was recently on the FAA Committee for selection of the District Pilot Instructor of the Year. Marilyn is the mother of two grown sons and works as a quality Assurance Specialist for the Defense Supply Agency.

The All-Ohio Chapter, besides sponsoring the Arlene Davis Trophy, actively participates in helping to judge and financially support the NIFA meets each year.

Our Chapter was the hostess for the International Convention in Cincinnati in 1964.

We are continuing work on several projects such as re-instituting an air-marking program, helping with the Direct Relief Foundation and Air Age Education projects.

One of our members, Marge Compton was instrumental in getting aviation fundamental courses in the high schools in Ohio.

In 1964 Marge introduced Aviation Fundamentals in Upper Arlington High School. This was the first high school in Ohio to offer an aviation course with credit toward graduation.

In 1966 Marge arranged meetings with

the Assistant State Superintendent of Public Instruction and others to outline what could be done with Air Age Education in Elementary and Secondary Schools.

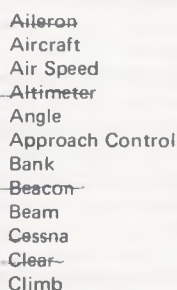
It was decided to invite school superintendents to a seminar planned in conjunction with the Aviation Department personnel of Ohio State University. One hundred invitations were sent and sixty persons responded. The aircraft companies, Cessna, Piper and Beech, along with Sanderson and various other concerns helped present the advantages of having such a program in the schools. The 99s assisted in acting as hostesses and flying some of the superintendents to the seminar.

In 1967 another seminar was arranged with the State Department of Public Instruction sending invitations to all high schools. Over two hundred school superintendents attended. The results of these two seminars was thirty-six schools established aviation education programs and more have been added each year.

While active as Air Age Education Chairman, Caroline Snell, has appeared on radio and TV in the Dayton area and also has been active in giving introduction flights to school children. As a school teacher herself she realizes how important Air Age Education can be.

By Lois L. Wartman
Eastern New England

In the world list below you will find common terms used in aviation. See if you can find them. The words are formed in the diagram forwards, backwards, up, down or diagonally but they are always in a straight line and are never formed by skipping letters. It is important to circle each word and cross off the words once you have circled them. Letters may be used more than once and words often overlap. You will not, however, use all the letters in the diagram.



Control Tower
Crab
Cumulus
Density Altitude
Diet
Dive
Front
Glide
Ground Speed
Landing
Lift
Tow

- ☐ Nose High
- ☐ Notam
- ☐ Oil Pressure
- ☐ Piper
- ☐ Pitot
- ☐ Prop
- ☐ Radar
- ☐ Ron
- ☐ Rudder
- ☐ Runway
- ☐ Spin
- ☐ Stall

- Stick
- Strut
- Tachometer
- Take Off
- Tie Downs
- Transponder
- Trim Tab
- UHF
- Wheel
- Wing
- Yaw

New By-Laws Pertaining to Membership

ARTICLE III

SECTION 3. DUES

Dues shall be determined by the delegates at an Annual International Meeting. An initiation fee is required of all new members, payable to The Ninety-Nines, Inc. at its Headquarters. This fee shall entitle the new member to receive the official 99 pin which will be sent with her membership card.

SECTION 4. LIFE MEMBERSHIP

Any Active, Supportive or Affiliate Member may become a life member provided that she:

a. Has been a member in good standing for at least five consecutive years.

b. Has the approval of the Board of Directors based upon a letter sent by her Chapter Chairman and/or Section Governor, including the recommendations of three members of her Chapter and/or Section who have been members in good standing for at least five consecutive years.

c. Makes payment of \$300.00 into the International Treasury, or

d. Any member reaching the age of 60 who has been a member for 20 years or more, shall have the privilege of becoming a Life Member upon payment of \$100.00

Life Members shall be exempt from further payment of dues.

ARTICLE IV

SECTION 1. MEMBERSHIP

The membership of The Ninety-Nines, Inc. shall be composed of the members in its Sections and Chapters, and its Members-At-Large.

SECTION 2. MEMBERSHIP REQUIREMENTS

a. Any female citizen of any country shall be eligible for membership in The Ninety-Nines, Inc. if she is of good character and in presenting her application, can show satisfactory evidence that she:

(1) Holds current pilot certificate of Private, equivalent, or higher grade, issued by the appropriate Government authority entitling her to fly either heavier or lighter-than-air aircraft.

(2) Is recommended by vote of the Chapter membership or, if no Chapter exists, by vote of the Section membership committee, or, if no Section exists, by vote of the International Board of Directors.

(3) Agrees to abide by the Bylaws of The Ninety-Nines, Inc. with no recourse against The Ninety-Nines, Inc., or any officer or member thereof.

b. Each application for reinstatement shall be considered as a new application.

SECTION 3. CLASSIFICATION OF MEMBERSHIP

a. ACTIVE MEMBER — Any member

who holds a current pilot certificate and who participates in Chapter activities. She may vote, hold office at any level, and exercise all privileges and duties of such status.

b. SUPPORTIVE MEMBER — any member who participates in Chapter activities but who may not hold a current pilot certificate. This status is elective by the member after two years of active membership. She may vote and hold office at Chapter and Section level.

c. AFFILIATE MEMBER — Any member who does not participate in Chapter activities may elect, after two years of active membership, to become an affiliate member of the Section. She may cast a

ballot for Section and International candidates, but may not hold office.

d. MEMBER-AT-LARGE — Any member who resides in any country in which no Section has been organized. She may vote, but may not hold office at any level.

e. EMERITUS — Any former or present member who has served in the office of International President, or any Charter Member, shall be awarded Emeritus Membership in The Ninety-Nines, Inc. and shall be exempt from further payment of dues. She may accept this status at any time she so desires. She may also elect Active, Supportive or Affiliate Member status. With all the privileges of that status.

The Whirly Girls



Applications are now being accepted for the ninth annual Doris Mullen Whirly-Girls Scholarship, which will be awarded next January to a deserving woman for use toward obtaining an initial or advanced helicopter rating.

Scholarship applicants must hold a current pilot certificate, must intend to make use of the helicopter rating in such a way as to further the involvement of women in aviation, and must demonstrate that they require financial assistance to obtain the helicopter rating.

APPLICATION

Doris Mullen Whirly-Girls Scholarship

Please Type

I hereby apply for the 1976 Doris Mullen Whirly-Girls Scholarship of \$2,000.00.

Name: _____

Airman Certificate No: _____

Address: _____ Zip Code: _____

Telephone Number (Area Code): _____

Birthdate: _____ Birthplace: _____ Marital Status: _____

Husband's Name: _____ Occupation: _____

Children's Names and Ages: _____

Your Occupation: _____

Previous Employment: _____

Education: _____

Aeronautical Ratings (Include issuance dates): _____

Aeronautical Experience (Total hours by type of flying): _____

Organizations, Civic and Social Activities, Awards, etc.: _____

Date of Last Flight Physical Examination: _____

References (Include your flight instructor): _____

Please explain in detail why you wish to obtain a helicopter rating, why you need financial assistance, and how you intend to make use of the rating when you obtain it. (Explanation may be attached on separate page)

Enclose Snapshot

I hereby certify that all information in this application is true and correct.

Subscribed and sworn to before me this _____

Signature and Date

day of _____, 197____.

Notary Public

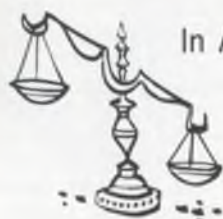
My Commission expires: _____

PLEASE RETURN TO:

Jean Ross Howard, Executive Director
The Whirly-Girls
1725 DeSales Street, N.W., Suite 700
Washington, D.C. 20036

Deadline for applications: November 1, 1975.

Current Decisions



In Aviation Law

By Sylvia Paoli

The theories about how much damage can be caused, to what and where, by wake turbulence, have abounded in recent years, especially since the advent of the "heavy" jets, and so it is not surprising to find that some of the wake-turbulence-accidents have found their way into the courts. As is frequently the case, there seems to be no unanimity of opinions and decisions, each case being decided according to the facts peculiar to that case and the experts who testified in it.

In **Yates v. United States**, the widow of a pilot who died in the crash of his Cessna 172 while attempting to land at Albuquerque, New Mexico, brought suit against the government for the negligence of the controllers on duty at the time of the crash. Although Thomas Yates was a low-time pilot with a private license (100 hours logged time), he was working on his commercial license, had landed at Albuquerque several times before, and was, according to all indications, fully competent to make the flight in question. Visibility was good and there were no weather problems. Upon arriving in the Albuquerque area at approximately 7:46 p.m., the radar controller directed him into the traffic pattern, advising him to follow a TWA 707 which was then eight miles west of the airport and landing. Yates acknowledged sighting the 707; thereafter the approach controller at the airport repeated the instruction to follow the 707.

The local controller, observing the flight pattern, noted that the Cessna was veering in a northerly direction away from the runway, and advised Yates to keep in close behind the TWA jet, as there were others following him. The 707 landed quite long—4500 feet from the end of the runway, and as the Cessna reached an altitude of approximately 200 to 300 feet, it encountered the wake turbulence from the larger aircraft, causing the pilot to lose control and crash.

The government contended that since a pilot is ultimately solely responsible for his aircraft, the pilot himself must be blamed for not flying a pattern above that of the 707 and touching down at a point beyond where the 707 landed. They also argued that since it was VFR, the pilot was under a duty to maintain adequate separation from all other aircraft.

The court, however, found that Yates could not have touched down beyond the 707's landing point, as the 707 taxied all the way to the end of the runway before turning off. Additionally, the court held

that the directions and instructions of a controller cannot, considering the wording of the federal laws regarding air traffic, be merely advisory, but **must be controlling**. It reasoned that if a pilot could accept or reject any directives at his own discretion, the airfield traffic would soon become a shambles.

The defendants denied any negligence on the part of any of the controllers for not giving Yates a warning of wake turbulence. In the light of such a requirement in the FAA's own Manual, however, plus the hazardous condition at the time (Yates was caught between two landing jets; all planes were using one runway—the other was out of service at the time), the court held it **WAS** negligent of the controllers not to issue the standard warning to Yates.

The argument over the warning was concerned with how long after the passage of a jet is a controller so obligated to warn following traffic of the danger. The government relied on **Lightenburger v. U.S.**, in which the wing tip vortices responsible for the crash of the light plane had been created **twelve minutes** before. In that case, the court had ruled that, in the light of all evidence presented, it was not foreseeable to the controllers that the turbulence would last so long, and therefore the controllers were not liable for not having given the warning. There was extensive discussion as to just how long wake turbulence lasts, with expert testimony varying in estimates from two to six minutes, but **NONE** felt that it lasted as long as twelve minutes. At that time (1972), according to the witnesses in that case, it was felt that a separation of three minutes between the large and small aircraft was usually adequate. If the **Lightenburger** case were tried today, after more study of wake turbulence has made us more knowledgeable in the subject, the results might be different.

The **Yates** court did not follow the **Lightenburger** decision, but on the basis of the **time** involved, rather than the legal principle. The time by which the Yates aircraft followed the 707 was only two to three minutes, and the court was satisfied that the cause of the crash **WAS** the wake turbulence created by the large plane.

On this basis, the appeals court affirmed the judgment of the lower trial court, awarding the widow \$375,540.00, as being the loss of earnings and loss of services of her pilot-husband. It might be mentioned, however, that everything was in favor of the plaintiff-widow in this case. In addition to the time element, there was absolutely no indication of any kind of negligence on the part of Yates, the pilot, and, additionally, there were two witnesses on the ground, both pilots, who saw the entire sequence of events just preceding the crash. Thus the warning heard often by pilots around large metropolitan airports might be given more than just passing notice—listen to the exchanges on the frequency you are using and **make yourself aware** of the presence of large aircraft, taking your own precautions to avoid their wake turbulence, even if the controller does not give you a warning.

What it's all about

COMMITTEE REPORTS

AWTAR

Wanda Cummings, Reporter

Headquarters was the eye of a storm for the two weeks between Boyne Falls and International Convention. Two bushels of backed-up incoming mail, a massive outgoing shipment of results, final press release and thank-you notes, and wall-to-wall maps to determine a '76 route.

Then off to the beautiful and interesting Coeur d'Alene. Included in the program was a Powder Puff Derby Seminar. Representative racers and ground crews answered questions and gave testimonials, and Maggie Burch's first-race movie could be anyone's finale...

Marian Banks and I spent August in California with family and friends, but it was not all R & R. Auxillary headquarters developed at Thon and George Griffith's where our chairman was on the phone and on the maps struggling for a plausible route. August 19 we took the Comanche into Fresno where our hostess Kathy McNamara paved the way for negotiations. On the 20th we met for lunch with the bright-eyed and gung-ho Sacramento Start Committee, and had dinner with the chapter that evening.

The tentative route for the Bicentennial year is as follows: **Sacramento to Fresno** (refueling only for short-range planes) **Riverside** (imagine them wanting us back!!) **Grand Canyon, Santa Fe, NM, Lubbock Tx, Oklahoma City** (see the new 99 headquarters!) **Little Rock, Nashville, Charleston** and terminus, **Wilmington Delaware**.

Thanks-of-the-month winner is Board Member Jo McCarrell who, with bravery and fortitude, held the office together in our absence.

INTERNATIONAL LEGISLATION

Joan Kerwin, Chairman
For Your Information

What? A committee to keep informed on legislation affecting general aviation and to encourage you to act on that information by imparting your views to the powers that be—whether in the F.A.A., the Congress or the White House. Remember your opinions count.

Who? **All of us** are members of this committee.

When? Whenever there is a bill coming up or Notice of Proposed Rule Making,

etc. which affects our flying, whether it be fuel allocation, cost allocation, added taxes, added equipment requirements or whatever.

Where? Most efforts will have to come from the Chapter level. That means that each individual member will have to take on the responsibility for writing her views to her own individual legislator and encourage others to do the same. We have had good results in our chapter by bringing writing paper, envelopes a listing of local Congressmen and their districts and addresses, plus a roll of stamps to chapter meetings. Some members have done the same at meetings of other flying groups to which they belong.

How? Through COMMUNICATION! COMMUNICATION! COMMUNICATION! Me to you. You to me. All of us to Them. I will be in communication with you through the 99 News time permitting, or by mail to Chapter Chairmen, if it seems that immediate action is needed. The Chapter Chairman will communicate with chapter members in the best way she sees fit taking into consideration the time factor. (If Chapter Chairmen would like to appoint Legislation Information Chairmen on the Chapter level, it would take some of the burden off the Chairman. Please send me the names and addresses and phone numbers, if you opt for this.)

International? Although we can't mess in another country's affairs, it would be interesting to hear from our members outside the U.S. Most, if not all, the countries in which our members live have similar representative forms of government and methods which we use here could be useful to them and vice-versa. (Would like to hear from our Canadian members who tried to fight the language changes in towers, etc.)

Local? Local aviation affairs can be handled only on the local level. However it would be interesting to hear how various

states or communities resolved aviation problems in ways favorable to general aviation through individual or local action, such as Evelyn Richards successful fight to save her airport. It could be helpful to others facing the same problem.

Remember, the word is **COMMUNICATION!**

WRITE ON

Flying Activities

**Charlene Falkenberg,
International Chairman**

We are all just settling back and reflecting on a terrific convention in Idaho. The girls outdid themselves as hostesses. If you missed it be sure and ask someone who was there to show you their survival kit, jade charm, cookie press, Idaho potatoe, and many other goodies we brought home with us for memories.

There is lots of good flying weather left this year so keep active. Just yesterday the Chicago Area Chapter had a Spot Landing Contest at a nearby airport as a Flying Activity. These are lots of fun.

Request are still coming in for the Spot Landing and Poker Run SOPs. Send a stamped self-addressed envelope along with the request if you think about it.

There is a land of the Sky Air Rallye to be held at Asheville, N.C. on October 25, 1975. Contact Louise White, P.O. Box 9404, Asheville for information.

The Michigan Small Race will be held on October 3, 4, 5 at Owosso, Michigan.

I'm still anxious to learn of places to fly, so write me. Janice Clemen contributed the following:

The Country Squire Restaurant.

Duplin County Airport, N.C. Transportation is provided from airport by restaurant.

Franklin, Virginia has a restaurant on the field.

First Flight Airport, N.C. The Wright Brothers Monument and Museum are extremely interesting.

I am planning to pass on the many ideas the Flying Activity Chairmen had in their annual reports to me via this column. For starts, one chapter schedules fly-ins regularly. If the weather doesn't cooperate they hold a ground school session for all who drive in. They even charge \$5.00 for non-members of the 99s, and have found this to be quite a money-making project. Isn't that thinking ahead?

PPD Bi-Centennial 76

**Thanks to you gals
who supplies the means
to support the ways
for the All Women
Transcontinental Air Race.**

The Snoopy shirts—both long and short sleeve—are selling like hotcakes. The most popular shirt is Snoopy in a bi-plane flying through the clouds in blue or yellow so we have reordered these in small, medium, large and extra large.

The long sleeved shirts in shades of blue, green, and brown-beige, are also available now in extra large. See last month's magazine for details on sizes and prices. We may reorder through October. After that, sizes or colors cannot be guaranteed as they expect to run out of these materials.

I have received several orders with checks from chapters for the Snoopy pins. Delivery is expected mid-September. We will immediately mail bulk to the chapters. Keep your orders coming and we will "Keep 'em Flying".

**Pam Vander Linden, Chairman
1976 Ways & Means Committee
P.O. Box 352
Fallbrook, CA 92028**

CHAPTER REPORTS

Australian Section

**AUSTRALIAN CHAPTER
Rosemary Colman, Reporter**

The members of the Australian Chapter are both honoured and delighted that their invitation to come "Down Under" has been accepted for the 1978 Convention.

1978 should prove to be a significant year in Australian aviation. It is also the 50th anniversary of the first crossing of the Pacific from San Francisco to Australia and also the 50th Anniversary of the establishment of the Royal Flying Doctor Service.

Our loyal friend Sir Donald Anderson has retired as Chairman of Aantas

Australia because of ill health. All Australian 99s wish him recovery and a well earned and happy retirement.

Some interesting aircraft types have flown into Australia recently. Two U.S. jet aircraft with special electronic listening equipment flew from Pearce Base in Western Australia to track the astronauts in their earth orbit before docking with Soyuz. The press named them "Droop Snoot" because of the nose radar installations. The Gloster Meteor touched down for the last time at Archerfield Aerodrome, Queensland, at the end of 24 years of service with the R.A.F. The British Defense Ministry has donated the aged jet fighter to the Queensland Air Museum. The Concorde supersonic airliner has completed its seven proving flights into Australia. It can fly Singapore-Melbourne in 3 hours 50 minutes—4351 miles.

A new addition to Australian Air

Navigation Regulations is Hang Gliding. Clouds are out of bounds, height is restricted to 100 metres, and a minimum distance for spectators is stipulated.

Sydney 99 Shirley Harris is deeply involved in organizing the 1976 A.G.M. of the Australian Women's Pilots Association to be held in Sydney 19-23 May, 1976 at the Kings Cross Rex Hotel, Macleay Street, Potts point. So if visiting 99s are going to be in town then, Kings Cross will be the happening place. The famous Cross has mellowed somewhat since the U.S. servicemen were there during World War II. A fly-in to New Zealand is also being planned by 99 Shirley Smith for June 4-7, 1976.

Many New South Wales and Victorian girls are flying to Jugiong on 27-28 September, 1975. Tika and Peter Willsallen have opened their lovely home on their property for the week end.



FRITZ BERK, Air Traffic Controllers delegate, Germany; **99 Miss Olga Tarling** Observer, Australia; **Horst Guddat** Germany, Vice President of I.F.A.T.C.A. were photographed during the Victorian State Government Dinner, given in the Great Hall of the National Art Gallery, Melbourne, Australia, during the I.F.A.T.C.A. 1975 Conference.



99 Timmie Tiver and daughter **Elizabeth** with the new 182 "Juliet" on their property, Tiverina, South Australia.

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

CONNECTICUT CHAPTER Vivian Utko, Reporter

Chairman **Nina Hetmanenko** was a guest spectator at the Apollo lift off in July and the lucky gal had the honor of meeting with **Bob Hoover**....and four of our astronauts....and **John Denver**. Shortly after returning from that trip **Nina** was off to Idaho. **Evelyn Kropp** and her son **Robert** were there too as were former Conn. Chapter members, **Gerry Gardiner** now of Nevada and **Mary Neal**.

Goodspeed Airport is now sporting new runway numbers, painted under the leadership of **Laurie Reeves** with her team including **Peg Davidson**, **Claudia Stuart**, **Mary Scribner**, **Marcia Spakoski**, and **Laurie's Mom** and sister.

The **Barnum Air Festival** extravaganza at the **Sikorsky Mem. Airport** in **Bridgeport**, needed help from the 99s to register **EAA** visitors. Minimal weather conditions were such that most of the **EAA** fly-ins stayed away but the show went on and a good one it was.

Bobbie and Dana Herberts' **Bonanza** was used in the static display at the **Bonanza Society's Annual Convention** in **Minneapolis, Minn.** for **EDO-Air Corp.** **Dana** accompanied the plane which is fully

equipped with **EDO** navigational aids such as a slave-gyro system, **RMI**, and a little extra in the back seat, a **TV set**.

Summer 1975's flying consisted of **Connie and Rollins MacLiesh** back and forth to **Hyannis, Mass.**.....Former chapter member, **Trina Jarish**, now in California winning the '75 **Powder Puff Derby**....the **Utkos** enjoying **Montauk, L.I.**....the **Kropps** to **Fishers Island**....**Peg and Don Davidson**, too many places to keep track of....**Laurie and Ed Reeves** to **Ohio** and the **Bonanza Convention**....



Evelyn Kropp and **Mary Sulsman** at the **AWNEAR** in **Manchester, New Hampshire** where they placed third in the **Round-Robin** race.

photo by
Sidney Tally

NORTHERN NEW ENGLAND CHAPTER Anne Good, Reporter

CAVU day at **Whitefield, New Hampshire**, where **Shirley Mahn**, charter pilot, and flight instructor was on hand to meet us.

Jane Heuterman, new private pilot and new member, was pinned with a 99 emblem by **Rae Tally**. **Jane** also received a **Sopworth Camel** planter filled with summer flower for her desk as she is now **Secretary** for the present year.

Martha Barnes and her husband **Barry** took their **Stinson Voyager** to **Los Alamos, New Mexico** where **Barry** had been teaching this summer.

Anne Good received her commercial pilots license August 15.

WESTERN NEW ENGLAND CHAPTER Margaret B. Brown, Reporter

Our May business meeting was held on the fifteenth with plans firmed up for the Section meeting to be held in **Springfield** at the **Bay State Motor Lodge** on **October 18th**. Congratulations were in order for **Alexandra Taylor** and her newly-earned seaplane rating. **Maria Balzani** was welcomed as a new member of our chapter. **Maria** is an active member of the **C.A.P.** and has her commercial license.

On the weekend of **July 26 and 27**, the management of the **Hiller-Barre Airport** had an **Open-House** to celebrate **Catherine Hiller's** birthday. All **New England** pilots were invited and posters were seen in all area airports asking all her many friends to come to the party. Our Chapter is very proud of **Catherine**, this year's **Section Merit Award** winner, and we presented her with a **bronze Amelia Earhart Award Medal**. A large crowd attended her party on both days, which were beautiful for flying.

The **Flying Poker Party** sponsored by **Eastern New England** on **August 23** was a lot of fun. Weather was **CAVU**, but a bit bumpy and gusty, which made for some much-needed crosswind landing practice at the five airports.

On **September 6 and 7**, the **Western Mass. Aviation Association** will be holding "A Flying Past," 50 years of aviation history in **Western Massachusetts** at **Barnes Airport, Westfield**. Our chapter will be helping with this event, as various local **Ninety-Nines** are present or past Officers, Board members, or members of that organization. **Skippy Orlitzki** will be selling our aviation-oriented items, including her hand-made, airplane material ties. The displays will include a **Gee Bee Zeta** monoplane and other antique aircraft, also movies, "**Lowell Bayles** and the **Controllable Propellor**," and "**The Bendix Trophy Race** at **Bowles, Agawam Airport**." There will be many photos of the twenties and thirties, plus other memorabilia. **Clarence Washburn** with partner, **Peggy Brown**, will show an **OX-5** engine from the **Waco-10** that they are rebuilding.

New York-New Jersey Section
NEW YORK - NEW JERSEY

NEW YORK CAPITAL DISTRICT CHAPTER Peg Weiss, Reporter

August has been a great month for our 99s. Saturday the 9th **Jo-Ann Perko** hosted a luncheon pool party at her lovely **Loudonville** home. An informal meeting took place as the gals discussed plans for helping **Doris** with the **Empire State 300 Race** in **October**.

Wednesday the 13th we flew to **Hudson Valley Chapter's Soaring Day** in **Wurtsboro, New York**. **Betty and Dennis Humphris** in their **Super Cruiser**, and **Harriet Bregman** and **Pete** in her **Cessna 170** flew down in formation. **Jo-Ann Perko** and **Peg Weiss** elected to drive (so we could stop at antique shops on the way home!). **Kathy Bourgeois** and **Doris Miller** drove the 2 hour trip also, but **Mary and Matt Scher** with **Sue Polsinello** flew their **Cherokee**. Despite the hazy overcast and relatively weak thermals, it proved to be a great day. This reporter's first ride in the **Schweitzer** was all it took to get hooked! Signed up for another ride as soon as we landed from the first! The skill of both the glider pilots and the tow plane pilots was most impressive. For anyone who hasn't tried soaring, it's flight in its purest form—an exhilarating experience: the sudden freedom when released from the tow plane, the quiet sighing of the wind, the effortless motion, like a hawk circling lazily aloft...it's the greatest!! Next rating?! Many thanks to **Pat Barone** for providing the opportunity to fulfill an ambition, for a lovely lunch, and a pleasant day visiting with 99s from the northeast area.

Back to powered flight...Kathy Bourgeois flew to Key West, Florida in a Cherokee Arrow with her mother and two other passengers...Betty and Dennis Humphris flew to Niagara Falls, New York with some friends.

We are looking forward to our annual pool barbecue at the Greens on September 20th, when our new officers will be installed, ready to begin a busy year.

PALISADES CHAPTER

Helen Egan Levy, Reporter

Our three "Powder Puffers," Peggy Naumann, Micki Thomas and Clarice Bellino, of Palisades Chapter, made it together at the Terminus at Boyne Falls Mt. Lodge...and our own Kay Brick was fêted for her Birthday at the Lodge...surprise!

August 9th week-end found Peggy Naumann, Angela Kovacs and your reporter (tagging along with her 49½er-instructor, Bill) brushing up at the AOPA Flight Instructor Refresher Course...our 99s received a compliment from the podium with thanks for airmarking Caldwell-Wright Airport.

On August 21st, Clarice Bellino participated in a seminar-luncheon hosted by the N.J. State Department of Transportation, Division of Aeronautics. This Region no. 1 meeting was held to discuss various aspects of the on-going N.J. State Airport System Plan Study.

Royal treatment for our "Powder Puffers"...to be presented some time in the near future on TV's Channel 5...a documentary film made by NEWSWEEK International for P.P.D. publicity features Peggy and Clarice representing the racers. They were filmed at take-off at Caldwell-Wright Airport—en route footage taken simulating race and fly-by—Terminus. Keep your eyes peeled for the "Mid-Day Live" show.

Our thanks to our out-going Chairman, Betty Barlia, for guiding us through our first Chapter year so interestingly, and



Surprise Birthday Party—Powder Puff Derby Terminus Boyne Falls Mt. Lodge, Mich. Barbara Evans, Kay Brick, Marion Banks.



Peggy Naumann, Micki Thomas, Clarice Bellino at Bar-B-Q Take-Off Banquet—Powder Puff Derby, Riverside, Calif.

purposefully. Betty certainly put us off to a good start.

Clarice Bellino, In-coming Chairman, outlined her plans for the coming year at her first meeting on September 12th. She introduced her officers...**Vice Chairman, Emily Shanks...Secretary, Geri Nelson...Treasurer, Louise Galfas.**

Happy Fall!

Middle East Section
DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA

CENTRAL PENNSYLVANIA CHAPTER

Mary Galbraith, Reporter

It was a beautiful day for our August meeting held "in and around" the pool at "Boots" and Rod Husted's home in Montoursville. What a nice turnout of members, prospective members and a couple 49½ers. The 99s from the Williamsport area were our hosts and treated us to a delightful lunch. Activities of the convention were related to us by our in-coming **chairman, Mary Hull.**

Attending the festivities at Oshkosh EAA this year were Carol and Merle Smith, flying there in their Navion, and Martie and Champe Pool. The Pool's purchased a Decathlon while attending the aerobatic competition in Fon du Lac and Martie flew the new plane from Wisconsin to home base.

Helen and Jim Sheffer recently purchased a Tri-Pacer. Helen was promoted to Group Captain in the Civil Air Patrol and is active in flight instruction to its members in the Williamsport area.

Alice Fuchs travelled to Wilson College in Chambersburg and gave a presentation on Women in Aviation to the Mid-Atlantic Y Teen Conference. Alice also ferried a Navajo from Lakeland, Florida to Williamsport for Piper Aircraft Corporation.

Carol Windsor attended the Air Age Education Seminar at State College and presented the General Aviation Story and a briefing on Women's Role in Aviation.

It is now time for me to retire as your reporter and turn the job over to your new NEWS reporter, Joyce Williamson.

EASTERN PENNSYLVANIA CHAPTER

Gail Lingo, Reporter

What a great time was had by all in Coeur D'Alene. The Northwest Section did a splendid job and our Middle East Section will have work hard to show them a good time next year in Philadelphia. Eileen Weigand and I had the honor of being delegates and learned of all the hard work involved in chairmaning an international convention. You who couldn't make it to Coeur D'Alene...please **start making plans to come to Philadelphia in '76 and help celebrate the 200th birthday of our great Country.**

Kate Macario, our membership chairman, is doing a fine job recruiting new members. This month we have eight new faces in our Chapter—Jan Churchill, Betty

Grosky, Shirley Hains, Janet Pfender, Nancy Hill, Shelly Katz, Arshalous Ksayian, Christine Vaneck. Shirley Hains is the proud Mother of "14" children (anyone who says they can't fly because of children...ask Shirley!) We also have a transfer from Pikes Peak Chapter, Arlene Feldman. Her husband Arnold was transferred to Ft. Dix. Arlene was our Chapter Chairman 12 years ago.

Helen and Sol Zubrow flew their 172 to Nova Scotia, got weathered in and after waiting 5 days flew home commercially. Later, Helen and friend Anne Shields hitched ride with Louise Sacchi to pick up 172 and weathered in again...this time bus ride from Mass. to Phila. Finally another hitch with Alice Meiseheimer (delivering a plane for Louise) and they made it home in the 172. The EAA Convention Exhibition (8000 planes & 32,000 campers) was enjoyed again this year by Kate & Tom Macario with their 4 sons flying out with all their camping gear. Two of the boys flew the Ryan PT-22 and were thrilled to win a prize in the Antique Airplane Category. Anna & Jim Spivey drove out with their camper and enjoyed a scenic route home. Maysie & Blair Henroten flew their Cessna 150 to Maine—chartered a yacht with others out of Rockland for two weeks and had nice weather sailing but not great flying. Sid & Adelle Parsons flew their Arrow to Portland, Oregon, through some exciting passes like the Columbia River Pass to Trail, B.C. and the Columbia River Gorge through the Cascades. Then another trip to Dayton, Ohio, where they visited their son stationed at Wright-Patterson AFB and toured the Air Force Museum. Gail & Jack Lingo flew Navion N4885K to New Hampshire to visit.

Our August meeting was held at a beautiful new airport—Spring Hill Airport in Sterling, Pa. near Lake Wallenpaupak. Nine airplanes arrived on this CAVU day with 23 people on board. It was a lovely setting with swimming, boating, picnic area and hiking trails.

MARYLAND CHAPTER

Paulette Jones, Reporter

August has been a pretty busy month. MD Chapter will be participating in the Chesapeake Appreciation Festival at Sandy Point State Park, MD. "These Magnificent Women and Their Flying Machines" will be presented through antique planes, helicopters, balloons, CAP, and a flyby by most of our members. MD Chapter also hopes to sponsor a booth at the Sept 20-21 dedication of Glenn L. Martin Airport in Essex, MD.

Plans for fund raising for Convention and Terminus are underway beginning with a raffle on a hand-made turquoise necklace.

Jan Million and Catherine Grover both finished the Powder Puff Derby in the top half. Jeanne Wolcott has her commercial license and is working on her Instrument Rating.

WASHINGTON D.C. CHAPTER

Gladys E. Wise, Reporter

This year's board includes Gladys Wise continuing as **Chairman, Julie Dearth, Vice**

Chairman; Shirley Chatfield, Corresponding Secretary; Emily Jones, Recording Secretary; Betty Fisher, Treasurer and Chairman of Aerospace Education. In those all-important Committee Chairman roles: Bea Wilder and Joan Stalk continue respectively to head Flying Activities and Membership; Hedy-AE Scholarship; Fay Wells—Bicentennial Coordinator; Helen Delaney—APT; Jean Coffman—Nominating and others yet to be filled.

The August meeting also included a Survival Kit competition as a follow-on to lectures and briefings we had earlier in the year. It was a real eye-opener. For instance that perfume can sometimes be considered essential to survival—or that a half gallon of scotch is appropriate for inclusion in some circumstances.

Julie Dearth—with a garbage can full of items ranging from skis to band-aids—won the "Most Incredible" kit prize. Joan Stalk—with an Air Force Vietnam-type kit filched from husband George—won the "Most Useful" prize. Helen Delaney—strong on carefully-cached medical items—won the "Most Innovative" prize.

Among the honorable Jean Ross Howard, whose kit featured an authentic sawed-off Shillelagh.

Gladys E. Wise, who was recently reelected for a second term as Chairman of the Washington, D.C. Chapter, graduated June 19, 1975 from the Industrial College of the Armed Forces. The ICAF is an educational institution located at Fort McNair in the District of Columbia and operated under the direction of the Joint Chiefs of Staff. It is attended by senior military officers and civilian officials of the Government who are preparing to assume key roles in the management of resources for national security.

Gladys was the only civilian of the three women selected to attend this senior service school along with more than 180 officers and civilians from the military services and other Federal agencies. She is one of the few women and the only 99 to have attended the ICAF. We are pleased to note that she graduated among the top 50 percent of the class.

Since graduation, Gladys has been appointed Special Assistant to the Chief of Public Information in the Office of the Secretary of the Air Force in the Pentagon.

(Information from Bea Wilder)

Southeast Section

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

ALABAMA CHAPTER

Juanita Halstead, Reporter

The Alabama Chapter participated in a Fly In Breakfast on August 3rd in Scottsboro, Alabama. Bennie Peters who now lives in Scottsboro was hostess, along with the Scottsboro Aero Club, who served everyone breakfast and then transportation to town for the traditional "First Monday

Trade Day" in Scottsboro. This is held on the first Sunday and Monday of each month and is fun. People from miles around bring everything to sell or trade.

On September 7th a membership meeting will be held in Montgomery. The Alabama Women Pilots who are not 99s will be invited to attend. We will be looking forward to meeting them.

Then our Southeast Section in Atlanta the 27th of September. Hope to see everyone there.

CAROLINAS CHAPTER

Margaret Munn, Reporter

The Carolinas Chapter combined the meetings in June and July with some summer fun. Even though the weatherman did not come through with blue skies and rain threatened, both meetings had good turnout. The June meeting was hosted by Ruth Solley in Columbia. Those who were able to attend enjoyed a get together around the backyard pool and an occasional dip.

The July meeting was again held under cloudy skies. The Ninety-Nines were guests at the South Carolina Breakfast Club in Columbia, S.C. After the Breakfast Club, we gathered as guests of member Barbara Leitner. While some enjoyed a swim in the pool, others tried their skill on the tennis court.

Between the June and July meetings, members voted for new officers. These officers were announced at the July meeting. The new chairman is Mary Foley of Rock Hill, S.C., vice-chairman is Ruth Solley of Columbia, S.C., the secretary is Jo Payne of Jamestown, N.C., the nominating chairman is Barbara Moore of Whispering Pines, N.C., and the treasurer-reporter is Margaret Munn of W. Columbia, S.C.

We welcome as a new member, Emmie Manning of Columbia. Emmie is with the control tower at Columbia Metropolitan Airport. Ruby Quinn of Greenville, S.C. will be transferring her membership to the Georgia Chapter. Ruby will be with GADO office in Atlanta as a FAA inspector. We wish Ruby the best with her new job.

DEEP SOUTH CHAPTER

B. McNabb, Reporter

After winning the Angel Derby, "Our Esther" (Wright) garnered a seventh place in the Powder Puff Derby! Our pride knoweth no bounds.

The Deep South Chapter has assisted the FAA in a number of projects; the latest were safety meetings held in Macon, Albany, and Brunswick, Georgia. In fact, so pleased were the Friendly Aviation People that GADO presented the chapter with a thank-you certificate!

In June the chapter met at the home of Maggie and Bill Hall in Tallahassee, had a skull-session for instructing the convention delegate, Judy Hall, regarding amendment and other voting decisions—enjoyed one of Maggie's wonderful put-togethers—members bring "things" and Maggie always comes up with a well-rounded feast.

In July Judy, with 49½er Jerry and daughter, Cindy departed for Couer

D'Alene in their Cessna 172. They had a good flight almost across this nation kitty-corner, and Judy brought home the best report we've ever heard, plus pictures and general information about the convention.

Betty McNabb was lined up to arrow Jaye Hudgins of Alabama and Peggy Mayo of Wisconsin-cum-Arkansas to convention but Betty's Dad, who was at Kitty Hawk, has been in hospital since July 3, and she just couldn't. As she writes this column, he is better but again in the hospital. First convention she's missed in 18 years.

Next the safety meetings, plus a chapter meeting at St. Simon's, that glamorous vacation spot on the Georgia Coast, and then Thomasville, Ga. to meet and see Esther Wright's beautiful new conference room just completed for her Holiday Inn.

FLORIDA GULFSTREAM CHAPTER

Ellie McCullough, Reporter

Mina Elschner, Chapter Chairman, started flying in 1951 and became a 99 in 1959. Her winged "children" included an Aeronca Chief, Champion, an Ercoupe named Sammy, Jr. and last her beloved "Timothy" a Cessna 150. She flew 15 coast to coast trips in her fleet and she figures 90 percent of her logged time was cross country.

Our Chapter had a good turnout at the Grasshopper meeting and four other Chapters were represented. In addition to Mina, Dottie Shaw, Ruth Phillips, Helene Krumholtz, Jane Sulton, Ellie McCullough and prospective Jane Van Dyke, daughter of Irene Van Dyke Goodwin, participated. It was fun, fun, fun, and hostess Mary Jane Law, Chairman of the Spaceport Chapter, was on the losing tug-o-war team and ended up in the lake along with others on the team. The Naked Lady Ranch provided a beautiful grass strip, there were two ponies to entertain the children, horses, games, prizes and delicious food. Jane Van Dyke won the sack race and also the three-legged race with our host, Clyde Dawson. She is the creator of "Schatzy's" face and had painted identical faces on tee shirts for us as an added surprise.

Speaking of surprises, when yours truly returned to City Hall the next day, she found out that she had been honored by the local radio station WAXE as the "Doll of the Day", with flowers, a citation and interview live...more fun.

The August meeting of the Gold Coast Chapter added more surprises by honoring the new "Baby" chapter, our Gulfstream youngum, with a "Birth" day cake and dividing their checking account in half thus helping to get the Baby financially started. Connie Brunger will hostess the first official meeting of the Chapter in September.

Ellie McCullough attended the Deep South Chapter's August meeting at St. Simon Island, Brunswick, Georgia, and in addition to a picnic & beach party, received a first hand report on the International Convention from their delegate, Judy Hall. Our Anne Roethke attended but we are too new to officially have a delegate. She too gave a glowing report on the actions taken by the Board, the meetings, and the well planned social functions.

FLORIDA SPACEPORT CHAPTER

Bonnie Quenzler, Reporter

Keep those cards and letters coming in! At this date the Deltona Derby Race Kits await one more sheet of information. Inside the first week we received eighteen requests! It promises to be a highlight of the season, even for those who aren't Spaceport 99s. Join us.

Our new officers are planning next year's programs. Already we have run out of meeting dates.

Tentatively scheduled in 1975-76: Dinner Dance, GADO Safety Seminar, Deltona Derby, Holiday Luncheon at Juanita Blumberg's Penny A Pound Ride Fundraiser, Co-meet with Zonta Club for Amelia Earhart commemorative, Air-marking, Biennial check rides, National N.I.F.A. Meet, judging, Treasure Hunt, breakfast fly-in, summer weekend vacation fly-in, beach party,—whew! Florida gals boast about the fine flying year round. We try to take advantage of it by planning lots of activities. Maybe we can convince some of you-all northern 99s to c'mon down and enjoy it with us.

In August we met at Vero Beach. Afterwards the chapter adjourned for lunch at Joan Davis'. The Mary Blackwell Joehrandt—Ann Walker Memorial Fund is now well established. Embry Riddle Aeronautical University will make its first award from the fund in January. Gail Sims is coordinator.

September installation takes us to Orlando for an evening dinner dance. Happy landings.

KITTY HAWK CHAPTER

Jane Tisdale, Reporter

Our new **Chairman Jan Clemen** is enjoying hopping about the countryside in her new J4, now that she's learned to taxi a taildragger! **Katherine Weber**, back again from Europe, is our new **Vice Chairman**, and **Diane Tunnell**, **Secretary-Treasurer**.

Diane's sister **Lorrie Tunnell** reports results of her wish to see the launch of the last Apollo. She called Florida Spaceport's **Bonnie Quenzler** for information, and ultimately was rewarded with an excellent view of the blast-off from Quenzler's sailboat, and later a bird's eye view of the launch area from Bonnie's Cherokee 180.

Your reporter returned from vacation through Texas and Utah with 49½ Warren in their club 182. During a stop in Flagstaff, Arizona, we called the closest 99



Helene Robertson, new member to Kitty Hawk Chapter, began flying at age 54. While a Vista volunteer in Africa she helped found the South Central Africa Section 99s and served as secretary of the Halahari Flying Club in Gaborone, Botswana. Now Helene is proud to be current, APT and able to pass her medical at 65!

Alyce Turek of Sedona, 25 miles south, for information about the area. This prompted an invitation to fly down beautiful Oak Creek Canyon for a tour of her fascinating town and a Mexican dinner with her and 49½ Ladd. So many other tales could be told of hospitality shown by our 99 "Sisters of the Air" that our 99 NEWS could not hold them all.

Outgoing Chairman **Annette Rogers** must feel planes are safer (and drier) than the canoe she fell out of while vacationing in Michigan with her family in their Skyhawk. Thanks **Annette** for your 2 years of hard work.

MEMPHIS CHAPTER

Chris Brown, Reporter

The Memphis Chapter flew to Greenwood on August 9 for a joint fly-in with the Mississippi Ninety-Nines. It wasn't a good day for flying and some of the group turned back. Among those who groped safely through the haze to attend were **Martha and Frank Tobey** with passengers **Chris Brown** and **Carolyn Sullivan**; **Rosemary Williams**, her daughter-in-law **Vicki**, a student pilot, and **Hilda Savage**; **Jean McCarthy** with daughter **Colleen**, and student pilot **Becky Paris**. **Belle Hedges** did it right and filed. She brought guest **Elinor Nicky**. **Elinor** is a young pilot with several advanced ratings, who will soon be working as a controller in either the Memphis or Atlanta area. Among others who flew in were **Chuck and Fern Mann**; **Marlis Aevant**; and **Ralph and Barbara Peeler** with a couple of their boys. **June Pentecost** and **Pat Kellet** came the other way, via Olds 88.

Our most recent former chairman, **Nancy Miller**, came in for a weekend visit from Washington, D.C. **Nan** is one of three women being trained as a Special Investigator for the Postal Service. Her stories could be used as a script for **Angie Dickerson's** "Police Woman". Apparently the Post Office games to today are just as exciting, but a little different from those we used to play.

Carolyn Sullivan was the only Memphian to attend the International Convention in Couer d'Alene. She reported an excellent meeting.

A potential new Memphis 99 arrived a few weeks ago; **Martha and Frank Tobey's** first grandchild.

Our annual fly-in to Augusts, Arkansas will be September 6th. **Mary and Joe Stanley's** strip is the place—always an interesting day with congenial people.

MISSISSIPPI CHAPTER

Jenny McWilliams, Reporter

Cindy Bass has earned her Single-Engine Sea Rating. She went to the Lake of the Ozarks for her instruction and check ride. Next on her agenda is the Instrument Check Ride.

Ernestine Mahan and **Karen Bearrs** are APT, bringing our percentage up to 40 percent.

Your reporter could not attend the August meeting so am enclosing a report by **Peggy McCormick** about the day: Mississippi Chapter invited the Memphis Chapter for a joint meeting on August 9.

Two plane loads had to turn back because their local conditions were so zilch re: visibility air-to-air.

Ruby Dickerson and hostesses **Ernestine Mahan** and **Peggy McCormick** represented Mississippi, while Memphis turned out in force for the GAMA Safe Pilot Sweepstakes II Program which was half of the day's activities.

Peggy and **Ernestine** greeted guests at Greenwood-Lefflore Airport, with **Ruby** assisting in serving do-nuts and coffee. **Jim Nash** of the Jackson GADO brought an excellent FAA film on take-offs and landings, plus the very popular "Aviation Oddities". **Barbara Peller**, Memphis Chapter, won the door prize: one hour instruction in a sailplane, to be taken with the Mississippi Soaring Association.

June Pentecost and **Pat Kellett** had driven in, but the rest were involved in a real traffic jam on the taxiway for Runway 18 as they all departed for home.

Our chapter has had five Safety-type meetings during the fiscal year '74-'75. The fourth and fifth were both GAMA Meetings spearheaded by **Peggy McCormick**.

Our delegate to the International Convention in Idaho, **Janet Green**, reports that the convention was excellent. She flew her Twin Commander with passengers **Pat McEwen**, **Lois Feigenbaum**, **Loretta Gragg** and **Marilyn Copeland**, and reports an average of 230 knots on one leg of the trip.

North Central Section

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

ALL OHIO CHAPTER

Charleen Mehaffie, Reporter

Shawnee Lee, **Charleen Mehaffie**, and **Bonnie** and **Tim McSwain** went to the EAA Convention at Oshkosh, Wisc. The campgrounds and fairgrounds were spotless and the air shows were terrific.

The 99s have made major inroads into airport management recently: At the recent election in Delaware, **Cam Stomberg**, **Nancy Shaw**, and **Jeane Wolcott** were elected to serve on the Board of Directors of Delaware Aviation, Inc.—all this in the space of one short year.

Charleen Mehaffie entered the tricathlon at the Warren County Airport and won the spot landing contest for the under 250 hour class.

Eight members attended the International Convention. They said it was a beautiful place and they were treated royally.

Pat Fairbanks won the Amelia Earhart scholarship award in the amount of \$1,000.00. She plans to use it to go get her commercial and flight instructor helicopter rating. **Pat** has a commercial certificate with the following ratings: ASEL, AMEL, SES, private glider, flight instructor, and instrument flight instructor, advanced and instrument ground instructor and an accident prevention specialist. She and her

husband Don operate Cardinal Air Training at Lunken Airport.

99s help in Charity Airlift that brings in \$2,213. More than 650 people were loaded into planes at the Springfield Airport on August 24 by 99s Joanne Repik and Virginia M. Thomas. Planes were donated and flown by local pilots. Margaret Bryant and 49-1/2 Les were among the general promoters of this event (to help provide funds for the cardiac equipment for paramedic units in Clark County). They took turns flying passengers in their airplane and saw that each child got a free ticket for a hamburger and french fries at McDonalds. New 99, Vicki Schumacher took people on tours of the control tower.



Diversity is what 99s ARE ALL ABOUT! All Ohio Chapter Meeting are standing left to right: Bernita Nickell, Ag-pilot, Virginia M. Thomas, former FBO, Jenna Dyke, co-builder of the experimental "Delta Dyke", seated Caro Bayley Bosca, WASP and International Aerobatic Champion and Judy Alcombrack, ATR with 800 hrs jet time.

CAPE GIRARDEAU AREA CHAPTER

Sue Long, Reporter

A lovely meeting was held at the cabin of our chairman, Gene Williams, despite marginal flying weather. Three new members were approved and we are happy to have them join our chapter.

Evelyn Braise and Lois Feigenbaum told of their "fun" trip to the international convention. We all wish we could have joined them. Gene Williams told us of an informative meeting of the American Bonanza Association recently held in Minneapolis, Minnesota that she attended.

We were so sorry to hear of the resignation of Millie Limbaugh. Millie certainly was one of our most loved and funny members. She was known to many in other chapters as "the lady from the Cape Girardeau Chapter who went to the Powder Puff Derby stops and timed." Helen Haliburton has moved to Atlanta and will transfer to a chapter in her area. We will miss them both.

Lois was asked to tell everyone how the decorating of the Headquarters building is coming along. She told us how lovely it will be. She also hopes everyone will try and attend the dedication on November 1 and 2.

CENTRAL ILLINOIS CHAPTER

Joan Boyd, Reporter

Because so many of our members attended the annual EAA fly-in at Oshkosh, our August meeting was delayed until

Saturday August 9th. The meeting was held at Jacksonville with 13 members plus assorted husbands and friends flying in to attend. Jayne Schiek reported on the Women's Forum at Oshkosh—it was a huge success! (Jeanne McLaughlin didn't get to speak because IFR traffic conditions delayed her arrival at the airport.) Barbara Jenison reported that the letters will be laid out for airmarking Paris soon. Lila Flint, our airmarking chairman has been contacted and a date will be set. Jayne Schiek, membership, pinned new members Sarah Allen, Mary Groesch, and Sherry Hartley. Our September meeting will be a pork chop bar-b-que at Rushville, Sunday, September 7th.

Helen Lewis enjoyed a vacation in Florida and also had her first long IFR cross country. She went through so much rain that she was sure she would see fish swimming by! Now she is planning another long cross country to Norfolk, Va., September 10th, to attend an Anesthesia Seminar there.

Sandra Bernard and her husband Larry are starting a group of aviation-oriented Explorer Scouts in Peoria...a worthy project!

Members reporting a fine time camping and enjoying all the planes, air shows, forums, and people were Jayne Schiek, Jean West, Ruth Teel, Sarah Allen, Jeanne McLaughlin, Barbara Jenison, Betty Huffman "66", and Joan Boyd. If there were other Central Illinois Chapter 99s this reporter hasn't heard from them yet.

CHICAGO AREA CHAPTER

Sandy Klock, Reporter

August 9th marked the date of our chapter air meet, in which 10 planes competed. Bob and Ruth Frantz went home with first place trophies. Arta Henson and 49 1/2er placed second and got the rookie trophy, and Norma Freier and Marge Kinney were third.

Sandy Klock and Madeleine Kimote have passed their instrument writtens!

Gail Toldthorpe passed her CFI-A checkride.

Tracy Pilurs is starting her second year at Gateway Technical Institute, Kenosha, Wisc., working for her A&E rating.

In the heat of August, Art & Norma Freier flew their Tri-Pacer to, of all places, the annual Christmas Tree Growers' Convention!

Dick and Arta Henson flew their Cherokee down to Florida, with about 9 "weather stops" enroute, at one of which they met a friendly Canadian 99 and her 49 1/2er.

Barbara Silagi and Bea Siemon flew to Convention and then on to Seattle to visit the Boeing plant.

Bustling Barb also recently flew Caroline Smith and her daughter, Marguerite, and Phyllis Templin to the International Comanche Society convention at Dayton, Ohio. Highlights of the visit included a tour of the Hartzell Propeller factory at Piqua, Ohio. Anyone owning (or knowing of someone who does) a Twin Comanche is asked to get in touch with Barb, who's trying to organize a "tribe of twins"!

GREATER DETROIT AREA CHAPTER

Mearl Frame, Reporter

There is a new Chapter of the 99s in Michigan called the Greater Detroit Area Chapter. We met for our June meeting and our Charter party at the home of Mearl & Bill Frame in Troy, Mich. We had a simply marvelous evening getting to know the new 99s and their husbands. There were 49 present including 99s, 49 1/2s, and 66s and whatever their better halves are known. Mary Von Mach, a charter member of the original group of 99s was our guest of honor and presented the charter to our chapter. She gave us a few words of wisdom on how to succeed. Our starting membership was 34 and two of our 66s have received their licenses and we have added another lady pilot to bring us to our present 37. Our officers are **Joyce Odom, Chairman.....Patricia Domas, Vice-Chairman.....Dorothy Herring, Secretary.....Virginia Sutherland, Treasurer.**

The new chapter was well represented at the Spring Section meeting at the Lake of the Ozarks. Five of us flew down in Joyce Odoms Cherokee 6. We had great weather going down, but coming back Joyce demonstrated her skills on instrument flying.

Great fun was had by all of us who went to Boyne Mountain for the Terminus of the AWTAR. Some went to work and others just to enjoy, but it was great fun watching friends of many years fly over the finish line and being there to greet them.

In August we had a joint meeting at Pontiac, Mich. with our former parent chapter the Michigan 99s. We were unable to tour the Balloon factory as planned since the owner did not return from a Balloon Meet in Indianola, Iowa in time due to weather, but he called and apologized for not making it back in time and asked us to try to come at another time.

On September 6, we will fly school books from the Grosse Ile Airport to Lexington, Kentucky. This is in co-operation with World Book Relief.



Officers of Greater Detroit Area Chapter accept Charter from Mary Von Mach



Greater Detroit Area Chapter Charter Mary Von Mach presented Charter

GREATER KANSAS CITY CHAPTER **Sherry Quinlan, Reporter**

K.C. 99s were quite excited when the news came in that our Loretta Jones & Helen Hamilton had placed 8th in the Powder Puff.

It was hot hot hot at Richards Gebaur A.F. Base July 27th but that didn't stop us from participating in their 'Open House—75'. Because of International Women's Year our chapter was invited to take part in their annual event. Parked across the runway from the graceful silver jets of the A.F. Thunderbirds were four planes flown in that morning by Jean Wilson, Rosamond Oliver, Ruth Stafford & Sandra Damon. Joining them on the ground greeting hundreds of visitors were Becky Hosfield, Bobbie Huke & yours truly. It was strictly a Public Relations affair with a lot of people learning that 99s are Lady Pilots!

Our Air Age Education chairman, Bobbie, Huke, is also a primary teacher at Line Crk. Elem. School in No. K.C., Mo. She has combined the two jobs & developed a teaching unit used in the 4th grade Science Dept. called "Flight". With the help of materials purchased from Cessna, she gave a comprehensive course. At the end of the course the students took a written test & handed in notebooks to win their 'wings'. She hopes to expand the program to other grade levels.

Apt & Safe Pilot chairman, Billie Bordner, proved that actions speak louder than words by coming in second in the Spot Bomb Drop at the McComas Airshow last mt.

Aug. mtg. was held at the Lake Lotawanna home of Ruth Stafford. Pat Dillon & Babs Tulley officially became our two newest members. The highlight of our evening was hearing Grace Harris tell about the EAA Fly-In at Oshkosh, Wis. where she was honored as one of the 'Greats of Aviation'.

A CORDIAL INVITATION TO THE NEXT TREE PLANTING CEREMONY IN THE "INTERNATIONAL FOREST OF FRIENDSHIP" AT ATCHISON, KANS., ON OCT 25, 1975. HELP SUPPORT THE FOREST!

GREATER ST. LOUIS CHAPTER **Jan Pocock, Reporter**

In July, our Governor, Amy Laws flew with Val Johnson to K.C. International where they picked up Marg. Lynch, 2nd in command of the Bi-Centennial Celebration. From there, they flew to Atchison, Ks. so that she could plant another tree in the A.E. Forest of Friendship. Val's Bonanza should know the way to Atchison by itself, by now, it's been over there so many times!

July and August brought many new ratings for our gals, too. Betty and 49½er Jim Board went to the Lake of the Ozarks for a week and came home with a sea plane rating and our "dynamic duo", Nelda Lee and Georgianne Crommie both came up with Multi-Eng. ratings, a week apart. With the sea plane rating tucked under her belt, Betty Board is now after a helicopter

rating. Norma Brauch has logged quite a few hours in a Rockwell Grand Commander, adding her expertise to that of Corp. pilot 49½er, Dan. Our outgoing Chairman, Doris Kuhn has added an Instrument rating to her ticket and your reporter got "checked out" on the Steamer-car-ferry that crosses Lake Michigan from Luddington, Mi. to Manitowoc, Wi. (Well, I feel so inept among all our multi-talented women!)

Our new officers took over at a very lovely Installation Luncheon in August, so we're off and cruising on another great year. Big "take-off" will be our hostessing the Fall Section Meeting.

IOWA CHAPTER **Ann Clay, Reporter**

How to end a month long drought—Plan a 99s meeting, cook enough food for 50 people; it will rain and 26 will show up, spend the next week eating fried chicken and baked beans three meals a day!!

Bob Glassford, a local pilot, presented the program at TNU. He flies a homebuilt which draws a lot of attention around Newton.

No wonder the "convention contingent" was so tired. Between all the work and all the play—they had to come home to rest! All reported a very interesting and happy time.

Fran Doherty, SUX, and Annetta Haack, OMA, both have new instrument ratings. Sue Kowalski, CID, with a new private license, attended her second meeting. New chapter chairman and flight Instructor Jeanne Bedinger has, among her students, a man in his 70s who flies every day.

Our chapter raffled a rug at Sectional & International which was made and donated by Annetta Haack. The lucky winner was Eleanor Curry of Minnesota.

We look forward to the September meeting at Ames and hopefully some of the pictures of the trip to Coeur d'Alene.

QUAD CITY AREA CHAPTER **Judy Hodges, Reporter**

Congratulations to Von Alter who passed her instrument check ride last week! She initiated her ticket with a trip to Indiana and back.

All hands were on deck as the annual plane wash was held on Saturday, August 9th. Fourteen airplanes were washed and one debugged for a profitable day.

Roger and Norma Smith, Judy and Bud Hodges, and Neil Pobanz all attended the EAA Convention in Oshkosh recently. As always they had a marvelous airshow and some of the most beautiful homebuilts you've ever seen.

Carolyn Pobanz and your reporter recently took a week off and left home and jobs to seek a few days of rest and sunshine. We flew Carolyn's Cessna 170 to Kentucky Lake and then on to Memphis, Tenn. and attended the International Cessna 170 Convention. We had a wonderful time and met a lot of other 170 pilots. There were 83 170s at the West Memphis, Ark. airport.

Mary Schrum, our 99 in Clinton, Ia., will be teaching a course to 8th and 9th graders

this year called "Flying Small Aircraft". The students will meet twice a week for films, field trips, and airplane rides.

Our September meeting will be held at the park at the Moline Airport, where we will have a family picnic and a meeting with the installation of the new officers for the coming year.

Our sincere sympathy goes to Warren Bealer whose wife, Catherine, died on the 14th of August. Catherine had been in ill health for some time, but we will remember her as a dedicated, hard working sixty-six who never missed an occasion if she felt good enough to be there. She will be sincerely missed.



Jan Heins and Shirley Amen arrive at Moline Stop of the PPD and are greeted by the Chapter Chairman Ellen Thiel.

LAKE ERIE CHAPTER **Helen Keidel, Reporter**

Since new officers were to take over September 1st, our August meeting saluted the outgoing officers, and paid tribute to Carol Stephan who helped start the Lake Erie Chapter two years ago, and as Chairman for both of these beginning years.

Our first attempt at a proficiency race turned out very well although there were only 9 planes entered. The weather failed to cooperate on Saturday, the 16th, and - Sunday the day looked bright enough but visibility was at a bare minimum. Only three of the pilots had ever raced before, a new experience for most of the entries. Willoughby Flying Club President Ken Jacobson flagged off the planes in one-minute intervals and two hours later, all were back and awaiting word from the official timers.

First place winner was Jack Gwynne, a flight instructor out of the Strongsville Airport, with a student pilot, Douglas Jacobs who had only 6 hrs. in his log book. Each received a silver and blue trophy appropriate engraved and several other prizes totalling almost \$300. Second place winners were Helen Keidel and Larry Rohl who scored just .8 of a point below first place. Third place trophies went to Annette Fedor and Bea Axelrod.

Chairman Bernice Barris admitted it couldn't have been done without the Civil Air Patrol volunteers and a group of 49½s who pitched in to assist the Lake Erie members. We'll try it again next year!

The Annual Awards Banquet scheduled for October 11th. Our September meeting will be combined with the All-Ohio Chapter giving us a chance to renew old friendships.

MICHIGAN CHAPTER

Bette Crook, Reporter

In July, Boyne Mt., became the focus of nationwide attention as Powder Puff Derby contestants winged their way from Riverside California to the Northern Michigan resort. The first plane to land was TAR 40 flown by Suzy Parker, pilot, and Elna Blass, co-pilot. Both belong to the Michigan Chapter. Sammy McKay placed 11th and received an award from James Ramsey, Director, Michigan Aeronautics Commission for best score by a Michigan pilot. Mr. Ramsey praised Winnie DuPerow for her work as Terminus Chairman and presented her with a plaque from the MAC. Marion Banks thanked all three Michigan Chapters for their efforts in sponsoring the terminus. Suzanne Whyte, Chapter Chairman, accepted an Award of Merit from the AWTAR Board to the Michigan Chapter. Many Michigan Ninety-Nines devoted a full week to the terminus activities, a successful finale to two years of preparation.

The Michigan Chapter invited the Lake Michigan and the Detroit Area Chapters to a joint picnic in August. Mearl Frame was hostess for the meeting. Her husband, Bill, is Chief Pilot for the Budd Company.

Bernice Steadman, Fay Kirk, and Helen Wetherill attended the International Convention in Coeur d'Alene, Idaho. "B" gave a report on Convention and on the Women's Air and Space Museum at the August meeting. The Michigan Chapter is firmly behind the museum project, whether it remain a Ninety-Nine endeavor or becomes an independent one.

Michigan members staffed a 99 booth at the Detroit City Airport Air Show, both a public relations and a fund raising venture. Flint aviatrix have also been making plans for Ninety-Nine participation at the Flint Air Show.

"Fly High for Dystrophy" took place August 23 and 24th.

On June 27th there was a rally for pilots and friends of the Ann Arbor Airport to show support for the airport which was facing opposition to any expansion. Lillian Snyder was one of the speakers.

Bruce and Edie Allen and Bev and Doug Price flew both their Cherokee 180s to the Yukon Territory and to Alaska in July. They report that their "twins" confused, causing many comments.

Dorothy and Cal Brewer flew to Texas. They stopped enroute in Oklahoma City and visited the new Headquarters Building.

MINNESOTA CHAPTER

Clara Johansen, Reporter

"BLOODLIFT FOR LIFE—NINETY NINES—RED CROSS—DONORS—PLATELETS—PLANES" These and many other words went through our minds after a day of following thru on the whole procedure from the time pilots and planes left Holman Field, St. Paul with Jerry Undis, Red Cross Blood-lift Coordinator, and Carolee Mensing, Chief Nurse, landing at Austin, Mn. airport, seeing the dozens of people donating blood, the Red Cross Nurse in charge and her numerous aids and volunteers, the VFW Post and

Aux. No. 1216 who handled registration and transportation. Then back to St. Paul with the precious cargo of human blood, unloading to a Red Cross Car, going to Center and watching the fast efficient processing by a staff of Med Techs under Cheryl Stakston, all within the 4 hours from the time the blood was drawn until the Platelets (so necessary for Leukemia victims) are separated out.

99 Peggy Johnstone and 49½ Dick sold their Bonanza, have ordered a Super Cub. Son, Bruce just solo'd on his 16th birthday. The Kuechle's, Orr's, Florence Robinson, Gayle Vail, and Sommerfelds all flew to Couer D'Alene. Caroline Olson flew her new Mooney Ranger and Ray the Cessna 180 to Caribau Falls Lodge, Canada, taking with them Carolyn's 4 brothers. Dorothy and Dave Bolander flew to Eagle Lake, Ontario for some good fishing and to Quebec for fun. Arnie and Clara Johansen flew the Alaska Highway and camped at airports enroute, enjoyed meeting other camping pilots from "lower 48". They appreciated tips from Mn 99 Juanita Peterson and Chuck who have made the trip 5 times. While in Juneau, Johansens said "hello" to 99 Nancy and 49½ Arlo Livingston of Alaska Chapter. Nancy flies helicopters rather than planes and with her husband directs Livingston Copters in their varied business such as ferrying 50 gal. fuel drums in a sling to top of a mt., or supplies and personnel to the ice field, or search and rescue missions, etc.

The joint Outing of Wisconsin and Mn Chapters Aug. 16-17 at Price Co. Arpt., Phillips, Wisc. was a capital OUTING. We taxied to the grassy tie-down area of arpt. where we pitched our tents and set up camp. Highlight of Sat. was a canoe trip down the Flambeau River. 19 people in 9 canoes made it without capsizing. Shari Mills who spearheaded the weekend and 49½ Jim and children flew directly from the Cessna 170 convention in Indiana to Phillips, arriving in time for the Sat. eve campfire, where we shared flying experiences and chapter news with the Wisc. 99s Pat Back and Kate Conklin. The Sunday afternoon horseshow at the airport climaxed the weekend. Bob White Arpt Mgr. had given us royal treatment.

WISCONSIN CHAPTER

Betty Willmore, Reporter

Our membership blitz is well under way. Margaret Hollman and membership committee members Diane Gorak and Cathy Malick prepared a letter for members to send out to the 568 current women pilots and women student pilots in Wisconsin inviting them to our Sept. and Oct. meetings. The word is out, so hope to report lots of new members next month!

Elaine Strickland won first prize (5 gal of fuel) for the spot landing contest at the August meeting. Jean Zapata took second place and received a certificate for an oil change. Allen Easterday, the FBO at Wautoma donated the prizes.

Pat Back, flying activities, reports that the camping weekend with the Minnesota chapter at Phillips, Wi was great fun. The 99s and their families were greeted by a

Chippewa Indian (pre-med student) in full ceremonial dress when they landed at the Phillips airport. Pat Rack gave the "chief" (feathers and all) an introductory flight lesson. The group pitched camp on the airport and took the 3½ hour canoe trip down the Flambeau River. On Sunday Fantasy Farms brought their appaloosas to the airport and put on a horse show for the campers.

During EAA week of Oshkosh, Ramona Huebner, our "hostess with the mostest" held nightly patio parties at her lovely home on the south end of Wittman Field. Tower gave taxi instructions to her back yard!

On the day they were leaving for a camping trip, Louise and Roy Yeazel discovered that it's just impossible to load 5 kids, 2 tents, sleeping bags, camping gear, and 4 tennis rackets into a station wagon. Last minute plans were made to take their 172. Louise and Mark, 17, who's almost a private pilot and two of the small children went the cool, fast way by air. The family rendezvoused at the New Richman Airport where they camped and took the 3 hour float trip down the Apple River on innertubes. Then they headed the 172 and the station wagon to Antonagon, Michigan and camped in the Porcupine Mts on Lake Superior.

South Central Section

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

ABILENE CHAPTER

Marjorie Andrews, Reporter

The July meeting saw 6 members entertain 6 guests, including Evelyn Snow of the Shreveport Chapter, one student pilot who just that morning had had her first solo, another student who seemed delighted to learn that there was such an organization, and a many-houred CFII friend of Marj's who has just relocated here from Anchorage, Alaska. We were to be escorted on a tour of the Airways Facilities where we learned what the innards of the funny red and white checkered houses near the runways consist of, and how the Abilene Vortac looks from the inside. We were impressed by the knowledge of Mr. Thompson and Mr. Clayton and feel that the machinery they care for is in good hands. Our group was the first they had ever taken on a tour!

We should soon be helping the Golden Triangle Chapter do some air-marking; on-the-job-training for us novices. At least two of us plan to fly in Marj's Skylane to Denver where we'll have a reunion with ex-Abilenian, Alice Foeh, now of San Antonio. Shortly after our return, we will co-sponsor another Safety Meeting, featuring slide presentations of Forced Landing Techniques and Weather-Go, No Go using the new FAA Flight Planner. The Second portion of the meeting will include a mini-quiz consisting of 12 questions which the area Safety Counselors have had

come up most frequently and which would qualify under the heading: "Areas of Confusion."

ARKANSAS CHAPTER

Marguerite Nielsen, Reporter

Our July meeting was a fish fry at Heber Springs hosted by Emmy and Dick Hall. Guests were Barbara Eldred of Little Rock AFB, Andrea Townsend, Carol Letterman and Peggy Mayo all of Texarana. Peggy's 49½ has just completed multiengine training and received his rating.

Linda and Cecil Hargraves jetted to Las Vegas for a week of health food conventions and fun.

Aline Kay Newth again served as race chairman of the Skylady Derby which was flown from North Little Rock to Hope to Booneville, and return to North Little Rock. The race was won by Arkansas 99 Ann White with Oran Hamm flying co-pilot in a Mooney. Other results of the race are unobtainable at this time, however Cary Hunt pilot and Charlene Poe co-pilot participated in the race, also our new member Camillea Smith and her 49½ participated. Many of our members were spotters and spectators.

Delores Deam is home from the hospital and back to work, doing very well. Also Ruth McAdams who may rejoin our chapter has recovered from her injuries and is flying again.

Blue Skies and Strong Tailwinds....

DALLAS CHAPTER

Jerry Melton, Reporter

The newly elected officers of Dallas Chapter are: **Chairman, Pauline Winthrop; Vice-Chairman, Cathy Ways; Secretary, Tanya Thornton; and Treasurer, Jan Almond**—a great team.

A highly successful safety seminar with our local Junior College District in the Dallas area this summer was held at Mountain View College using college instructors and FAA personnel as speakers on the following: Understanding Aviation Weather; Understanding Instrument Flying; Understanding Avionics; Understanding Aviation Safety.

Our thanks to the Northwest Section which hosted a beautiful and most interesting International Convention. Coeur d'Alene was a delightful setting for Pacific Northwest hospitality and scenery. We tried to bring home a bag full of enthusiasm, good will, and good ideas for an interesting year back in Dallas.

EL PASO CHAPTER

Doris Shreve, Reporter

Members of the El Paso Chapter and the Las Cruces Chaparral Chapter held a combined installation dinner August 16 at Ardovino's Roadside Inn; Anapra, NM. The new officers of the El Paso Chapter are **Doris Shreve, Chairman; Evelyne Underwood, Vice-Chairman; Jean Cartier, Secretary; Margaret Thompson, Treasurer.**

Polly and John Thomas flew to SFO and then to Florida. Cindy Williams dodged thunderstorms all the way to College Station to pre register at Texas A&M. She will major in Aerospace Engineering.

Marilyn and George Cragin flew the tropical airmasses to Mexico City and upon return flew to the International Convention at Coeur d'Alene. Cheri and Werner Spier—daughter and son vacationed to the Grand Tetons.

The Lindley family all fly except Calli who is not of age. They were called upon by the CAP to fly the desert in search of a lost boy. Sim flew while her husband Jearl and son Mike did the looking. Sim also took a group of Girl Scouts to the airport for a pre-flight briefing, and then airplane rides. She will be the new 66 Chairman.

Ruby Tatman has arranged a ranch style fly-in breakfast for 99s and guests on September 28. The Cloud Country Corporation of Cloudcraft, NM will host the breakfast. Their mile long air strip is close to Mayhill, NM and near the nurseries. The strip elevation is 7400, E-W runway with unobstructed apchs located along highway 82. This should be a good follow-up to the mountain flying course offered during the Denver Sectional.

GOLDEN TRIANGLE CHAPTER

Linda Hooker, Reporter

Despite the extreme Texas heat during August, chapter members have somehow managed to "beat the heat" enough to stay quite active. We began the month with Jo McCarrell and Linda Hooker attending International Convention in Idaho. In addition to their duties as chapter delegates, the girls participated in the Powder Puff Derby seminar and conducted two Air Age Education programs of their own. During Convention, chapter member, Linda Hooker, was named as one of five recipients of the most coveted award given by the 99s—the Amelia Earhart Memorial Scholarship Award. Linda will use her scholarship to complete her Instrument, Commercial and CFI ratings which she will use as pilot and instructor for an air ambulance, charter service and flight school operation in Southwest Arkansas.

August 10th found several Golden Trianglers hard at work helping at closing activities for Pylon airport in Arlington. Jean Lemmon and Barbara Routh were chief organizers for the day's activities which included an air show by owner-operator Sid Fisher, and spot land and flour sack bombing contests.

Tuesday, August 12, was Officer Installation Banquet night at the Red Apple Restaurant in Arlington. **Jo McCarrell, 1974-75 Chapter Chairman, installed the new officers for 1975-76: Carolyn Brooks, Chairman; Barbara Routh, Vice-Chairman; Pat Evans, Recording Secretary; Glenda Farmer, Corresponding Secretary; and, Helen Hill, Treasurer.**

Ann Hoffman, Sue Shrader and Alverna Williams will begin their Instrument Ground School course at Mountain View Jr. College and LaVine Horton will be continuing her academic studies in aviation there this fall. Jean Lemmon, Penny Peyton and Jo McCarrell have all begun their instrument flight instruction.

With all the little birds flitting hither and yon, I close my term as Newsletter

Reporter, turning it over to the capable hands of Pat Moore, and wing my way back to the classroom as student and Air Age Education lecturer.

HOUSTON CHAPTER

Stephanie Vickery, Reporter

The installation banquet for the Houston chapter officers for 1975-76 was held August 22 at the Sugar Creek Country Club. Perfect attendance awards went to Alice Seaborn and Eulalia Nichols. Joyce Johnson was named member of the year. This was no surprise since Joyce has worked so willingly and enthusiastically in all Houston chapter activities. Congratulations Joyce and thanks for a job well done.

The Houston chapter is proud to be represented on the International Board of Directors by Mary Able whose re-election was announced at the 1975 International convention.

Patty Vice has now earned her instrument rating after having recently obtained her commercial license. Congratulations Patty.

Delle Hightower and Eulalia Nichols enjoyed flying to Amarillo, Texas, August 16 for a meeting of the Texas Private Flyers Association. They recommend flying to Amarillo to see the outdoor pageant "Texas" in the Palo Duro Canyon.

This reporter flew cross-country to New Hampshire and Nova Scotia over Labor Day.



Honorees at the Houston chapter installation banquet are (back l. to r.) member of the year Joyce Johnson, chairman Pat James, vice chairman Gene Gonzales, (front) treasurer Delle Hightower, corresponding secretary Audrey Haley. Not pictured is recording secretary Sally Gluckman.

LUBBOCK CHAPTER

Beth Covey, Reporter

The August meeting was our quarterly business meeting. We were sorry to learn that Joyce Neal will be moving to California, but we know that some California group will be most fortunate to acquire a hard working member like Joyce. Mary Badgett was elected Treasurer to replace Joyce.

Angela Boron, chairman reported to the group on the International meeting which she attended in Coeur d'Alene. Our group is currently collecting aviation magazines which will be distributed among the Junior High Schools in Lubbock. We will sponsor an Aviation Safety Clinic in November,

with the good cooperation of our FAA Safety Specialist, Mr. Ray Raney. Our December 1 meeting will be a joint meeting with the South Plains Safety Council at Reese Air Force Base. December 15 we will again try to show some of our appreciation for our local FSS and Air Traffic Control people by taking home-made "goodies" to them. If any of you are in our area during any of these times, do stop by and enjoy our meetings with us. Happy flying.

NEBRASKA CHAPTER

Sharon Meyer, Reporter

Nebraska 99s completed two airmarking projects. On August 19, Nancy Alley, Jan Heins, Diane Bartels, Millie Barrett, and Eleanor airmarked the Fairmont Airport. On August 23, Nancy Alley, Millie Barrett, Sally VanZandt, Sharron Erickson, Dawn Parkening, and Pat Wolfe painted numbers, hold lines, and part of the runway lines at the Wahoo Airport.

The Committee Chairmen for 1975-76 have been named. They are: Air Age Education, Cathy Binfield; Airport Beautification, Eleanor England; Airmarking, Nancy Alley and Sue Schuff; AE Scholarship, Sally Van Zandt; APT, Mary Robbins; Aviation Safety, Wilma Ackerman; Flying Activities, Diane Mann; Chatter Frequency Editor and 99 News Reporter, Sharon Meyer; Public Relations, Betty Alfred; and Scrapbook, Carmen Stineman.

Sharron Erickson hosted a luncheon July 26 for Lincoln area 99s at a cabin on Capitol Beach Lake. The relaxing afternoon of sun and fun was much appreciated.

ATTENTION ALL POWDER PUFF DERBY ENTRANTS. As you recall, a red floor mat was given to each Derby entrant at the LNK stop. Many of you requested that the mats be mailed COD. **There has been some confusion regarding the mailing,** and cards are being sent to each person who requested that a rug be mailed. If you have not received a post card regarding the mat, please write to Diane Bartels, 1801 Mindoro Drive, Lincoln, Nebr 68506 or to Nancy Alley, Route 8, Lincoln, Nebr 68506. We do apologize for the delay, and we do hope that the mat will help remind you of your 99 friends in Lincoln!

OKLAHOMA CHAPTER

Marjorie Hudson, Reporter

The Oklahoma Chapter met August 3 at Ponca City, to coincide with the Ponca City Fly In. Members came early to help with this function and stayed on after meeting for the air show in the afternoon.

Plans have been made to have a Luau party at Norma Vandergriff's home in Edmond September 6, for the installation of officers for the coming year. This will be a costume party and it was suggested that if we did not come in costume, we could buy costumes at the door, the charge of which would be nominal.

We are making progress on the new Headquarters Dedication plans under the leadership of Marilyn Copeland. This is going to be a great occasion and a fun weekend.

During August the Oklahoma Chapter co-sponsored 7 to the 9 Safety Seminars conducted by Sam Prince, SW-GADO-9 Accident Prevention Specialist. Attendance exceeded expectations at all locations. The Oklahoma Chapter furnished refreshments and/or door prizes and helped with literature and sweepstakes entries. With the magnificent help of the members in or near these locations, Marge Hudson co-ordinated this project.

Tere Lynch has a new Commercial Rating. Norma Vandergriff is working hard on her Instrument Rating. Marge Culwell is instructing about 80 hours per month on her fairly new Instructor's Rating. Lots of flying going on.

SAN ANTONIO CHAPTER

Pamela H. Crane, Reporter

The August meeting of the San Antonio Chapter was a luncheon on August 9th at El Chico Restaurant near San Antonio International Airport. A good turnout of active members helped to welcome our newest transfer, Ann Pringle, recently returned to the U.S. from a tour of duty with her Air Force 49½er, COL Andrew in Guam. The Pringles own a Cessna 195, and Ann plans to resume instructing. They are now stationed at Randolph AFB.

Our new chapter officers took over their duties at this meeting, and business transacted included rescheduling of the "Get-Acquainted" picnic for September 21st at the Hogan's Hospitable Hacienda.

Mary Ann Greer and Ruth Nichols will travel to the South Central Sectional in Denver via commercial airline, while Betsy Hogan, Jane King, Ann Lowell and Cynthia McGary Sutton will attend in Jane's Cessna 182.

Mary Ann Greer will attend the national OX-5 convention to be held here in San Antonio the second weekend of October, and in connection with this event will host a tea for some visiting prominent 99s.

SHREVEPORT CHAPTER

Marjo Wright, Reporter

Our August meeting was held in the local FAA office where we viewed a safety film on spins and stalls. Helen Wray showed pictures of the International Meeting. Mr. Bill Smock and his wife, Fay, joined us during the meeting. Mr. Smock is a news reporter for the Minden, Louisiana paper and plans to write an article on the Shreveport Chapter of the Ninety-Nines. Mr. George Seaburg and his wife dropped by. Mr. Seaburg is the GADO 11 Chief for the FAA moving from Houston last month.

NAFA is sponsoring a Regional Meet in Ruston, Louisiana in October and we voted to donate a trophy—Best Female Pilot.

September 10th the new Shreveport Flight Service Station opens and the Shreveport Ninety-Nine will help with the hostess duties. We have decorated the showcase in the Downtown Airport in a Bi-Centennial theme for the occasion—Helen Wray and Martha Christy were the brains behind the project.

Helen Hewitt's son, Jeff, recently completed the requirements for a 707 Jet-

type rating. Mom is really pleased because she taught Jeff to fly and he is now serving in the Air Force as a pilot. Helen is a special person to all of us, she is a Charter Member of The Shreveport Chapter and loves flying enough to see we upgrade our ratings etc. Helen takes over the job of news reporter and I'll move along to Aerospace Education.

SOUTH LOUISIANA CHAPTER

Betty Jones, Reporter

Polly Baughman, Eleanor Lowry, Gloria Holmes and Pat Ward met with Mr. Art Jones of the State Aviation Division, regarding the proposed Louisiana Air Guide booklet, which the South Louisiana Chapter 99s adopted as their Bicentennial project over two years ago. Our job: to compile information regarding attractions of interest to air tourists, within a 100 mile radius of each airport and a cross-reference of mileages, and possibly, compass headings between airports.

The August meeting was a workshop for the project, and in helping the 99s who have worked so diligently on the booklet, we all learned some interesting and fun facts about our Louisiana airports.

Liz Cunard is our newest member. Gloria Holmes now has her CFI rating. Eleanor Lowry, President Elect of NAWIC (National Association of Women in Construction)...Beverly Titzer has been to Amsterdam, Rhine River Cruises in April—San Francisco in May and Washington D.C. Bicentennial Tours in June, and now happy to just stay home for awhile. All the travelling was for the Travel Service she manages...Shirley Bernardt has moved to Louisville, Ky... Cal Meridith attended the races at Evangeline Downs, her horse won 60 to 1 and financed a week of vacationing for her in St. Augustine, Florida.

Our October meeting will be with the Mississippi Chapter, and at this count, eight of our members plan to attend the sectional meeting in Denver.

SPACE CITY CHAPTER

Lucille Bethard, Reporter

On May 31, 1975, a new Ninety-Nines chapter was born. The charter for Space City Ninety-Nines, the second Houston area chapter, was announced by Mary Byers at an awards banquet capping a fun-filled day. Hazel Jones, Governor of South Central Section, was unable to attend.

The banquet climaxed the very successful first annual Space City Memorial Derby, in memory of Ruth Hildebrand. Ruth, a Houston area Ninety-Nines, was killed while participating in the Angel Derby in Mexico two years ago. Tommy Hildebrand, Ruth's husband, was the official starter for the Space City Derby.

The charter was read by **Helen Jackson, chapter chairman.** She then announced the officers and charter members. They are: Jean Belfield, Lucille Bethard, Secretary; Marci Butler; Mary Byers, Treasurer; Judy Covin, Pat Davies, Maybelle Fletcher, Vice-Chairman; Janice Glowczwski, Helen Jackson, Jackie Kirby, Judy Nagle, Linda Peterson, Gwen Peyton, Debbie Rihn. Two

new members are Sandy Anderson and Bonnie Young.



Left to right: Helen Jackson, Chairman; Bonnie Young; Maybelle Fletcher, Vice-Chairman; Mary Byers, Treasurer, Lucille Bethard, Secretary; Marci Butler; Gwen Peyton; Judy Covin; Jackie Kirby; Judi Nagle; Janice Glowczwski; Linda Peterson and Sandy Anderson.



Twenty-four planes entered the Space City Memorial Derby, May 31, 1975. Here they are all lined up waiting for the fuel truck at the base of the Old Terminal Building, William P. Hobby Airport, Houston, Texas.



Space City Installation—left to right: Maybelle Fletcher installing Marci Butler Treasurer; Linda Peterson, Secretary; Mary Byers, Vice-Chairman; and Lucille Bethard, Chairman.

SPANISH PEAKS CHAPTER

Joan Alyea, Reporter

Summer activities have kept us busy—flying, dodging more rain than usual and making plans for an even busier fall.

New officers elected in July are Chairman Joan Alyea; Vice Chairman, Shannon Hawthorne; Secretary-Treasurer, Mary Lou Millbern.

We have been a traveling bunch this summer: Joan Alyea and 49½ Dale spent six weeks in Mexico City and Puebla (sister city to our home base). A next door neighbor turned out to be a pilot from Ohio, so at least some hangar flying was done. Ann Courtright and 49½ Claiborne flew to Turkey Run National Park, Indiana, for a family reunion, and in August they flew to Oklahoma. Ann Frink had a great time at the WASP reunion in June, said it was

really great to see old Friends. Shan Hawthorne and Joan Alyea (and Dale) got in some flying on a couple of Civil Air Patrol searches this summer and Shan also attended the Colorado Wing Pilot Seminar in August. If anybody has a right wheel pant for a '46 Stinson, Shan would like to hear about it. She needs one; she didn't do anything, just would like to get both wheel pants back on the plane.

Also in August we attended an FAA Safety Seminar sponsored by the Thunderbird Civil Air Patrol Squadron in Pueblo. Some of us were even brave enough to try the "vertigo" chair.

Full plans call for our annual steak fry at Ann Courtright's in September, attending the South-Central Sectional meeting in Denver, and our annual fly in brunch in Pueblo on October 12. Speaker will be Shirley Marshall from the Black Forest Glider Port with her "Soaring Country" film.

TOPEKA CHAPTER

Sondra Ridgeway, Reporter

Topeka 99s and a couple of 49½s air-marked tie-down spaces on the ramp at Manhattan, Kansas Municipal Airport on June 14. Brent Kitchen the airport manager (and 49½ to be) was an enthusiastic supervisor.

Charlotte Kenney and Pat Lane have been involved in CAP activities this summer. Both participated in a training mission in Manhattan, Kansas the early part of the summer. Pat Lane spent a week at Maxwell AFT, Montgomery, Alabama attending a course in management and leadership at the CAP Staff College. Pat heads up the adult squadron in Topeka.

TAR 64 with Sondra Ridgeway and Barbara Eldred received 43rd in the PPD, along with a liberal education in the art of speed racing. Charlotte and Bob Kenney and Hazel and Tom Neely flew a proficiency race at Keokuk, Iowa, with the Kennys placing 6th. Sondra and Dale Ridgeway received a best Bellanca trophy at the Skylady Derby, North Little Rock, Arkansas.

Chapter chairman Barbara Ruhnke represented us at a Rotary Club luncheon in Atchison, Kansas on July 24. Mrs. Margaret Lynch of Washington, D.C., Deputy Administrator of the Bicentennial Commission was guest speaker and delivered a special message in regard to the Forest of Friendship project to be jointly sponsored by the 99s and the City of Atchison. Barbara reports there has been much progress with the walkways nearly complete and tree planting by the Kansas State Department of Forestry scheduled to begin in the fall.

Our vice-chairman Virginia Marshall has moved to Liberal, Kansas and will transfer to the Cimmaron Chapter. We'll miss her.

Nancy Teel and Barbara Ruhnke will fly to Denver September 12 & 13 in Nancy's twin comanche for the South Central fall section meeting.

Plans are being finalized for a static display and concession stand for the Manhattan, Kansas Airport Day on September 27.

The program has been set for our Safety Seminar on October 21.



Mrs. Margaret Lynch, deputy administrator of the Bicentennial Commission (L.) and Barbara Ruhnke, Topeka 99s in Atchison July 24.

TULSA CHAPTER

Johnnie K. Salyer, Reporter

Hello! out there to all our 99 friends. It was a real pleasure hearing those planes roar in and getting to visit with you racers during your stop in Tulsa in the Powder Puff Derby.

Early on Sunday morning, before you came to visit us, sleepy 99s and 49½ piled out of bed and scurried down to the airport. With paint brushes and rollers in hand, we air marked Riverside in preparation for your visit. It was fun, amazing how fast we can paint when we are working together. The T.V. station and radio gave the 99s some good publicity covering the event. Afterwards we enjoyed coffee and doughnuts served by Deanna Robertson at Southwest where she instructs. Deanna is quite thrilled, her first student now has a private license.

Earlene Biles, ground school instructor, is flying dual working toward her instrument rating. Earlene and her mother flew to Ohio in a Comanche and picked up her two nephews, who flew back with her. They stopped in Springfield for lunch. Earlene's 49½er Jerry is working on his private license, and soloed after 2 hours instruction. He now has 12 hours and his first cross country logged.

Jan Mauritson, instructor, flew to Dallas recently for her daughter's birthday. While in Dallas they attended the Shakespeare Outdoor Theatre and Jan flew back after the play. Last week Jan flew a Beech 33 to Corpus Christi and Padre Island. Later she will be taking Deanna, Ginger and Betty Baker to Denver for the Mountain Ground School and Sectional Meeting.

One of the most memorable fly-ins attended by Johnnie Salyer and Bill was at Red's. Sounds of Charlie Pride floating through the mountain top breeze, the live band playing beautiful music beside the runway, while the planes flew in atop Leonard Mountain 17 miles South of the Tulsa VOR, we enjoyed visiting with friends, just airplane talk, and especially enjoyed the delicious, sweet, juicy watermelon served by our host Red and his wife. He has three pool tables and a juke box in the hangar for your enjoyment. Also, lots for sale if you are thinking of a home with your own runway. Do fly in and get acquainted you'll be glad you did.

Northwest Section

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

COLUMBIA CASCADE CHAPTER

Mary Wohlgemuth, Reporter

Despite "the elements" seven of our members attended the International Convention in Coeur d'Alene. The chill in the air was soon dispersed due to the warmth of the hospitality of the great group of gals herding this "Round Up '75". It was good to see our former member, Vera Arnold, who returned to the Santa Clara Valley Chapter, and like "old home week" for this reporter seeing Marion Barnick, Evelyn Lundstrom, Verna West and Mardo Crane from SCV.

Dorothy Mercer, Billie Dutcher and Pegge Blinco presented "Helpful Hints to Please Your Pilot" to the ladies of the Oregon Pilots Association Convention at the Lloyd Center Sheraton Hotel recently. A somewhat skeptical group became very enthused and interested after hearing what lady pilots have to say on a woman-to-woman basis.

It seems that rubbing shoulders with 99s for so long convinced 49½er Gordie Prakken he should "try it—he may like it" so now he is one of flyings greatest boosters as he solos around in the Cherokee he and Betty have nested on their property at Dietz Airpark...Lee Wrenn is in the banner towing business again and many a day we can see our 99 doing her aerial advertising overhead.

Our members were on hand for the terminus of the Palms to Pines Air Race at Independence on Saturday morning August 16. On the timing crew were Barbara Daufel, JoNeal Harris, Lillian Wager, Mary Wohlgemuth, Billie Dutcher and Pegge Blinco as 61 aircraft bombed across the finish line. The town of Independence served nearly 500 pounds of salmon at the Saturday evening banquet, along with the overnite accommodations and entertainment.

On Sunday August 24 the sun smiled brightly on our chapter members (and ever-helpful 49½s) gathered at Barbara Daufel's

hangar at Dietz Airpark, Canby for our annual fly-in drive-in pancake breakfast. A variety of aircraft decended upon us—home-builts, antiques, twins, and assorted more familiar models from as far away as Gig Harbor, Washington. We were treated to low fly-bys, formation fly-bys, and 49½er Doug Lusher did some fancy Citabria flying with our chairman Billie Dutcher as passenger. Even tho she was met, as they taxied to a stop, with paper towels and a bucket she said "don't need it—it was great". 230 breakfasts were cooked and served. During the day Barbara Green was pinned by our chairman as our newest member.

Our new officers have been elected and at our September dinner-meeting will be the installation of **Pegge Blinco as Chairman; Suzy Ward, Vice-Chairman; Mary Hill, Secretary; Mary Wohlgemuth, Treasurer;** and other duties have been given to Dorothy Mercer as Membership Chairman; Mary Wohlgemuth, News Reporter; APT Chairman, Barbara Hendrickson; Flying Activities, Billie Dutcher; Air Marking & AE Scholarship, Fay Potter; and Air Education, Betty Prakken. "Give everyone a job and keep them active" is our future Chairman' motto.

YAKIMA VALLEY CHAPTER

Jan LeCocqu, Reporter

Thought we could gather our group in August but with the last opportunity for vacations before Labor Day it will be a September meeting. Keep hearing of members doing their thing! Horse shows, water skiing, fishing, trips to the cabin, seashore, sailing, back packing, you name it, sure one of our members has done it.

We have another great gal joining our forces, Barbara Rankin, long time pilot who has many hours with her husband flying in their Beech. She is active in the League of Women Voters and busy mother of three daughters. Shall keep you posted as we grow.

Southwest Section

ARIZONA - CALIFORNIA
HAWAII - NEVADA - UTAH

COACHELLA VALLEY CHAPTER



Left to Right of photo front: Rosella Kibbee, Chairman Coachella Valley Ninety Nines—Inyo County Supervisor Wilma Muth (also a pilot) center and Peggy Marsh
Left to Right rear: Roy Kibbee, Coleen Armstrong and Dr. Carl Muth of Bishop.

Photo Credit: Cal Turner

BAY CITIES CHAPTER

Vivian Harshbarger, Reporter

August started with a beautiful flight home from International Convention in Coeur d'Alene. The flight in left a little to be desired, but Joyce Wells gave a terrific demonstration on almost instant changeover from VFR to IFR.

We were joined at Convention by Ruth Rueckert, Ruth Jacquot and Margaret Gerhardt, where we all learned a lot about how to run a Convention. Valuable information that we'll use in 1977 in San Francisco.

A few days home then off the Palms to Pines Air Race. Joyce entered with her daughter, Alison Pitt as co-pilot, and Kathy Walton (because of last minute availability) became the co-pilot's co-pilot. Gail (Abigail) Wagg had her indoctrination in this air race, and found it interesting enough to start planning for the Pacific Air Race. Gail and I were doing pretty good until I couldn't find the Independence runway. How embarrassing.

The trip home from Oregon was something else. Joyce, Alison and Kathy left IFR on Sunday, but had ro RON at Medford, and continue the next day. On arrival at Gness Field, Marin County, Joyce ran out of gas in her car because some one had depleted her supply during her absence.

Gail and I followed on Highway 5, and some other south bound racers, for nearly three hours. Finally succeeded in getting our race plane within 20 miles of it's home base. Then, completed our journey via taxi, BART (Bay Area Rapid Transit), and taxi to get our cars and to work on Tuesday. Would like to hear some of the other stories of those that returned south by way of Nevada or didn't get out until Tuesday.

Rose Sharp directed and produced a memorable day at a local flea market. She induced a Hang Glide enthusiast to display his kite, and we all spent the day talking to anyone interested in any kind of flight. Also, sold a few tickets to the Sky High movie.

Speaking of the Sky High movie, we hope our next report will attest to it's howling success.

EL CAJON VALLEY CHAPTER

Cay Hatch, Reporter

El Cajon Valley Chapter installed new officers at a steak dinner. Helen McGee, chairman, Cay Hatch, vice-chairman, Irene Rogers, Secretary, and Sue Clark, treasurer. Our 49½rs were read their rights by Roy Davis and most conditions were reluctantly agreed to by our other halves. Betty Wharton of the San Diego Chapter did her usual marvelous installing of our new officers. What a gal! Hap Young of the Gillespie Tower gave us the dope on traffic controllers and briefed us on the new localizer at Gillespie. Irene Rogers is our new Woman Pilot of the Year and Sue Clark is in second place. (Picture enclosed)

Brief notes of some of our flying 99s—Dottie Campbell to Indiana for vacation—Lynn Coulthard, Vi Chambers, Isabell

BISHOP EL. 4118

McCrae Hale planning a flyin to Bozaman, Montana to visit Marge Brown for Labor Day—Joan Sierecki active in El Cajon Social Flying Club is awaiting delivery of their Piper tri-pacer—Dottie Sanders, Leah Liersch, Chuck Taylor and Doris, Marian Banks, Virginia Renn and Helen McGee to Breakfast Club in San Diego. This is the oldest flying club in California. On Sept. 7th, El Cajon Chapter is sponsoring a localizer fly-in. All pilots are welcome to join us in flying the localizer. Refreshments will be served at the Ad building. Contact Helen McGee for more info. Labor Day weekend we will have an air marking party at Gillespie. Evelyn Wing is flying everywhere trying to get in her solo time for her commercial rate. Me thinks she needs the invisible man to travel with her to cut the boredom. Dorothy Ledbetter, Sue Clark, Cay Hatch flew to Catalina for the day. That airport is a real thrill for first timers!

Boo Christensen Bergman is laid up with a bad back. She's still struggling to keep things together for the Pacific Air Race. Helen McGee, Aileen Mellott, Irene Rogers and Dottie Sanders represented the El Cajon Chapter at a brunch hosted by Rosemary Longmire, Palomar Chapter, at her home in Escondido, honoring Sheila Scott of England on August 10th. See you at the Pacific Air Race.



El Cajon Valley Chapter's "Women Pilots of the Year" Left to Right: Sue Clark, 2nd Place, Lynn Coulthard, Chairman, WPY, and Irene Rogers, 1st Place.

FRESNO CHAPTER

Gwen Blomgren, Reporter

The Fresno Chapter 99s are progressing nicely in their plans for a pinchhitter katie to be given in October. Chairperson Kathie Muller says Registration will be held October 15 at 7:30 p.m. in the Kitty Hawk at the Fresno Air Terminal. Ground school is scheduled for Friday and Saturday nights, October 17 and 18, at Mazzei's—Fresno Air Terminal. Participants may schedule their 4 hours of flying time with Mazzei instructors any time between the 15th and the 26th. An awards banquet will be held Sunday evening in the Kitty Hawk to wind up the event. Total cost of the course will be \$75.00, which covers materials, food, and instructor time. Participants are welcome to bring a guest to the awards banquet. There will be an additional \$5.00 charge for his or her dinner. If you are flying in for the course, be advised the tower frequency at FAT has been changed to 118.2. Hope to see you all there!

Our members have been flying in all directions this summer, from Canada to

New Mexico, and of course to Idaho for the convention. A couple of our members, Joanne Allred and Elva Ehrlich, fly somewhere different every Wednesday morning for breakfast. Sounds like fun, doesn't it?

FULLERTON CHAPTER

Sylvia Paoli, Reporter

No chapter could have wrapped up their first and started into their second year any nicer than Fullerton Chapter with a great "birthday" present from our own sponsoring Orange County Chapter, awarded at its Pilot of the Year Banquet—four fine new members, transferees from Orange County to Fullerton! (Now this reporter can find someone else for the job!) The four are familiar names to 99s: Maggie Burch, (Southwest Section Publicity Chairman), Virginia "Ginny" Flanary (immediate past-chairman of Orange County and former editor of the famous—or infamous, as the case may be—"Plane Tales"), Darlene Brundage (past chairman of Orange County and also past editor of "Plane Tales"), and Peggy Lawton, for a long time was the familiar face who was always around to lend a hand when needed. The presentation was made with Maggie in the best of form, having composed some original lyrics for a familiar tune, accompanied as only Maggie could, on her ukelele, and all four serenading Fullerton as they gave us the news. Welcome aboard, gals!

The members presented outgoing and founding chapter chairman Esther Grupenhagen, with a plaque denoting the outstanding contribution she has made to the chapter and to 99s. With that, the new officers took over, with Avery Grey at the helm, Mary Dyer, vice-chairman, Judy Stoh staying on as secretary, and Mary Olsten taking over as treasurer.

With the Angel Derby (Avery and Esther) and the Powder Puff Derby - (Esther, Olsten solo) over, we're looking ahead to the "Palms to Pines" (Esther, Sylvia, Mary and Avery) and the Pacific Air Race (Esther, Avery and Sylvia). In between, we're already planning another "Pennies a Pound" for scholarship funds, and next year's "Shirts 'n Skirts". Another DRF flight is planned for the near future, and a safety seminar, jointly sponsored by Fullerton Chapter and the FAA.

GOLDEN WEST CHAPTER

Janie Postlethwaite, Reporter

Our last meeting was opened with a toast to our outgoing officers and one to our in-coming officers. Guest speaker was Angie Anderson from the Airforce Assn. started by Jimmy Dolittle. She is starting a Bay Area Peninsula Chapter which is 4 military and 4 civilian—promoting strength in American Airpower and Aerospace Education.

Barbara LaPoint is a dance skater who skated ten hours for the Muscular Dystrophy Assn. of America. Her skate club raised \$14,000 for MDAA. Barbara's son also participated. She raised \$260 for her ten hours of skating.

Mount Shasta. —Dunsmuir-Mott Fly-in at Abrams Lake Mobile Estates. Dorthy &

George Reel (of our Chapter) have moved up there and bought this mobile home park and lake. It is one of the most beautiful in California. Their home is a remodeled bar so you can imagine the size and luxury of their place. They had the 99s advertised on the radio every day for a week before the event. The townfold all knew we were coming. They picked us up at the airport, served us dinner, then we had a program on skydiving (George is a skydiver) and on the Powder Puff Derby. The next day we toured their extraordinary attractive area, their tame lake trout ate out of our hands, little 3 yr old Hartley threw pebbles in the little running stream, and our **Flight Leader Eldris FELL IN!** A truly wonderful time was had by all that were able to go. Mt. Shasta is a majestic view that can be seen throughout the valley.

Our Chapter had the honor of having Mardo Crane (99s editor) fly with us to Coeur D'Alene. Our fearless pilot Rae Gillmore & crew Janie Postlethwaite, Eldris Shogren & Mardo made it thru the bad weather VFR to International, but many 99s were caught in all the states around Idaho waiting for it to clear up.

Rae Gilmore, Dorothy Carrol & Janie Postlethwaite participated in the Palms to Pines Air Race. We all had a wonderful time. The take-offs were late both days due to morning overcast. First time since the race was originated that they didn't have perfect hot weather. Many 49½ers joined their wives at Santa Monica, Red Bluff, and Independence Oregon. Some came to only one place, others to all three. Glad to have our 49½ers to the races and to our conventions. The people in Independence really showed their hospitality this time—more than in the past. Most of the girls were rained in and couldn't leave for 2 days. Many of us staying with local families were treated to tours, tasty meals, and a terrific time.

Our Chapter had the movie SKY HIGH, Sept. 9th at the College of San Mateo. The movie is being shown around the Bay Area to raise money for the 1977 Conv.

We are proud of our members Pat Forbes and Carolyn Zapata who came in third at the POWDER PUFF DERBY. F A N T A S T I C... They are going to enter the Pacific Air Race in October.

HI-DESERT CHAPTER

Bertha M. Ryan, Reporter

Big News—50 per cent of our members are now APT. We are aiming for 100 per cent this year.

Our new **Chairman, Yvonne Koepke**, has been busy appointing Committee Chairmen. Marlene Kniss will take over the Amelia Earhart Scholarship Committee in addition to being Chapter Secretary. Mary Lue Garrison is Vice Chairman and also handling the Scrapbook and Publicity. Yvonne will help her with Publicity and also take care of the Membership Committee duties. Bertha Ryan is Newsletter Reporter and APT Chairman.

We have a new member—Dixie Lee Miller—of China Lake, California. Dixie flies with the China Lake Navy Flying Club

and her husband is a Marine pilot stationed at China Lake (and also president of the club).

Two of our members flew to Texas this summer. Last year's Chairman—Margaret Bolton—took her Commanche "back home" on a vacation trip. Bertha Ryan—your reporter—flew her Cherokee along with the Smirnoff Cross Country Sailplane Derby as Official Scorer (after Odessa, Texas, scoring was done by telephone). Margaret Bolton also had the opportunity to fly a single place, experimental, home-built, fully aerobatic airplane this summer. It was a thrill—like a first solo, she said! Jeannie McAdams has been busy with her soaring operation at California City Airport. She has purchased a new Scout towplane to supplement the Citabria. The school has three two place and two single place sailplanes. They have a contract to train the Air Force Test Pilot School students in sailplanes.

LAKE TAHOE CHAPTER

May Haskell, Reporter

On August 6, 1975 there was a meeting of a group of 99s to discuss the possibility of the formation of a chapter to accommodate those living in the Lake Tahoe area. Five members are necessary to form a new chapter and seven pilots indicated a desire to join the new chapter plus one new member and several prospective members. Those present at the meeting decided to go ahead and get things started. Bonnie Seymour, was chosen interim Chairman, and will be doing much of the pick and shovel work. If we can survive all the necessary paper work we are bound to have a good chapter. It was decided that Lake Tahoe Chapter would be a suitable name and the first Wednesday of the month has been chosen as meeting date. Those desiring to be charter members must have membership application or transfer papers in by October 1, 1975. We have tried to reach all prospects in this area but if we missed anyone and you are interested in the new chapter contact Bonnie at 546-5575 or 587-2277, Helen Foeger, Membership Chairman 831-1132, May Haskell, Secretary 587-3084, Kay Schlinkman, Co-chairman 587-4055. We were optimistic enough to set a date for our Charter Banquet—October 25th—and will have more details next month.

Those of us belonging to the Reno Area Chapter will transfer with regret for leaving good friends but hope this will present all of us with an opportunity to broaden our realm of acquaintances and spread the work of the 99s.

Lake Tahoe Chapter
P.O. Box 1585
Truckee CA 95734

LAS VEGAS VALLEY CHAPTER

Liz Heller, Reporter

In the past few months we have welcomed some new members: Rene Crow, Mary Langlois, Kathleen Snaper and Val Stephan. We are glad to have them aboard.

Lots of flying—a group of us flew to Death Valley for lunch one beautiful spring

day. The Hayward Air Race had its terminus at North Las Vegas Air Terminal and several members assisted there. Marie McMillan and Rene Crow flew Marie's 210 in the Powder Puff Derby with the Showboat Hotel as their sponsors. Carole DePue flew her Grumman Traveler in the Palms to Pines race. Marie, Rene and Mary Langlois also flew in the Tucson Treasure Hunt. Kathy Snaper is working on her Instrument rating and recently made a cross-country to Santa Barbara. Joanne Nelson and 49½er Bill vacationed in Africa and flew with a 99 Bush Pilot. Nancy Schrimmer and her 49½er Garry flew a Bonanza home from Kansas after attending a class reunion back there. Nancy Craddock is about ready to take her Instrument check ride.

New officers were elected; Lois Erickson as Chairman, Kathleen Snaper, Vice Chairman, Kate Clifford, Secretary and Rene Crow as Treasurer.

Lois Erickson and Carole DePue attended the International Convention at Couer d'Alene and will report to the membership at the September meeting.

Carole DePue is now the Grumman dealer for the Las Vegas area. And during the summer we were privileged to welcome Eileen and Arthur Battle of Townsville, Queensland, Australia. Several of the girls entertained them at lunch at the Flight Deck restaurant. Plans are afoot for monthly fly-ins too.

LONG BEACH CHAPTER

Jean McConnell, Reporter

Among the racers who departed Riverside in the "Powder Puff Derby" on July 4th were two teams from our chapter. Jean Schiffman, Karen Sherman and Dorothy Waltz had previously flown in the AWTAR but it was a first for Bonnie Zrust. Bonnie is a grade school teacher, who shared the race with her students by checking in each night with her summer school substitute so the children could follow her on their map. (How about this for Air Education, 99 Style?—Ed.)

The Palms to Pine Air Race, originated by the Long Beach Chapter and now sponsored by the new Santa Monica Chapter, occupied several members during the first two weeks of August. Wally Funk and Erma Orisino took 2nd place in a Citabria, Jean Schiffman flew the race solo, Dorothy Wealtz teamed with her student pilot daughter Evelyn, Gene FitzPatrick and Delores Reed flew a new Cessna 150 and won a leg prize between Klamath Falls and Independence, Oregon. Juanita Thomson and Pat Thorpe flew a Cessna 210, Marie Hoefer and Joyce Jones each raced in Cessna 172s while Bonnie Zrust changed pace in a Cherokee 180. With 61 entries and no incidents, the Santa Monica girls are to be congratulated on a great race.

Looking forward to the Pacific Air Race on October 4th.

Jan Crook, Ruth Gay and Joyce Failing spent eight exciting days in August touring South America and flying over Antarctica with the Mount San Antonio Charter Flight.

Wally Funk, in Washington, D.C. for additional training in her job as Air Safety Inspector for NTSB, was invited to the White House on June 23rd for brunch as a guest of President and Mrs. Ford.

The Fall Sectional, scheduled for September 26 thru 28th should get us all in the mood to get back to work—it was a great summer!

LOS ANGELES CHAPTER

Grace McGettigan, Reporter

Norma Futterman and Virginia Showers flew home from the Palms to Pines Air Race on "cloud nine" after winning third place! Also included among the 13 LA 99s participating, first time racers Mary Firth and Mikhail LaPointe received the Scenic Route Trophy for trailing the flock.

Our annual installation of officers was celebrated August 26th. The Chapter's leadership for 1975-76 will be in the hands of **Chairman Virginia Showers, Vice Chairman Grace McGettigan, Secretary Norma Futterman, and Treasurer Jeanne Rumm.**

Numerous honors were bestowed upon our members during the evening. Retiring Chairman Lynne Opper was presented with a ruby-studded 99 pin as a memento of her terms in office. Lynne was also chosen as the first recipient of the Los Angeles Ninety Nines Service Award which is conferred upon a member who has rendered exceptional service to the Chapter throughout the year above and beyond her usual duties.

Jean Pyatt is our Pilot of the Year! Virginia Showers and Norma Futterman were awarded second and third place trophies, respectively, and Jeanne Rumm was chosen as fourth runner up.

To encourage the pursuit of upgraded certificates and additional ratings, the LA Chapter rewards such achievers at the end of each year, and monetary awards were distributed to Virginia Showers for acquiring her multi-engine rating, and to Jean Pyatt who not only obtained her AMEL, but also her multi-engine instructor rating.

This Reporter says "thank-you" to all the members of the LA Chapter for continually supplying news of interest. They undoubtedly will offer the same cooperation and assistance to my successor, Judy Campbell-Broom, who obtained her American citizenship August 8th.

MONTEREY BAY CHAPTER

Dell Hinn, Reporter

Some flew and some drove, but we all had a single purpose—to airmark Hollister Airport. Our youngest member Dianne flew in with her new husband Shawn Price (he's a pilot too—and that's the best kind to marry, right?). Grandma Dell and Granddaughter Gail (TAR 74) flew a lady-type prisoner to Carson City, Nevada early in the morning, and back in time to paint the 99s signature at the end of the word Hollister. A delicious Chicken barbbq with all the trimmings was prepared and served by the Hollister Airmen and enjoyed by all. Cute picture of the day was Geneva

Cranford's 2-year old Grandson Jay sound asleep under a big shade tree with his Name Badge proclaiming Jay Cranford, Monterey Bay Chapter's "24 $\frac{3}{4}$ er". He'd been working hard on that airmarking all morning.

We have two new members—Cristi Hoyt and Lori Cilligan. Lori turned her 66 right side up recently when she passed her private pilot flight test.

Judy Dake attended the AOPA Up-Dater Course in San Jose this month; an excellent way to fill in the gaps that seem to occur when one hasn't flown for awhile. Trish Marks has been flying again after a long period of doing something else (school, tennis, getting her real estate salesman license, etc.) and she really got into it. She's been flying a Cessna 210, 182, Arrow for instrument currency training, and of all things—she's been flying right seat in a B-25. Let's hear more Trish! Allie and Murdic Guest Comanched in from Medford, Oregon in time for Tena and Neil to take the family plane to Lake Shasta for some water skiing this weekend. Sandy and Russ Pratt flew their Skylane to Truckee Tahoe with the Monterey Peninsula Airmen, and Geneva Cranford has completed checking out in Jo Dieser's Cessna 182.

ORANGE COUNTY CHAPTER

Sharron Temps, Reporter

We avoided the summer doldrums this year by attending the International Convention. Those who went as delegates from Orange Co. were Ursula Tracy, Barbara Ward, and Ginny Flannery. Also working very hard for all of us were Thon Griffith and Margo Smith. Going along for the fun and having a great time meeting old and new friends, and exploring beautiful Coeur D'Alene were Joan Sanborne, Betty Marshall, Betty Carrier, Mariane Jamison, and Sharron Temps.

At our August meeting everyone in the chapter got a good look at the excellent snapshots Joan Soanborne took of the trip to Convention. Barbara Ward chaired her first formal meeting of the new year, with Helen Crantz taking over as secretary for Marty Harstad, who has moved to the Marshall Islands. Other new chairmanships are—Betty Ackerman Plane Tales, and Marie Christensen Membership and Tax status.

Guests that evening from Riverside were Becky Sandell, Lynn Greer, and Gloria Huffman, who gave us a glowing report of our effect on the Riverside Chamber of Commerce and airport officials. From all concerned in Riverside we received hearty thanks and congratulations for an outstanding job of running the PPD Start. They wish they could have it every year, since it was so successful. Thank you Riverside, but Orange Co. 99s and Inland Empire happily hand the honor over to Sacramento for 1976.

PALOMAR CHAPTER

Gertrude Lockwood, Reporter

We're still basking in the reflected glory of our TAR contestants, Mary Pearson and

Harriet Booth, who captured the no. 2 winner's spot. Sue Adler and Mary Santasuosso were second, by a HAIR, as 1st-time contestants, and we all know Pam Van der Linden and Jean Schulz's cartoon family kept the PPD and 99s in the public eye for many a day.

There were many vacations by air this summer. A few: Bob and Betty Kitchen in their Cessna 182 enjoyed British Columbia; Ellen Fordham with 49 $\frac{1}{2}$ Virgil flew a NEW "Arrow" to So. Carolina, Florida and Georgia to visit relatives; Evelyn Ashton joined an Audubon Wildlife study group in Alaska (en route to the Pribiloff Islands, Bering Sea, she assured companions that the ancient DC6 had a good record for reliability and performance. Then, an engine quit! P.S.—they made a 180!); the Booth family flew (and drove) to their Oregon ranch-vacation home; the Victor Vander Lindens joined a charter flight to Athens, thence by ship through the Greek islands and Israel; Fred and Toni Torres flew the Comanche to Keeno Bay, Mex. for a week; your reporter and Betty Gillies (San Diego Chapter) "Baron-ed" to, from, around and in Alaska, Yukon territory, British Columbia and Alberta, stopping at Cour d'Alene, 2 days late (weather) to join Palomar members Esther Whitt, Rosemary Longmire and Pam for the convention.

Rosemary had Sheila Scott, British Section Governor, as her house guest for a few days after convention. Members of surrounding chapters joined together at Rosemary's for a late Sunday morning 'Coffee' to meet and visit with Sheila and her hostess' family.

As I write, Howard Rosen, the frustrated PPD entrant, has missed an opportunity to fly with gals. He hasn't entered the "Men's Air Race" Palomar sponsors September 19-20. Participants will be guests at beautiful Lake San Marcos for bed and board.

With GADO, we are sponsoring a "Safety Seminar", geared to the needs of the Private Pilot: physiology, weather, maintenance. October 19, Palomar Airport-North County Aviation hangar, 2 to 5 P.M.. No registration, no fee, "Sweepstakes Award" privileges, open to all. Contact Mary Pearson for further details.

We welcome two new Private Pilots—Gay Cook and Jean Hatfield. They are already hard at work on the upcoming projects.



Palomar Chapter's (L) Harriet Booth, Copilot and Mary Pearson, Pilot, second place winners in the 1975 Powder Puff Derby.

PHOENIX CHAPTER

Natasha Swigard, Reporter

August was a hot, miserable month that provided us all with lots of square air to fly in. We did fly-in to the Prescott All Arizona 99s Potluck Picnic! Much fun was had by all attending—good food, an Art Show, Smoki dances and camping—along with good fellowship.

Next month we'll be knee deep into making people A.W.A.R.E. of aviation safety.

Bruni Bradley—our chapter's European campaigner will finally present the West German Section Charter at the Ludwigsburg Army Airfield. There will be 14 members. Bruni will soon have a dream come true, and we are proud of her.

Our chapter chairman, Carol Borgerding, will be going into Good Samaritan Hospital next month for hip surgery. She is going to have a new-fangled plastic type hip put in to replace the one that was damaged years ago.

Kendall and Millie Dawe took their new 210 and flew to Buchanan Field, Oakland, and from there flew to Grass Valley, Montana, and then home.

Bill and Sue Harper and family flew to the Virginias for a month of visiting. Jesse Wimmers is working on her Helicopter rating...in a Hughes 300. And we added Millie Dawe and Aggie Liljegen to our APT list.

RENO AREA CHAPTER

May Haskell, Reporter

The Reno Area Chapter is very busy getting ready for the Reno International Air Races to be held September 12, 13, 14. The Chapter's involvement in the Races actually starts on September 8th with the assembling of forms and information for handout to all entrants, followed by registration of pilots, then the exciting three race days and finally the Awards Banquet. One other highlight of the week is Kathy Gray's annual cocktail party on Saturday night for all the members of our Chapter. Many hours are spent on this annual money making project with some gals actually scheduling their vacation time to be available. Jerry Duty, Air Race Chairman, and his wife, Ernie are great people to work with and add to the fun. Part of the pelasure of the week is the opportunity to see so many 99s from other areas. If you make it to the races, don't forget to stop by Race Headquarters and say hello and sign our visitor book.

Jean Kuckoff and her son, Chris, flew her Cessna 210 in the Hayward-Bakersfield-Las Vegas Proficiency Race in May and placed 13 out of 33. Jean and her son are both new pilots so we feel this feat deserves a special congratulation!

Mary Boles and Jerry Gardiner flew a Warrior in the Palms to Pines race and won one leg and placed 27 out of 61. Anita Worel was also in the race and placed 37th. Fran Gustavson usually helps with the race but, we are sorry to relate, she was not available this year because her husband, Gus, had a serious heart attack. We all hope for a speedy recovery for Gus.

Peggy Twedt gave balloon rides to some

of our members in July and this was a new and exciting experience. Thanks Peggy!

Our Chapter covers a large area and some of our members in the Lake Tahoe area have decided to stop battling the winter blizzards and the summer tourists to get to Reno and are forming their own chapter. It will be our pleasure to sponsor their new chapter and wish them well.

SACRAMENTO VALLEY CHAPTER

Connie Conolley, Reporter

Much will be mentioned by those attending the 99s International Convention in Couer D'Alene this year about the many delightful happenings and constructive accomplishments that made this event successful. Our hats off to Fern Lake and those responsible for their tireless efforts and terrific hospitality!

Sandy Case is our 1975 "Pilot of the Year". Joining Sandy in the plaudits were Barbara Goetz and Thelma Cull who received our Special Service Awards, a new addition to our program, for their many tireless contributions to our chapter. Bob Drew was voted our 49½ of the Year. He doesn't know it but his year is just beginning with Thelma, his wife being our new chairperson for this year!

A fly-in to Little River Airport at Mendocino Co. with Lunch at Pine Cove restaurant ending with an invasion of a nearby ocean beach cove made 17 gals and one lone male happy to have the unique privilege of being able to view beautiful California Costal Shoreline from above.

Three of our gals had the privilege of flying to Napa Cal. to attend the wedding of our new secretary Marie Durbin, now Mrs. James McClasky. Sandy Case was awarded the trophy in the Palms to Pines race for "First Time Pilot" best time, and Dorothy Erickson and daughter were awarded the trophy for that class.

Powder Puff Start Chairperson, Thelma Cull and Chapter Chairperson, Thelma Drew were delighted to host Mariam Banks and Wanda Cummings, for Mariam to have a first hand look at the facilities for the '76 Powder Puff Derby start.

Our Chapter members are world travelers, with Gerry Mickelsen off to the Balkan Countries for a tour. Shirley Winn, Shirley Lehr, Dorothy Erickson, Sandy Case, Helen Hoffmann, Ann Molimana and

Thelma Drew to name a few, have all enjoyed flying trips out of state this summer. Sacramento Chapter is literally "Taking Off" before 1976!

SAN DIEGO CHAPTER

Betty Wharton, Reporter

As the lady elephant said to her next door neighbor, have I got a trunk full of dirt for you THIS month!

Next Friday, Aug. 29, we will have our "Change of Command" ceremonies at a dinner party chairmanned by Connie Goertz. The gavel will be passed from Marilyn Eimers to our new **Chapter Chairman, Shirley Wolff**. Working with Shirley in '75-'76 will be **Penny Lowe, Vice Ch., Bea Wheeler, Treasurer, and Diane Stocklin, Secretary**. Diane will continue to edit our excellent local newsletter, the "Enroute".

Our latest Flying Companion Seminar was (as usual) a huge success...68 "students" and \$1020.00. We have been invited to put on a class for Orange County chapter, and we're looking forward that!

On Aug. 16 & 17, Ruth Ebey and Vi Chambers (who is Boo Berman's "understudy" for ECV Chapter) went along with me in "Ole Blue" to trail blaze race stops for the P.A.R. Everything went like clockwork, the WX even cooperated, and we met with VIPs at BFL, COL, and Santa Rosa....worked out fly-bys, etc., and were back home Sunday nite. Diane Stocklin and Sue Clark (ECV Chapter) flew a Piper Arrow back to Ohio and points visiting relatives. Diane took her two young sons along too.

Bonnie and Steve Adams tell me that Willits, Calif. is a good fly-in spot. Good food, good accommodations at the Skunk Hotel (?) friendly natives, fun on the Skunk Train, etc. Ruth and Jack Ebey just left for Minnesota in HER Funk, which has a new, very blue, paint job.

Maggie Parsons is getting initiated into the mystic realm of aircraft wornership. Her puzzled query, "I just saved enough money to buy a Cessna 150...what are all these TAX bills I keep getting?" She just got back from the Pacific N.W. tho', and vows, "it sure beats driving!"

And just in case anyone runs out of something to do between now and the P.A.R....several of us are going to Sectional in BFL, in Sept., and we are co-hosting a BBQ-Hayride with El Cajon Valley Chapter!.....does anyone have broom?

SAN FERNANDO VALLEY CHAPTER

Donna Zwink, Reporter

The annual Awards Banquet was held with an excellent attendance. Lorrie Blech was named San Fernando Valley Woman Pilot of the Year with Shirley Thom, Lola Ricci, Delores Pynes, Vesta Malby and Ellen Milleras runner ups as a result of very close competition. Beverly Woodward was presented with the Trixie Ann Schubert Memorial Award with Lorrie Blech and Elizabeth Dinan as runner ups.

Our entrants in the Palms-Pine Race did an outstanding job. Our proud first place winner was Jean Rose flying a Citabria. Margie Robbins-Cec Schulman 5th

(Warrior), Audrey Schutte-Harriet Bair 10th (Beech Sierra), Midge Morong, solo 11th (Mooney), Shirley Thom-Linda Thom 12th (C182), first time racers Michelle Naples-Ely Rickabaugh 29th (C172), Lorrie Blech solo 35th (Mooney) and Ilse DeVries-Jill Silton 59th (Bonanza).

A very successful fly-in was held on August 6 to Santa Maria.

SAN LUIS OBISPO COUNTY

Judi Gorham, Reporter

Installation of officers was held at the home of Marci Barnet. Husbands were also initiated into the 49½ organization at the same time.

New Chapter Chairman, Grace McChesney has taken office in a rush of enthusiasm and has taken charge of our chapters hot dog stands both at the San Luis Obispo Airport Day, Agust 24th, and the Paso Robles Airport Day, September 21st.

June Cunningham and Joan Steinberger, Marci Barnet and Mary Stephan, Criss Yecny and Linda Gruver all flew in the Palms to Pines Air Race. Emily Cletsoway and Judi Gorham flew Emily's Cessna 210T back to Kansas and stopped by the new 99 Headquarters building on the way home.

Thursday's at noon have been set up as "hang out at the airport sessions" and those attending can either fly out for lunch or just hangar fly. Stop in and see us some Thursday.

SANTA CLARA VALLEY CHAPTER

Betty Hicks, Reporter

Santa Clara Valley Chapter member Mary Dian Ward earned and deserved that Amelia Earhart Scholarship which she was awarded at the international convention of the Ninety-Nines last month at Couer d' Alene, Idaho. Chapter plaudits go to this truly professional pilot. During the school year she is also a fulltime student at San Jose State University, her education underwritten by a grateful government, in whose Air Force she served four years as a medic.

Back then in 1966, the Air Force offered a way to see the world, a way to learn a trade a notch above that of making furrows in red clay with that mule-pulled hand plow. She didn't quite see the world, but she did see Europe and she did see much of Germany from a light airplane. She also learned a trade; Dian could have left the Air Force and easily have been enticed to continue her study of medicine—except that in the Air Force there are Aero Clubs.

Dian joined one of these in the spring of 1970. The club operated out of a little strip called Eggesback, close to Frankfort, and her solo cross-countries were to enthralling destinations like Nuremburg and Wurms and Bohn-Hangarlar. Out of the service, she completed her private license back in Lumberton in the fall of '70, and then went to the "big city" to earn her commercial, instrument and flight instructor certificate out of Fayetteville, North Carolina.

Asked why she decided to return to school, Dian replied, in an accent still heavy with the save-your-Confederate-



(L-R) Thelma Cull, Sandy Case, and Barbara Goetz. Sandy was winner of Woman Pilot of the Year Award, Thelma and Barbara both received the Service Awards for the Sacramento Valley Chapter.

money-boys flavor, that she has always wanted to finish college. Then she added realistically, "Sometime in my flight instructin' career, I have to start thinkin' about eatin'." Dian will need two more years at State for her B.S. degree in aeronautics operation. Sometime, she admits, she would like to go into some phase of administration in the aviation world.

Meanwhile, Dian can be observed poring over K.T. Boyd's **Airline Transport Pilot** text, devouring the jet aircraft performance charts and probing the core of the jet stream and memorizing how many crash axes a Part 121 operator must have aboard. Because Dian will use her AE award to win her multi-engine airline transport pilot certificate.

Beverly York, who seemingly adds certificates and ratings with alacrity and ease is now a CFI-I. Bev started to fly late in 1972, acquired her private certificate nine months later, and then firewalled her pursuit of commercial, instrument, CFI and CFI-I.

Bev's logbook currently shows 300 hours and she is now closing in on her multi-engine rating.

That ATC controller whose career appears destined to unlimited ascension, Claudia Carlson, celebrates the annexation of her flight instructor privileges...Marilyn and Ken Orloff, off to Holland, Paris and Denmark on business for NASA's Ken, who will read a scientific paper in Copenhagen on research he has been conducting at Ames.

SANTA PAULA CHAPTER

Gwen Dewey, Reporter

Our only entrant, SALLY ALLEN, in the POWDER PUFF Derby, place 34th over-all, AND won three Leg prizes. She flew a Citabria KCAB, SOLO. We are ALL very proud of her. ALSO Sally and co-pilot Jill Williamson, placed 27th in the Palms to Pines Race.

Reporter Gwen and her Jim, enroute home in their Comanche, from a great trip (to the Oshkosh Fly-in, Fond du lac Air-batic Competition, Air Force Museum in Dayton, and then to Upper Michigan) JUST happened to turn on the Red Bluff frequency, and such a babble of female voices! We decided that we were just over the airport when the racers ALL seemed to be arriving at the same time! Our first night out, we stopped overnight in Klamath Falls, to rendezvous with daughter Susie, and her husband Dan Harding. They were enroute Santa Paula, from New York, by bicycle. They made it in seven weeks and loved every 3000 miles of it.

Betty Johnson and Husband Ken, both competed in the Sportsman Category at the Fond du Lac, Wisconsin Competition. We were all together for three days watching some of the Greatest aerobatic Pilots in the World! Betty and Ken had a wonderful trip to the Competition flying their little two place Pitts.

Evelyn Perry, OUR leader, and Husband Frank, have just purchased a Cessna 172. The well-known-to-the-aviation-world Sammy Mason is checking her out in it.

SANTA ROSA CHAPTER

Ruth Foster, Reporter

Those members who attended the August meeting had a chance to freshen up on the FAR's. Denny Ryan, instructor at the Santa Rosa Junior College for the aviation courses, was our guest speaker. Most of our members have taken courses from Denny, so no one was shy about asking questions. Denny was able to clarify those hazy areas regulating our flying, especially where recent changes have confused us all. Our Jr. College offers 48 units with seven instructors in the aviation category, and pushing for more.

Sandy Peterson's report on the International Convention presented the changes that are being made and those that are contemplated which set the guide lines for the future of our chapter.

Taking advantage of the summer weather for a bit of touring were Suzi and Lyle Skoglund who flew to the San Juan Islands, visiting former Santa Rosans living at Friday Harbor.

Most of our thoughts and energies are concentrated on the **Pacific Air Race**, coming up on **October 4**. Plans are being made for about 75 planes to head this way from San Diego. Betty Wharton and some of her committee flew to Santa Rosa to make the final arrangements with our chapter and the airport "crew". We have five planes entering from our chapter, with more still "thinking", which proves that the publicity on the P.A.R. really works. A special treat will be in store for those attending the banquet after the race. Not only do we promise good food and fun, but our speaker is coming cross country from Florida, namely Phil Patterson from Piper.

At the August Board Meeting Chairman of Ways and Means, Barbara Pedley proved that she has been giving her job a great deal of thought. In keeping with the purpose of the 99s a seminar on safety is in the planning stages.



Fourth Place winners of the Powder Puff, Lynn Cary and Ginny Wegener enjoying the "Welcome Home" dinner.

UTAH CHAPTER

Jane Patterson, Reporter

Utah members have been busy flying hither and yon. Our chapter chairman, Wilma Nichols, has been logging some hours in her recently purchased Cessna Aerobat. Her favorite maneuver is the well-known loop. Barbara Whitaker took her 182 and ventured forth to the wilds of Canada for a fishing trip to Dory Lake. Julie

Jacobson has put some hours on their Cherokee in trips to Yellowstone and a fishing trip to Oregon. Carol Clarke and her family made an extended trip to the East coast and New England plus a trip to Seattle. Janet Knowles hopped in her recently purchased Cessna 140 to attend the 99 convention as a delegate. Three members have recently acquired Bonanzas: Dee Ricord with her husband, Mary Lou Klein, and Janet Dunbar and their respective 49½ers. Megann Streeter, one of our more recent members and our youngest, has been flying a DC-6 with her father in fighting forest fires by dropping slurry. An interesting and a busy summer for Meg.

The July meeting was a social at Wilma Nichols home which was well attended. New member Alice Daily attended with her husband. Alice is a commercial pilot and is now training in the Ogden Control Tower. She formerly flew out of Phoenix. Her husband is also a traffic controller at Hill Rapcon. At the July meeting it was suggested that the aviation groups, including the cooperate with the Utah Pilots Association in supporting the various fly-ins which they sponsor. In accordance with this Wilma . Nichols, Vivian Yardley, Barbara Barlow, and Jane Patterson attended the dedication of the Huntington, Utah airport and also made the flour bombs for the event. Proceeds from the flour bombing were turned over to the airport committee. Members flying or driving to Alpine, Wyoming to attend the annual Kibbie fly-in were Vivian Yardley and her husband. Vivian flew her classic Pacer 11 Yellow Bird escorted by her husband Jim in a Pitts Special. Jim was part of the aerobatic show put on by local Salt Lake pilots.

A trip to Cedar City by the Utah 99s is planned for September to meet the women pilots in southern Utah who are interested in the 99s. During the summer many girls have been contacted who are new pilots or students.

The new officers for the coming year are **Julie Jacobson, chairman; Wilma Nichols, vice-chairman; Barbara Whitaker, secretary and Dee Ricord retained as treasurer; Mary Lou Klein** will be the new news reporter.

Wilma Nichols, along with many 99s from throughout the United States, attended the Experimental Aircraft Convention at Oshkosh, Wisconsin. In conjunction with the convention she attended the aerobatic competition at Fon Du Lac. She was able to assist with the judging of all the great aerobatic pilots who participated.

East Canada Section

MAPLE LEAF CHAPTER

Jean Fenton, Reporter

We are busy as usual. We had a most successful Poker Run on June 1st with Terminus in Sarnia and enroute stops were London, Port Elgin, Godrich, Centralia,

Brantford and Startford. No one person needs to get a special Thank You, each has a job to do and does it well.

Air Marking chairman Bonnie Jeffrey organized the girls to put the name Port Elgin on the clubhouse roof at the Airport. When flying out beautiful Lake Huron shore you can't help but see it, drop in, that is where I live.

My year as Ontario Flying Farmer Queen is drawing to a close. Dick and I have met many wonderful flyers in Canada and the United States as we have travelled 22,000 miles in the name of Flying.

Friendship

Life is sweet because of the friends we have made

And the things which in common we share;

We want to live on, not because of ourselves

But because of the People who care.

It's giving and doing for somebody else,

On that all life's splendor depends,

And the joys of this life when you've summed it all up

Are found in the making of friends.



Maple Leaf Chapter

MONTREAL CHAPTER

Anita Nunns, Reporter

Summer is just about over. It has certainly been a wonderful one weather wise. We have had summer since May. Needless to say, everyone has taken advantage of it and very little 99 work was done in July and August.

In April we met at Educair, owned by Gisele and Jack DeBagheera, for a Link demonstration plus a film on Weather flying presented by our new member, and Gisele's daughter, Georgette Buch. In May we had our first taste of Airmarking and had a ball. In June Gisele and Jack flew to Florida in their Avion and returned home the proud new owners of an Apache.

Irma Selig flew up to Kingston, Ontario to attend the Governor's meeting and brought back the letters from our Prime Minister, Mr. Trudeau, which are in turn to be delivered to the Premiers of the Eastern Canadian Provinces. This is a proclamation in honour of International Women's Year in which he acknowledged the part played by women in Aviation and other fields. Six members of the Montreal Chapter presented one to Mr. Robert Bourassa and the other three are being delivered by our Maritime members, Molly Ashworth and Minica Griffiths. They have delivered one to Premier Richard Hatfield of New Brunswick and expect to hear shortly that they have also delivered the last two.

Georgette and Fred Buch had a busy summer in the Quebec North country instructing the Air Cadets in both their air work and ground work. Georgette also managed to squeeze in enough hours to get her glider ticket. Just another notch in her already busy belt. Have all got to get busy and get APT as the year is quickly coming to a close.



Irma Selig, Sandy Frank, Betty Issenman, Joan Mitchel, Anita Nunns.

South African Section

SOUTH AFRICAN SECTION

Merle Ball, Reporter

Exciting news this time round. Our Aerial Miller came 2th in the world flying championships held in Sweden this last weekend. This is just the most fabulous news! There were 39 pilots representing 13 countries; one other female entrant, and she was from Australia. By now the results must be known and the Scandinavian countries are to be Congratulated as Norway came 1st, Sweden 2nd, Finland 3rd, and Denmark 4th. South Africa was 5th, Aerial having been placed 12th, and the other 2 members of her team 29th and 31st. We are so proud of Aerial; and her accomplishment is to be marveled even more when one considers that she has only just over 300 flying hours and has not as yet got her Commercial Rating. She is special...

To get back to earth—Our Section is delighted to welcome Greta Leitch as a new member. Both her husband and she enjoy flying...they have a Cessna 182. Greta is a surgeon. Amalia von-Maltitz has now acquired shares in a Muskateer, and we know she is going to have many happy flying hours in "her" plane.

Jeanette van Ginkel had an eventful holiday overseas...she even managed to do some gliding in Germany. However it is good to have her back here doing things for the 99s once again.

South Central Africa Section

RHODESIAN FLAME LILY CHAPTER

Betty Ambrose, Reporter

Shelagh Anderson, of the South African Section, and husband Roy, threw open their lovely farm strip to Rhodesian Flame Lily Pilots on Sat. August 9th.

Shelagh had organized a navigational exercise for us around the local countryside, still surprisingly green for winter. Our hostess efficiently briefed each plane and allowed the pilot only five minutes to plot the course on the mini rally. Our newest member, Meg Stubbs, piloting a Cherokee Six, had room for a T.V. cameraman, and so was able to prove she found the radio aerial that was one of the checkpoints! The rest of us had the chance to see what our landings really look like, on T.V. news next evening, and check with the judges the forced-spot-landing return to the field. This was won by Barbara Thompson and the overall nav. prize went to our Chairman, Zee Witham.

We really value the opportunity of an exercise like this, we can all benefit. Charles Prince, our local light plane field is usually too busy, so we especially appreciate the Anderson's gesture.

Roy manned the radio, helped by the Chairman's 49½, Vic Witham. Alan Cockle was on hand to judge the spot landings—and he was not really over exerted. We promised to make him work much harder next time!

The thoroughly enjoyable afternoon wound up with a tremendous tea at the farmhouse. We thank the Anderson family for all their hard work that went towards making this such a successful get-together.

We welcome Val Barbour to the 99s; Welcome, also, to Liz Nicolle of Sinoia.

Liz now brings the Rhodesian Chapter up 14 strong, which is quite an increase from the six names on the Charter when it was presented one year ago in August.

Our next Sectional is a long journey for the Rhodesians again when the target is the Air International at Lanseria. We look forward to seeing this brand new airfield and the Air Show that promises something out of the ordinary for Southern Africa.



Myrtle Brooks and her Tiger Moth.

FLAME LILY CHAPTER

Barbara Thompson, Reporter

1. Zee Witham, Chairman of the "Flame Lily Chapter" was awarded a gold APT card for three years consecutive APT Status. She is the first person in the Section to receive one.

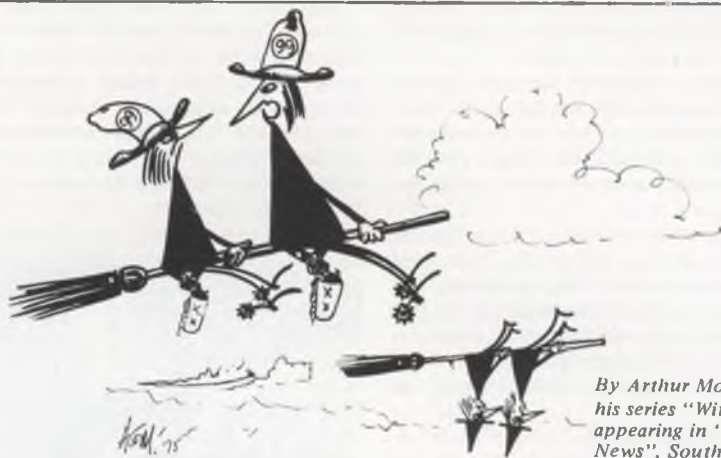
2. STATE PRESIDENTS AIR RACE

The State Presidents Air Race was held in South Africa on the 31st May, 1975. There were 96 entrants. Ninety-Nine participants were: Annetjie Dreyer, who was on the organizing committee at

Rustenburg; Ingrid Heinz, who flew as a navigator; Val Humphries, who flew as a pilot, Val's navigator was Ken, her husband.

The race started at Virginia airport, Durban and route took them from there to Piet Retief and then on to Witbank for lunch. In the afternoon, they flew from Witbank to Zebidela and from there to Rustenburg. By all accounts it was a good race and as always provided tremendous experience, particularly as it was a handicap race, designed so that all participating aircraft would arrive at the finishing point simultaneously. This no doubt provided great excitement for the spectators!

Val Humphries came fifth out of the ninety six entrants and won the ladies prize. A stout effort indeed.



By Arthur Morris from his series "Witchways" appearing in "World Air News", South Africa.

"Thar goes them flyers from "Down Under" in Horsetraily and South Africy, Elmer,— don't seem proper climatized yet!"

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All in the Family

For George and Shirley Côté of Newport Beach, California, flying is a real family affair. Each owns an aircraft and both have commercial tickets with single and multi-engine instrument ratings plus thousands of hours of flight time. □ Shirley also has flight instructor and glider ratings, has won numerous cross-country races and was named 1971 Pilot of the Year by the Orange County 99s. And she's been flying for only six years! □ Her husband, George, has a rotary-wing rating, a degree in airport management and has served for over 20 years as an aviation administrator in both the public and private sectors. He is currently a 112 Commander representative and is working toward a law degree. □ Like many aviation families, the Côté's insure with USAIG. "Over a 20 year period, USAIG has provided me with an entire spectrum of coverages . . . from individual aircraft liability to airport liability for a complete system of airports," says George. "And they've never let me down . . . not just when we had a claim but also when we needed advice and guidance on hard business decisions. They've really helped me stay in aviation . . . both safely and profitably."

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