



The Ninety-Nines, Inc.
INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

News Letter

International Headquarters — P. O. Box 1444 — Oklahoma City, Oklahoma

AIR TERMINAL BUILDING — WILL ROGERS FIELD — JANUARY, 1962

President's Column

January, 1962

Did anyone miss the article in the November issue of the News Letter, "Calling All Trading Stamps"? Do look it up! And save all stamps—Merchants Green Stamps preferred but any will do—send to Kay Brick, AWTAR Headquarters, Teterboro Airport, Teterboro, N. J. What for? An airplane for Kyung O Kim, our Korean member, who hopes to organize a Ninety-Nine section in her country.

I had a delightful experience this week that I would like to pass on. I took Steve Wood, a young friend and "ham operator," K4-FJO, on a flight, carrying his VHF equipment with two-way radio. Steve is a member of "Races," (Radio Amateur Civil Emergency Service). During the flight, Steve contacted other members of "Races", testing distance and efficiency of operation. As a result, I have already received requests for more such flights. Some of you might like to do the same—it was fun, and also shows our appreciation to the "hams" for their exceptional and valuable assistance to the air races.

The latest addition to the headquarters library is an autographed edition of Nancy Bird Walton's book, "Born to Fly," published by Angus and Robertson, 89 Castlereagh St., Sydney, Australia. It is an autobiography, quote: "Few who recognize Nancy Bird's fame as a flyer really know what her achievements were. Now the story is told, and it is an amazing one. Her work for the Far West Children's Health Scheme, the barnstorming tours and private charter flying. For many this will be a nostalgic book, for Nancy Bird was born to fly during some of the most thrilling years of civil aviation, and to train and work with some of the greatest of the great aviators. Though the accent is on aviation in the 20's and 30's, there is no need to be interested in flying or in a particular period to like Nancy's book; whatever she has to say is lively, thoughtful, often amusing and touching, and there is youth and gaiety in every chapter.

Members unable to attend the annual meeting last July in San Diego, at which time Mr. Karl Voelter, guest

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Deadline March 1, 1962

Nomination for International Officers for the fiscal year 1962-63 are hereby requested, and MUST be postmarked not later than **March 1, 1962**

Submit one name for each office in compliance with these rules:

1. Candidate MUST be an ACTIVE member with current physical.
2. Candidate's written consent to serve if elected MUST accompany her nomination, or known acceptance given to another chapter.
3. Candidates's aviation and Ninety-Nine history MUST accompany each nomination—not over 40 words.
4. Nominating Committee members are not eligible as candidates for 1962-63.
5. Incumbants shall be listed as eligible, but not asked to commit themselves to a second term—procedure to be same as all candidates.
6. No member is to accept nomination for more than one office.

President Louise Smith is eligible for renomination.

Vice-President Barbara Kiernan is eligible for renomination.

Secretary Barbara Evans is not eligible for renomination for the office of secretary.

Treasurer Alice Roberts is eligible for renomination.

Nominating Committee: Only one name from each section will appear on the ballot as candidate for the Nominating Committee.

Please submit one name for each office listed below, giving her chapter, section and address:

President	Secretary
Vice-President	Treasurer

Nominating Committee

These names, together with the written consent and aviation and Ninety-Nine background, must be mailed to the **Chairman, c/o Trimble Aviation, Bishop Airport, Flint, Mich.** postmarked **not later than March 1, 1962.**

International Nomination Committee: Bernice T. Steadman, Chairman, Michigan Chapter, North Central Section; Winifred Lovelace, Montana Chapter, Northwest Section; Adelaide Tinker, Washington, D. C., Middle East Section; Francis Miller, Carolinas Chapter, Southeast Section; and

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Flying Activities Report

By Elsie McBride

By this time you are all aware of the fact that FAA has amended Part 43.60 of the CAR. Private pilots with a minimum of 200 hours may carry passengers on charity flights. Other stipulations include: Notify the local FFA inspector one week prior to the event, flying must be from FAA approved airports, no acrobatic or formation flying, VFR only and during daylight hours. All planes must meet the qualifications for carrying passengers for hire which includes the required periodic plus a 100 hour inspection.

The Ninety-Nines, Inc. is listed in Publication No. 78 of the U. S. Treasury Department as a charitable organization, however, funds are to be used exclusively for the Amelia Earhart Fund.

If any chapters are considering sponsoring the "Penny a Pound" rides, utilizing private pilots with 200 hours, proceeds are to go to the Amelia Earhart Fund. **Should the proceeds be used for any other cause, commercial pilots must be utilized.**

The FAA is going all out to rewrite CAR Part 43 in plain language as a result of the Air-Share meetings. These rules are being rewritten for your benefit so contact your local FAA office and request a copy of "Plain Language Summary of Part 43 of the Civil Air Regulations." If you do not understand some of the regulations, question them. Voice your opinion at these Air-Share meetings. Help FAA to help Y-O-U.

Have you heard about the new requirements for the airport traffic area effective December 26, 1961, in Amendment 60-24 of the CAR? They are in part as follows:

1. At all airports with FAA towers, a two-way radio is required. In the event of radio failure, a light gun may be used;

2. All planes using airports with FAA Flight Service Stations are required to use two-way radio or maintain listening watch within a five mile radius and 2,000 feet of the field;

3. The speed limits for the airport traffic area in piston-engined planes is 180 mph and for turbines 230 mph.

International Officers

President

LOUISE M. SMITH
421 Edgedale Drive
High Point, North Carolina

Vice-President

BARBARA KIERNAN
124 Myrtle St.
Boston, Massachusetts

Secretary

BARBARA EVANS
40 Stuart Place
Manhasset, New York

Treasurer

ALICE ROBERTS
719 W. Orchid Lane
Phoenix, Arizona

Executive Committee

EUGENIA R. HEISE
5019 N. Cumberland Blvd.
Milwaukee, Wisconsin
BARBARA LONDON
551 Margo Avenue
Long Beach, California
RUTH DEERMAN
405 Camino Real
El Paso, Texas

DEADLINE FOR NEWS
The 25th Of Each Month

President's Column

(Continued from Page 1)

speaker, explained the FAA Disaster Control Plan, will be interested in reading an article in the January Flying magazine, entitled "Vital Role of General Aviation in Nuclear Attack."

To every member, a reminder that the Executive Committee and all committee welcome any and all suggestions—new thinging and new ideas, and we promise—it will not go into "File 13".

Keep Flying!
Louise M. Smith

LOST, STRAYED or FORGOTTEN:
AWTAR copy of the movie "Cleared For Takeoff". Anyone having clue as to whereabouts please contact AWTAR, Inc. Headquarters, Teterboro Airport, Teterboro, New Jersey.

Pilot's Briefing

Time for serious discussion and consideration of any proposed amendments to the constitution and/or by-laws, and nominations for the International ballot. Both must be presented to respective committees some time in March.

From Morocco We Present —



YVONNE GALLOT
74 Rue Sucarre
Casablanca, Morocco

(Editor's note): The following was received from Mme. Gallot and translated by one of our members. The explanations in parentheses are the translator's closest approximation of the words used by Mme. Gallot. In lieu of the usual flying history we thought everyone would enjoy this description of a forced landing in the desert with its attendant problems.

Madam Yvonne Gallot
Private Aviation Pilot
No. TT. 1789 dated May 29, 1959

To
Mr. Commander of Airport
of Colomb-Bechar
Sir:

Having made the objective, some urgent aspects of April 12, 1961, I have the honor of giving you an account of it.

In possession of a flight plan, VFR, I left Casablanca, destination Colomb-Bechar, at 8:18 a.m. TU (Universal Time?). I was aboard alone.

All went well as far as the Atlas mountains which I was crossing to the southwest from Midelt. South of the Atlas mountains a strong drift pushed me toward the south. I didn't realize it for the visibility was bad (dusty haze). (Literally translates into "dry haze".) My radio compass was unsteady and my compass gave me some doubts. I, without doubt, passed quite to the west of Boudenib without being able to make an identification. The heat increased, the visibility became worse and worse. As a crowning misfortune, my consump-

tion of fuel was abnormal. I was terribly shaken . . . when I suddenly saw (noticed) my "erg" (one of the instruments, like maybe the air speed indicator?) register. I swerved to the east toward an "hamada" (hummock) where I contemplated landing when the gas ran out, which I did quite near to a path which I had noted. Making haste, I didn't stop calling Bechar-Gonio on 119.7. It is true that I was at 3,000 ft. I had had gas for 03.42 in place of the 04.40 which is normal operation. (Whatever that means.)

Having landed without damage to either the aircraft or myself, I try to find my bearings by the surroundings. I believe myself on the (hummock) of Guir, but my altimeter set me right for I was hardly 500 meters in altitude. Some camels were silhouetted in the distance I was, I thought, in a grazing area. No nomad's tent was in sight. Not a living soul. I again placed a radio call, in vain. The temperature is 40 degrees. Toward 1700 (5 p.m.) the heat diminishing, I did a little exploring on the path—first toward the east, then toward the west—without success. I decided to save my strength until the following morning. The night passed without incident. At 5 o'clock I left the airplane to walk, one hour ahead of men and then, back at the airplane, one hour back of me. No trace of human life. The heat becoming more intense, I decided not to leave the airplane but to start living as a (night watchman). I began some radio calls, stating precisely my situation of distress, I heard one time, very faintly, "I hear you on . . ." incomprehensible. Then nothing more. Toward 11 o'clock I saw an airplane very high. I hastily throw a red bomb. He didn't see me.

At 1400 (2 p.m.) I believed to see in the distance on my left a point which seemed to change its place. I was doubtful at first, having been the victim of numerous illusions. Then I became certain that it was indeed a man and I began to call, gesticulating, without results. Fearing to lose this chance. I rushed forth in his direc-

A.W.T.A.R.

Start: Oakland, Calif. Chairman, Ruth Rueckert.

Finish: Wilmington, Delaware. Chairman, Elsie McBride.

Impound: July 3, 1962, 5 p.m. Pacific Standard Time.

Takeoff: July 7, 1962.

Finish: July 11, 1962, noon Eastern Standard Time.

Official route next issue. Address all inquiries to AWTAR headquarters.

tion. He heard me, at last, and we overtook each other. He was from Douar Zerhamra, about 12 kilometers from where I was, but (it) (was) concealed back of a little "erg", and 45 kilometers from Beni-Abbes. He gave me a little water. I closed the plane, leaving a message indicating my situation. I had decided to accompany him to Louar for he said the Commander was to come there perhaps that same evening. Of course, he didn't speak French. Just by chance two (patrolmen) from the group of "meharistes" (a rapid camel patrol group) from Beni-Abbes were there. They left at once for Beni-Abbes. Making haste, they met the Commander Favergeat who was coming, as forseen, that evening to the home of the military chief. He took me in charge, took me to Bordj, and he notified with extreme haste the police headquarters of Colomb-Bechar.

The next morning, the 14th of April, my husband having arrived on the scene, we refueled the plane, took off, reached Beni-Abbes and then Colomb-Bechar.

Deadline March 1, 1962

(Continued from Page 1)

Jimmye Lou Shelton, Phoenix Chapter, Southwest Section.

After completing the ballot mail to
Bernice T. Steadman
c/o Trimble Aviation
Bishop Airport
Flint, Michigan

TO SECTION GOVERNORS AND CHAPTER CHAIRMEN

In accordance with the Constitution of the Ninety-Nines, Inc., which requires that any proposed amendment to the Constitution and By-Laws be submitted in writing to all sections and chapters 30 days before the International meeting, the Resolutions Committee requests that you send in such proposed amendments to me, postmarked **not later than March 15, 1962**, with copies being sent to the other members of the Resolutions Committee.

Send in all proposed amendments or suggestions as to changes in the policy or practices of the Ninety-Nines. Each suggestion or proposed amendment must be accompanied by explanation and reasons for the change, not to exceed 200 words.

Mary R. Wenholz, Chm.
1340 Xanthia Street
Denver 8, Colorado

Members

Lydiellen Hagan
South 1907 Oneda Place
Spokane 41, Washington
Martha Ann Reading
2704 Milton Avenue
Dallas 5, Texas



PHOENIX CHAPTER

By Melba Beard

Phoenix Chapter is looking forward from member Dorothy McLeod, called to duty with the local Air National Guard, and who is probably now in Hahn, Germany. At our December Christmas party, Chairman Betty Slater briefly called the group to order to accept a resolution saying that we miss Dorothy and wish her a Merry Christmas and Happy New Year. And how about news from June Kaiser, still down in South America with the family, isn't this the third year?

It seems traditional to have the Christmas party at Jimmie Lou's house, and this year's was indeed a happy gathering, from the cordial greeting by 49½er Frank Shelton, until the last guest departed, full of Christmas joy, delicious buffet supper, and bearing the gifts exchanged. More were left than brought however, for the chapter's needy family, and Juanita Newell had a fine collection of food, Christmas things, and necessary cash for the family. Each member contributed \$2.

Members attending besides Chairman Betty Slater and hostess Jimmie Lou Shelton were Secretary Trudy Murphy, Pat Lambert, Marjory Crowl, Melba Beard, Alice Roberts, Marian Wang, Betty Seiler, Juanita Newell, Wilma Bland, and guests Sally Phelps and Daphne Gross. And practically all the 49½ers and boy friends.

Betty Seiler says that since the National Guard was called to active duty from its home base at Sky Harbor, that ATC notices the drop in traffic handled, but Betty probably doesn't mind. She has received a merit promotion from GS 11 to GS 12, which means that she is a full radar controller now, and with appropriate increase in pay.

Pat Lambert flew a high school photographer over Camelback Hi to get an aerial shot of the school for the yearbook. Trudy Murphy flew to a teacher's convention in Tucson, in a Shimm. Melba is busy helping the Arizona antique plane enthusiasts plan the National Antique Airplane Association's winter fly-in, to be held February 3-4, at Marana Air Park. Marian Wang wears one of those big beautiful warm sweaters she got in Europe on her summer trip there. No need to ask Juanita where or if she has been flying, the answer is sure to be "here and there" in her job as company pilot, and sometimes the "there" gets pretty far away.

UTAH CHAPTER By Alberta Nicholson

We in Utah have been busy ground flying at one special gathering after another the last few months. Our fall brunch up the canyon is becoming a tradition. This year Alberta Nicholson invited us to the new Maxfield's Lodge in Big Cottonwood Canyon for breakfast and fashion show. Those of you who were here for the Fall Sectional will remember the Canyon. Everyone was there and the bright colors and crisp weather lured us all to the top of the canyon after our meeting.

A few weeks following, June Andrea-son hosted our anniversary luncheon at the Aviation Club at which time we were happy to learn that Salt Lake was on the route for the Powder Puff Derby and we started our preliminary plans for the "stop".

LOS ANGELES CHAPTER By Dru Benefiel

Amongst the whirl of pre-holiday activities—oops—the News Letter! If this is incoherent and non-inclusive, please forgive. The reporter is close to the burble point!

Our Christmas party was wonderful. All attending report singing, dancing, good food, and exciting door prizes galore. Seems that the lucky winners and the donors are a maze at this time. Just to name a few—Waco time (donated by Center Aviation, Hawthorne) won through horse-trading by the chairman, Mary Ann Kallow; 150 time (donated by Progressive, Hawthorne) won by Gene Dupont and collected by Betty Dupont; 150 time (donated by Rose Aviation) won by whomever Mary Ann traded; sun glasses (donated by Skystore, Hawthorne) won by Mrs. Allison; ball point pens for all from Benbow Aviation, Torrance—and many, many more. It was fun to wish a happy holiday season to our many guests, among them: Mr. and Mrs. Paul Allison (FAA) and our newest member, Ruth DeBardis. We missed Norm and Elsie Smith. Seems that Norm dragged Elsie off to HIS chapter party (SFV)! Headquarters: can't we, the Los Angeles Chapter, get Norm a current membership so we won't split up a family?

REDWOOD EMPIRE CHAPTER By Myrtle A. Wright

Christmas is upon us once again and Redwood Empire Chapter wishes to extend a happy holiday greeting to each and every one of you.

Our chairman, June O'Donnell, was hostess for our December meeting in her home. We had a very good turnout of 99 members, 49½ers and little sisters. Our newest little sister is six months old Nancy Haney. She captured the hearts of all with her bright eyes and abundance of energy.

We enjoyed a delicious pot luck

dinner in the midst of beautiful Christmas decorations and candlelight. After the dinner, June brought in a cake decorated with candles and poinsettia. The candles were for the birthday of one of the members of Redwood Chapter. After cake and coffee we all adjourned to the living room with a cozy fire in the fireplace where Myrtle Wright showed some movies of two years in the Powder Puff Derby and different activities of the 99's over the past few years.

Any business was carried over to our next meeting which will be held at Santa Rosa Metropolitan Airport on January 14 at 12 noon.

SAN DIEGO CHAPTER

By Jackie Brooks

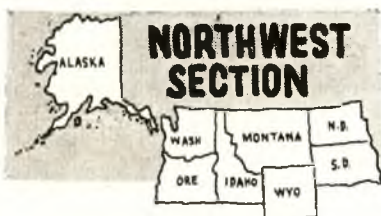
We held our December business meeting at the home of Lyn Briggs. Business was taken care of as usual, but a break for refreshments provided a little excitement as everyone gathered in Lyn's newly remodeled kitchen to watch cupcakes bake in three minutes time in her new electronic oven. We could even see them raise.

In addition, we were guests at a Christmas dinner party put on by the El Cajon Valley Chapter, at the home of Dorothy Davis.

Thelma Bishop with her 49½er and her sister flew their Cessna Skylane to Tucson for three days over Thanksgiving.

Stella Hardin joined a flying club with a 65 hp Taylorcraft in December.

Joanne Alford gave a talk on "Women in Space" to the Western Electronics Manufacturers Association in Phoenix, Ariz., in December.



EASTERN WASHINGTON CHAPTER

By Helen R. Crum

Only six were able to make the December luncheon in Spokane . . . Jean Carbon, Barbara Thisted, Millie Shinn, Margaret Miquelon, Marie Reynnells, and Ardie Sherman, a former member. The weather grounded several others planning to go. The next meeting will be in March.

A report was given on an FAA session in Spokane, attended by Lygie Hagan, on the hazards of winter flying. The candy sale project went over well, swelling the treasury substantially.

Weather or no weather, Kathleen Hitchcock and her husband flew in their Beechcraft Baron the weekend before Christmas from Yakima to

San Francisco for a wedding. In January they leave for Chile where they have a lumber mill.

Jean Carbon and her 49½er will fly to Costa Rica again after the first of the year. Margaret Miquelon, the chapter entry for the AE award, besides teaching and National Aviation Education Council activities, has been sky diving. Ginie Richardson has been helping plan the 1962 national meeting in June of the council in Seattle.



Al McGee, public safety director for the Seattle-King County Safety Council and executive secretary of the General Aviation Safety Committee of the Safety Council, looks at the National Safety Council aviation safety display at the National Safety Conference in Chicago, October 16-20. All women in the picture are members of the Western Washington Chapter of the Ninety-Nines. From left to right, members of the committee are, back row: W. A. Gebenini, director of the Washington State Aeronautics Commission; Joseph Princen, supervising inspector for the FAA General Aviation Office; Al McGee; Forest Taylor, flight school operator. Seated, left to right, are: Ilvovene Potter, Maxine Fancher, C. Don Filer, Jim Dunnam, chairman of the committee, Pat McGee, Van Adderson, and Terry Kellogg.



MISSOURI VALLEY CHAPTER

By Laura Russell

Our November meeting was a joint meeting with the Des Moines, Iowa, Chapter at Harlan, Iowa. However, only three of our members were able to make it. Helen Moore flew her plane from Beatrice, and Anita Thomas flew from Council Bluffs. Hellene Nelson flew with Anita. Eight members and two 49½ers flew in from Des Moines. After lunch at Michel's in Harlan there was a short business meeting.

Our December meeting was our

Christmas party at the home of Laura Russell. Helen Nestle was co-hostess. Members present were Janie Bay, Chairman Beverly Giles, Belle Hetzel, Helen Nestle, Secretary-Treasurer Anita Thomas, and Laura Russell. Laura's mother, Mrs. Barnes, who makes her home with Laura, was also there. After lunch we had our business meeting and then an exchange of gifts. We were especially glad to have Belle with us. She has been very ill, having contracted malaria during her trip around the world. We are glad she is on the mend.

ALBUQUERQUE CHAPTER

By Betty Burritt

Recent flying activity of our members has been pretty much on a local basis. Velma Wood reports she and 49½, Clif, enjoyed a trip to Phoenix in their Comanche. Virginia Cutter, 49½ Bill, and son, Sidney, have been having fun with their little Hughes helicopter. It sounds like a mad hornet is loose at West Mesa Airport.

We had our Christmas party Friday, the 15th, at Randa Sutherland's with 14 members and guests present. After a lively game session, presided over by Gary Sutherland, we enjoyed delicious refreshments and a good visit with everyone.

EL PASO CHAPTER

By Eunice Dickey

The ones making the news this month are the ones who have been flying around locally and staying at home. They are Dorothy Blackham, Brookie Bozarth, Juanita Burdick, Alice Cottingim, Ruth Deerman, Lois Hailey, Phyllis Gromco, Betty Houck, Jean Kemp, Neva Peters, Phyllis Sutton, and Evelyn Wasser. Haven't heard from many of our out-of-town members so we don't know what they have been doing.

Dick and Ruby Tatman recently flew to Ocala, Fla., with the Champneys in a Beech Baron (do hope this is spelled correctly). Ruby was chief pilot most of the time and very thrilled to be logging twin engine time. They came back on their first ride in a commercial jet—a Boeing 880.

Mary Fran Seidl flew to Austin, Texas, the first of the month and had a most enjoyable trip.

Phyllis Sutton flew by commercial jet to Chicago last month. We were very sorry to hear it was for a sad occasion.

Lydie and Campbell Weaver celebrated their silver wedding anniversary where the silver is—Las Vegas. Billie and Murray Callaghan flew with them and they were all so pleased there was a chance for each of them to fly a leg of the trip.

Good flying to you all.

COLORADO CHAPTER

By Lyn Pfleger

"Where did all the women fighter pilots come from?" That's what the

gals heard some male voice ask on the Colorado Springs tower frequency when they landed there on their way to a fly-in at Pueblo. And it's no wonder—eight planes and 20 gals would be enough to cause many such comments.

Roll call. In the Tepper's 310 were Frances Tepper, Grace Mayfield, Helen Choun and guest Mary Ann Proctor; Grace Mayfield, pilot. In a 175 were pilot Fredda Turrill, Betty Cannon and Ruth Mugele. In a Piper Cherokee, pilot Grace Longbrook with Marilyn Nordstrom and guest Ruth Saville. Mary Frenzel flew her 140 to Colorado Springs where she transferred and went the rest of the way with Pauline Meighen in her 175. In Marion's white Stinson, "The Snow-jet," (it's no jet) were pilot Marion Tankersly and Mary Wenzholz. In another 175 were Gwen Craven and three guests, Emily Hanrahan, Jackie Mat. tis and Marge Lowdner; Emily Hanrahan, pilot. In a Tri-Pacer, Peg Odell and guest Margaret Dwelle; Margaret, pilot. The group had lunch and a short business meeting at the Pueblo Airport and then flew on home. All but Peg and Margaret, that is. It seems they were the last to take off from Pueblo and didn't quite make it in time to avoid a front moving in. After picking up too much carb ice for comfort, they made a very wise 180 degree and weathered it out at Pueblo. All a part of the flying game.

A fly-in for breakfast at Cheyenne, Wyo., brought a lot of enthusiastic Ninety-Niners together. Your reporter was working, couldn't fly along, and every effort to obtain a complete list has so far been thwarted by busy lines and no answers. We did have a good turnout, however; and Cheyenne, famous for its high winds, provided an unusual welcome by reducing the winds to only five miles per hour.

New Lisense Department: Marion Tankersly has been awarded her A and E. She's been working hard for it and we're all mighty proud of her accomplishment. Yours truly, through the fine instruction of our own Grace Mayfield, has received her commercial ticket. Just like Grace told me it would be, the flight check was much easier than I ever anticipated.

Our annual Christmas party was held at the home of Fredda and Larry Turrill. Everyone had great fun and felt very much at home in the room which carries out an aviation theme. This is complete to an oil painting of their 175—done by Ruth Mugele—which decorates one whole wall. Many thanks to our gracious host and hostess.

OKLAHOMA CHAPTER

By Beth Smith

Skip Carter and Ruth Jones were hostesses for our Christmas party at Skip's cabin on Lake Hiwassee. No

one counted calories that evening. After dinner Rita and Leonard Eaves, Broneta and Clyde Evans, Emily Frost, Marie and Brewer Hall and son, Marie and Jack Ketchum, Mary Lester, Nema and Mase Masonhall, Dorothy Morgan, Susie Sewell, Beth Smith, Gene Nora Stumbaugh, Carole Waddell, Arlene and Hoyt Walkup, Jean and Bruce Williams, all joined hands to sing Christmas carols and express their good wishes for aviation in 1962. May they all be granted. Skip reported that Fern and Cecil Yount missed the party by several hours but arrived in time for breakfast.

Catlin Aviation Co., which has always been a friend and benefactor of our chapter, has applied for an airlines franchise. Susie has been an executive with the company for years. Her 1962 wish is to be on the inaugural flight of the Catlin Airlines. She spent her Christmas in Kansas.

Nema attended a WASP reunion in Fort Worth recently. Ruth and Skip will enjoy the National Rodeo at Dallas over the New Year weekend.

Safe flying, tail winds, and a happy and prosperous 1962 to all Ninety-Nines.

Oklahoma members—please phone or mail your news to me.



INDIANA CHAPTER

By Alma Hartman

Sounds of holiday cheer rang from the Brenner residence, Indianapolis, December 10, when Esther welcomed the Indiana Ninety-Nines to the annual Christmas party. Only one out-of-towner braved the elements for the occasion—Jill McCormick.

Which brings me right to the subject of this discourse. Reading directly from an article by Kay Brick published in the December issue of "Quadrant"; "Jill McCormick is a gal who hasn't done a "180" yet — career wise — since the day she started flying sea-planes in 1940 in Seaucus, N. J., and riding her bike 30 miles to get a land rating at V 1-halla, N. Y."

Bringing such a career "right on down" to her present position as "Instructor in Aviation Technology" under the Applied Technology, Instructional Staff of Purdue University, makes mighty inspirational reading.

Knowing this warm hearted, fun-loving girl convinces me that Ninety-Nines are privileged to have her on their roster! — And aren't we, of the Indiana Chapter, lucky!! Orchids to Jill!!!

CENTRAL ILLINOIS CHAPTER

By Kathleen K. Hudson

Instead of having a regular December meeting, several of our members attended a one-day Seminar held on December 9th at the University of Illinois. The Seminar, one of a series throughout the country, sponsored nationally by the Aerospace Education Foundation and the Air Force Association. Several State and Local Illinois groups were co-sponsors.

Leah Warren, Rose Andrew and Dolores Adamson attended the morning session which was a presentation by the Aerospace Briefing Team composed of senior officers from the Air University at Maxwell Air Force Base, Alabama. This group outlined the nation's current military and civilian space program.

During the luncheon session an address was heard by Dr. K. Richard Johnson, President, National College of Education entitled "Our Children in the Air Atomic Age."

A distinguished panel of educators and business leaders were featured on the afternoon program. They discussed the topic of "Planning for Aerospace Education—Today and Tomorrow." Dr. Frank E. Sorenson, Chairman, Department of Educational Services, University of Nebraska, was panel moderator. A question and answer program followed the discussion.

We were happy to have several girls from the University attend this Seminar. They are enrolled in the University of Illinois flight program, and we hope are future members of the Ninety-Nines.

ALL OHIO CHAPTER

Santa Claus, Christmas gifts and jingle bells were the highlights of the Christmas party Sunday, December 3, 1961 at the home of Edy Maxim in North Olmstead, Ohio. Co-hostess was Joan Hrubec. Edy's home was beautifully decorated with a Christmas tree and all the trimmings.

Santa Claus, and very realistic, I might add, distributed the gifts. Some were real side splitters. There were many of the members, quite a few new prospects and several guests.

The only fly-in was Margaret Callaway. Those in attendance were Mary Schaefer and daughter, Sandy, Helen and Joe Samons, Mary Fecser, Winnie Caughey, Jean Hixon, Jean Bonard, Mary Gorman, Beverly Mather, Marty Fischer, and Beverly Poole. Prospectives were Ruth Love, accompanied by her husband; Dolly Smith, Tessie Plummer, Marilyn McFerron, Florence Stocking, Peggy Horton, Cindy LaMonte, Beverly Brown, Gerry Weatherill. Guests included, Peggy Tharpe, Joe Valin, Marie Shepherd, Marguerite O'Roark,

Michael Forte, portraying Santa Claus, assisted by Santa's helper, Elizabeth Forte. A delicious buffet was served.

We missed Janice Kuchenmeister, our chairman, for she was off on a tour of South America. We're anxious to hear all about it. Sounds exciting.

Edith Denny, a member-at-large, was a fly-in visitor in Akron. Edith has her own 180 which she puts on floats for the summer months. She recently acquired her multi-engine rating.

Rosalie Bracht and Lee Best were unable to attend our meeting as they were attending a CAP meeting in Columbus.

Martha and Jim Foley have a new Meyers 200B and are also getting a new baby in May.

The coming meetings will be held in the following places:

January—Montgomery County Airport, hostess Autrie Lehr.

February—Findley, hostess Juanita Hemminger.

March—Urbana, hostess Virginia Schumacher.

April—Akron, hostess Jean Hixson.

May—Cincinnati, hostesses, Meg Berning and Janice Kuechenmeister.

June—Marion, Tri-state Meet (Gliders).

July—Bowling Green, hostess Ione Shelton.

August—Lenox Airport, Jefferson, hostess Harriet Wladyka.

September—Cleveland, Mary Fecser and Helen Samon hostesses.

October—Akron, Achievement Awards Banquet, Installation of new Officers, and the presentation of new members, hostess Marilyn Collette.

Dayton Municipal Airport will be a stop in the AWTAR race in 1962. All contestants are welcome to land here, the home of the Wright Brothers and beginning of aviation.

MICHIGAN CHAPTER

By Marion Hoffman

We had our December meeting at Lansing in the banquet room in the new terminal building. Old man weather did not dish up his best, so only 29 members and guests braved the storm. We enjoyed a lovely buffet dinner and exchanged Christmas gifts.

Marge Sanders has a new 182 Cessna. Helen Wetherell is going to Mexico on her vacation. Babe Ruth is the first Michigan pilot with the Blue Seal. Jean Reynolds, who is a member of the Michigan Aero Space Education Curriculum Committee, was one of lucky people to be flown to Cape Canaveral and tour the base. Lucky girl. On the 28th of November Helen Wetherill was a member of a speaking panel at the Rackham. Representatives of the Flying Farmers,

Experimental, Gliders, and C.A.P. all spoke on their own clubs and experiences. Our chairman, Addie Binsfield was a guest.

ST. LOUIS CHAPTER

By Teddy Hager

Since we missed our letter last month, will combine, and give all. Dorothy and Elmer Haupt, and Mickey Clark and Sterling Kennedy flew in the Michigan Small Race. Mickey and Sterling came in tenth. Dorothy and Mickey raced in the Skylady and came in third. You should have seen Dorothy's trophies! Irma Jaco not only received her commercial license, but also her instrument. Irma, we are really proud of you. Understand also, you and Jaco just returned from a trip in your Bellanca to New York. Ginny Duenke, with Golly Miner co-hostessing, held our October meeting. Jack Bergman of the Sky Divers showed his movie, "Hit the Silk." We learned that Lois Weatherwax has made a jump, and several of the girls would like to. The following day, yours truly went out to Lobmaster to watch Jack and two friends do a triple jump while the photographers from local TV station photographed them. (Lois Weatherwax received her twin engine rating—congratulations!) Also discussed at our October meeting, was the forthcoming rummage sale, to be held in May—Golly Miner to be chairman. Welcomed a new member, Amy Laws—happy to have you. Transferred: Erma Jaco and Dolores Whelan—from our chapter to the Iowa chapter. It is our loss and Iowa's gain. We will miss them both.

This brings us up to our November meeting, held at Golly Miner's new home, with Ed Regan of McDonnell Aircraft showing an animated film on "Journey Into Space." Very interesting, and after meeting, tour of new house was made. Home absolutely beautiful, and new trend—their daughter's room decorated with blue prints from the house—very original. Much happiness Golly, Jack and family. Also added is their new wolf hound named Kelly. Along about this time yours truly was on a beautiful yacht friends just purchased in Miami, making the ports of Nassau, Jamaica, Caracas, Venezuela, thru the Panama Canal Thanksgiving Day, up the Pacific Coast to Acapulco, Mexico to Matzatlan and home. Missed the December meeting held at Dorothy Rumsey's home with Connie Matter co-hostessing. Col. Robert E. Herndon, head of the Aeronautical Chart and Information Center showed a very interesting movie on Aero Space Chartography. Also discussed January meeting to be held dually with Aero Club with Fran Nolde,

member of the Department of Commerce, and 99'er, presenting Achievement Awards, as result of contest held in 1961, awards given to the first five highest scoring 99'ers. Let's all be there.

Just learned the following: Sylvia and Lack Bloom will be flying to Florida for New Years—have fun! Dorothy and Elmer Haupt gave themselves a Christmas gift of an automatic pilot for their Cessna 175—enjoy and relax! The Aero Club dinner held at the Jefferson Hotel was a complete success with Frank Kingston Smith speaking and Gil Newsum emceeding, in spite of his broken leg received when he fell off his horse (flying is much safer). Fran Merrill is spending the holidays with her family in Florida. Heard from at Christmas: Our out-of-town members—Bunny Foley of Columbus, Ohio, is now working as a Research Assistant in Aviation Medicine with the Airforce Reserve and doing all her flying in a C-47. Also, Jefferson City Member Amy Summers won a trophy in the State Golf Tournament—congratulations, and will be vacationing in Texas, Michigan and Minnesota. Also, Jay Lawrence, our Pennsylvania member is vacationing in Ohio—nice hearing from you. That is all—over and out.

CHICAGO AREA CHAPTER

By Alice Stoltzner

'Tis (almost) "the night before Christmas and all through the house" a state of complete confusion exists. I'll push the wrappings aside, set up the typewriter and hope the Ninety-Nine news can get through.

Thanks to Corrine Hallgren and her excellent committee, the warm glow of candlelight and holiday decor greeted 99s and 49½ers as we gathered for our Christmas party. TV personality, Bill Hamilton, MC'd the evening and the Chicago Tribune's Phillip Maxwell was there to accept our gifts for the Goodfellow Charity. The Chicago Helicopter Service delivered gifts and nine 99s to DuPage Airport for the benefit of TV and newspaper publicity. An airline stewardess boarded our copter by mistake and it took some rushing to get her to O'Hare Field in time for her scheduled flight. Helen Sailer, Nel Brown, Bee Malmanger, Helen Budwash, Bess Weyant, Alice DeWitt, Regina Devine, Elsaba Yocum and I didn't mind the extra little ride, however.

Tracy Pilurs seems to have a guardian angel. Her "Mini-plane", still in stage of assembly, came through a fire in the garage (her workshop) without a scratch and Tracy loves the fire department for the care they took.

Sylvia Roth is carrying a new rating card for "Hot Air Balloon Pilot". You'll have to ask her for the details.

Elzabe Yocum was glowing with stories of her flying trip to Alaska this summer.

Alice Kudrna would like to thank all the 99s who helped her gather data on fees charged at the major airports throughout the country. This information is helping in the fight to get the new rates reduced at the Chicago airports.



ALABAMA CHAPTER
By Gertrude C. Luther

Our Christmas party was held at the home of Evelyn Brown in Mobile on December 9, 1961. Members present were Jaunita Halstead, Syble Thistlewaite, Edith Chicaca, Helen Grove, Jan Warrick, Cora McDonald (Mississippi), Florence Fintak, Evelyn Brown, Naomi Meeker, Gene Armstrong, and Grace Bailey.

Gerry Dunnivant, Theo Strickland, Lurlene Wallace, and Pat Massey were guests.

The business meeting was opened by our chairman, Evelyn Brown, at 12 noon and minutes of the last meeting were read. There was some discussion of new memberships. A delicious luncheon was served and names were drawn for gifts. It was a lovely party and Evelyn was a perfect hostess. The weather was almost "0", consequently quite a few were unable to come.

The next meeting will be at Demopolis on January 7, 1962, by 11 o'clock if at all possible. Until then HAPPY HOLIDAYS and GOOD FLYING!



By Jeanne Spielberg

In December we always look forward to our Christmas party and this year was no exception. We again celebrated at the Clearview Club at Beechurst, L. I., a charming place which was formerly the home of Arthur Hammerstein. Everyone arrived without fuss and worry only because of Marion Lopez' very explicit map which practically took us by the hand and guided us from all points in all directions. And at least sixty of us did. We placed our gifts, for the little children at Bellevue Hospital, under

the Christmas Tree and they will be distributed Christmas morn.

After cocktails, which were graciously contributed by our Governor, Marion Lopez, we had a wonderful turkey dinner without speeches. Girls, we have now learned that all is not "Flying." There is the "Twist." John Giglio, a guest and one of our faithful admirers treated us to lessons in the Twist and the Pachanga. Well! Somehow we could not get "Speed" Hanzlik to do it. Everyone enjoyed it and went home disjointed but happy. We also played an aviation game which turned out to be fun.

We did not have an opportunity to get much news but we are proud to announce that our Chris Winzer has received her commercial license and we are indeed happy for her. Congratulations. Willie Hanzlik has been checked out in a Piper Cherokee, and she was beaming when she told me. Who said shoemakers do not have shoes.

WESTERN NEW YORK CHAPTER
By Terri Pirrung

Our November 30th meeting was held at the Clinton-Aire Hotel, Buffalo International Airport. Their good food was enjoyed by all. We are grateful to Mr. Warren Skelton, the Piper distributor in this area, for taking time out from his busy schedule to come up from Jamestown to show us the Sanderson film strips on Omni and ADF. What a boon to ground school instruction they are.

Attending were Peg and Albert Wahl, Joan Leslie and Bertha Meana. Prospective members with private licenses, Sue Hoffman and Rita Norton and student pilots Lorri Moore and Alice Royce. It was nice talking to Bertha again. So glad she timed her trip thru Buffalo to coincide with our get-together.

As of the first of the year Chairman Peg will officially take over her duties as Operator at the Fredonia Airport. Said she would be glad to have any of the girls drop in for a cup of coffee. As soon as she achieves her commercial license, she hopes to handle short charter trips and sight seeing flights. Since Peg already has over four hundred hours and considerable cross-country time, she has a good flying background for such an endeavor. Lots of luck Peg.



EASTERN PENNSYLVANIA
By Kate Macario

In November our chapter held its meeting in the Sky View room at Phila. Int. Airport. Everyone seemed to enjoy the gab session at lunch;

very often we're too rushed for time to have the chance to socialize. It was a beautiful fall day, as a result, Nancy Diemand and Louise Sacchi flew in, bringing guest Berta Barringer, a student of Louise's who flies out of Turner Airport; Alice Hammond and 49 1/2'er, John, came via "Charlie"; Ann Piggott flew from Lock Haven bringing a student of hers, Marion Dunlap. Marion owns the Comanche 7100P (on the Piper calendar) and has just obtained her private. Beth Sturtevant and Cecilia Stetser flew over from Echelon Airport in Stetser's Comanche; Marcia Musson and Alice Meisenheimer were literally "dropped off" by their husbands with a "pick-up" to follow the meeting. Alice has her private now and flies the family Navion. It was a pleasure to see Hazel Fels and Naomi Knoll from Lancaster. Gert Dennis, Judy Hopkins and Barbara Bonnett again after several months. The chapter officers, Marie, Arlene and Joyce, were all present, yours truly happily arrived and finally our guest speaker for the occasion, member Erma Keyes, who presented an excellent report on her three weeks experience with the aerospace workshop last August.

At lunch I was fortunate to sit beside Ann Piggott and heard first hand of her recent trip to Switzerland where her four children are attending school with three of Max Conrad's children. At this school, the Institut de Mont-Riant, near Montreaux, all the subjects are taught in French so the children were immediately given a three week concentrated course in French. After getting them settled, Ann returned home but will fly back to Switzerland to spend the Christmas holidays with them. While in Europe, Ann attended the F.I.A. banquet in Monte Carlo, at which Mag Conrad, Martin Decker (Elsie's boss and sponsor), and our Arlene Davis of Ohio, received awards. Ann passed her written test for an instrument rating and is prepared now to take her flight test, having used the money from the Amelia Earhart Scholarship fund for this purpose.

Across from me at lunch was Nancy Diemand who had recently accompanied husband "Buzz" on a three week business trip to Panama, Columbia, Peru and Brazil. Ask Nancy about "head shrinkers", hers did! Getting around to some of the others—Alice Hammond flew with the CAP search and rescue mission for a Bonanza lost near Allentown. Barbara Bonnett flew as pilot-in-command for an hour in Gillette's Gulfstream. Joyce Roggio and Marie D'Alterio have been plugging the Powder Puff at the Upper Barby Rotary before an audience of all men, and before a local women's club. Need guest speakers? These two

are getting to be "pros" at it now. This is a good place to mention that Connie Wolf claims three balloon records as a result of her first solo flight from Big Spring, Texas to Boley, Okla., in her 900 cubic meter German made balloon. The records are for duration (40 hrs., 13 min.), distance (363.9 miles) and altitude (13,000 ft); the latter two records established for the first time by a woman. We'd like to hear Connie's version of this flight.



By Lois L. Wartman

Our December get together began on Friday night when we had dinner and a business meeting at the Lexington Inn. Marion Lopez and Chris Winzor were our guests from the New York Chapter. This was just the beginning of an unusual and eventful Saturday at the Laurence G. Hansom Field at Bedford, Mass.

It would take pages to tell all the many interesting things that happened, but here is just a glimpse of the busy schedule which started at 8:30

in the morning and finished at 4:30 in the afternoon and left 25 Ninety-Niners and their guests pretty tired. We flew—we worked in Link and jet simulators—one of our group (Rae Tober) even got ejected during the survival demonstration. In addition we had tours and lectures covering the latest in weather bureau procedure and radar operation. Everyone came away feeling that their time had been well spent thanks to the Air Force personnel who so generously helped us. The cocktail party and banquet in the evening was a fitting finale for the day.

At the recent national pilot's meeting held in Orange, Mass., Isabell Blodget, Chris Seaver, Pat Arnold and Charlotte Kelly represented the 99's. Our section is excited about the progress being made in the formation of a Northern New England Chapter. The reports show tremendous enthusiasm and great interest which should mean more flying activity in Maine, Vermont and New Hampshire.

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INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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