OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99news

Aviation Legislation .... page 2

APRIL/MAY 1975

President Pat's ACTION LINE

CONVENTION '75

Couer d' Alene, Idaho — There will be only **one** mailing for registration and reservation for convention.

PLEASE ACT ON IT AT ONCE WHEN YOU RECEIVE YOURS.

Fern Lake Convention Chairman
P.O. Box 412
Hayden Lake, Idaho 83836

Spring has sprung, as the old saying goes, and with the dawn of spring many of us are digging out from under snow and mud, and are preparing to jump into our flying machines, test our skills, and again capture the glory and beauty of the earth below us.

Soon summer will be here and July 30th is less than two months away. I know the date July 30th immediately makes you think of beautiful Coeur d'Alene, Idaho, and the International Convention, "Idaho Style".

Over the past 40 years our annual convention has always been a meeting that we all look forward - for months in advance - to attending. This year "Round-Up 1975" will be outstanding. Our convention chairman, Fern Lake, and her committee have been hard at work planning a 99 convention that will be the highlight of our 99 year.

Besides tha opportunity for us to participate together in the business of our great organization, plans have been made for us to share in some real learning sessions. I am particularly looking forward to meeting with you all in a good old fashioned "gab session" or Comm Session. Communications is right smack dab in the center of our 99 ACT and always should be focused in the center of all 99 Activities.

Fern Lake's latest communication tells about the chapters' activities in preparing for our arrival at convention. I'm sure they wish to keep some surprises for us, but frankly I have never heard of so many lovely gifts and fun functions as are being prepared for us. JAM and JADE - doesn't that sound interesting?

Let's all get our convention registration forms in early and let the NW Section know we're going to be there with our SPURS on!

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July 4-7, 1975
Powder Puff Derby Here We Come

STUFFING POWDER PUFF DERBY ENTRY KITS
Lto R - Marlan Banks, Pat Jetton, Helen Wilke, Elinor Johnson and Wanda Cummings - not shown Kathy Long. Photographer.

the 99 news

Vol. 2 No. 7 April/May
The Ninety-Nines, Inc.

Will Rogers World Airport
International Headquarters
Oklahoma City, Oklahoma 73159
Return Form 3579 to above address
2nd Class Postage pd. at North Little Rock, Ark.,
and at additional mailing offices.

Editor ..... Mardo Crane
Circulation Manager ..... Loretta Gragg
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Art Director ..... Susan Haugh
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Published bi-monthly. Annual Subscription rate is $6.00 and is included as part of the annual membership of the Ninety-Nines, Inc.

MAILING ADDRESSES

Editorial: P.O. Box 477, Cupertino, California 95014
Circulation: Headquarters, Will Rogers World Airport, Oklahoma City, Okla. 73159

COVER: Robin Anderson, an Eastern Washington 99, waves to a parachutist at Henly Aerodrome, near Athol, Idaho. This will be the site of many of the flight activities during Round Up '75.

COMING EVENTS

SASKATCHEWAN POKER RUN

Sunday July 13, Rain Date, Sunday July 20, 1975. The Ninety Nines Saskatchewan Chapter is sponsoring a poker run, terminus Regina Flying Club, Regina, Saskatchewan.

Start from any of the following airports: Moose Jaw, Radville, Weyburn, or Regina. Start between 8:00 and 11:00 a.m. All hands must be turned in to Regina by 2:30 p.m. Entry fee is $2.00 per hand.

For more information contact Nadine Cooper, 7 Compton Rd. Phone— 584-1121.

PALMS TO PINES

August 15-17, 1975 — ALL Woman "Palms to Pines" Air Race — Sponsored by Santa Monica Bay Ninety-Nines and City of Independence, Oregon — Entry Kit $2.00 Palms to Pines Air Race; 3200 Airport Ave.; Suite 16; Santa Monica, Calif. 90405 Claire Walters, Chairman — (213) 398-5766.

ALL WOMAN NEW ENGLAND AIR RACE

The Northern New England Chapter is hosting the 1975 All Woman New England Air Race at Grenier Field, Manchester, N.H. June 20-21, 1975.

The proficiency race is open to all licensed women pilots and consists of a 300 statue mile course, starting and ending at Grenier Field. The competition offers trophies and a banquet after the race, with a speaker from a specialty area in the aviation field.

Entry kits can be obtained from Registration Chairman, Mildred Doremus, 117 Essex St. Lynnfield, Mass. 10940, for a fee of $1.00. Deadline is June 2, 1975.

WIS SKY RUN

June 20, 21, 11, 1975 Wis-Sky Run, Wisconsin 99s 250 mile proficiency air derby, Morey Airport, Middleton, Wis. P.L.C. must be a woman! Co-pilot required: male or female. Send $2.00 for race kit to Pat Weir, Rt. 5 Box 162, Marshfield, Wis. 54449.

Dallas - N.R.P.A. Proficiency Race
May 17, 1975
Love Field, Dallas, Texas
write: Mrs. Barbara Whitsell
P.O. Box 272
Farmersville, TX 75031

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

FOR YOUR INFORMATION

Joan Kerwin , Legislation Chmn.

Did you know? H.R. 5005 at the present in the House Committee on Ways and Means, reads: "An additional gasoline tax (For all non-commercial vehicles, not just general aviation.) at the rate of 7 cents a gallon is to be imposed on January 1, 1976. On April 1, 1977, the tax goes to 15 cents, on April 1, 1978, to 22 cents, on April 1, 1979, to 30 cents, and on April 1, 1980, to 37 cents."
and:
"Manufacturers excise taxes are imposed on motors for motorboats, snowmobiles, and general aviation (I.E. non-commercial) aircraft. The tax is 20 percent on sales after January 1, 1976....." (Congressional Record - March 17, 1975)

Did you know? Your representative and Senators still need to have your opinion on the Airport and Airway development program which would increase user taxes on general aviation. These proposed charges have been changed from a $5 to $10 departure fee from an airport with a control tower, to a 15 cents per gallon fuel tax increase. (I wonder if they intend to add this on top of the 37 cent tax increase mentioned above?) This despite the fact that there is a current net surplus of $867 million in the trust fund. "Coleman (Transportation Secretary William T.) defended the increase in the fuel tax as being the fairest way of making general aviation pay its share of operating the airways system." "FAA officials estimate the tax increase would cost the owner of a single-engine aircraft with up to four seats an additional $54 a year." (Aviation Week and Space Technology - March 24, 1975)

Did you know? The Honorable Alexander Butterfield has resigned as Administrator of the F.A.A. and the President is looking for someone to fill the vacancy. Write the President with your suggestion of whom you think would be good for general aviation in that position. Do you remember John Baker who did such a fine job for general aviation in the F.A.A. a few years ago?

Did you know? Your Representative's and Senators' names and addresses can be obtained from your local library or newspaper office.

Did you know? Letters from individual members, their family, friends and members of other organizations, in or out of the aviation community, to their Congressmen or the President in **no way** affects the Ninety-Nines IRS status.

WRITE ON

Current Decisions In Aviation Law

by Sylvia Paoli

On December 1, 1974, TWA Flight 514 crashed during its IFR descent into Dalles Airport after a "Cleared for the Approach" instruction. No decisions have yet been made as to final responsibility, but for comparison it may be interesting to look at a decision handed down in January, 1975, by the U.S. District Court (5th Circuit), involving a similar question of responsibility for an instruction given by an FAA trainee in a Flight Service Station to the pilot of a twin Comanche which ultimately crashed and burned.

George Todd, an experienced pilot familiar with his aircraft and with IFR procedures, held a commercial pilot's license with a multi-engine instrument rating. His problems began when he chose not to land at his destination and requested an alternate airport. Instead of following instructions given him earlier to execute a missed approach in the event of an aborted landing and proceed to a holding pattern, he circled the airport while contacting approach control. In further violation of FAR 91.83, he also had not included an alternate airport in his original flight plan.

Since Todd had cancelled his IFR flight plan when he had his first field in sight, the controller also erred when, without ever ascertaining Todd's location, he effectively opened another IFR flight plan for him by giving him instructions to proceed to his second choice and, shortly thereafter, his third choice, airport. The direction was to "cruise at 4000 feet." Answering the pilot's request for clarification of the word "cruise", the controller correctly confirmed that its use indicates to the pilot that he may climb to or descend from the indicated altitude at his discretion (as opposed to a "maintain" clearance allowing no discretion on the part of the pilot).

Todd informed approach control that he was beginning a descent from 4000 feet. That was the last communication received from him. He impacted with a mountain at the 2100 foot level, 15 miles from his airport of landing, in a wings-level descending attitude.

The major issue in the case appeared to be the "cruise" clearance, with the pilot's representatives contending that FAA had an obligation to warn the pilot of any obstacles within his flight path, and further, upon being told of his descent, the controller was obligated to inform him that he could not safely descend at his present location due to high terrain. The defendants insisted that the pilot used poor judgment in descending to 2100 feet that far from the airport. Additionally, he did not have a sectional chart in the plane from which he might have determined the terrain height for himself.

The court extensively discussed the standards of duty imposed upon both the pilot and ATC, quoting from **American Airlines, Inc. v. U.S.** (5th Circuit, 1969), in which four such standards had been set forth:

1. The pilot is in command of the aircraft, is directly responsible for its operation, and has final authority as to its operation.

2. Before a pilot can be held legally responsible for the movement of his aircraft he must know, or be held to have known, these facts which were then material to its safe operation. Certainly the pilot is charged with that knowledge which in the exercise of the highest degree of care he should have known.

3. The air traffic controller must give the warning specified by the manuals.

4. The air traffic controller, whether or not required by the manuals, must warn of dangers reasonably apparent to him. (citation omitted.).

To these four, the TODD court added a fifth:

5. Determined by the facts of the particular case, due care requires an air traffic controller to issue clearances in accordance with the FAA manuals, and over and beyond the requirements of the manuals the clearances issued must be reasonably designed to insure the safety of aircraft flight.

The court also noted that the "duties of a pilot do not cease merely because landing clearance from a tower has been received."

The final conclusion of the court was that although the controller was negligent in not issuing a warning to Todd about the terrain height, Todd was negligent in not having a sectional chart on board and in making a premature descent. Since contributory negligence in the governing law was held to be a complete defense to negligence, there was no liability on the part of the government.

The influence of these 5th Circuit cases upon those which will undoubtedly result from the TWA crash may well depend upon where such cases are brought. However, some of the court's statements in TODD may very well be heard again in future cases, as we are reminded once again that the pilot is ultimately responsible for his aircraft.

Mountain Flying

by Betty Hicks

A flatlands pilot's concept of mountain flying prior to her first high country experience can often be a caricatured portrait of gargantuan weather systems, hostile geological formations, and one-way dirt strips with 45 degrees runway gradients. Yet a book depicting the hazards of flatland flying could easily be as voluminous as one on mountain flying. However, because there are some important distinctions between flying over the hills or over the valleys, and because the upcoming AWTAR will take some 99s over western peaks for the first time, editor Mardo Crane requested a series on the various aspects of mountain flying which merit respect.

Safe and pleasant flight over mountains has several elements, each of which will be summarized in an article in this series. **Planning is paramount.** Choice of route is an obvious consideration, but one to which too many pilots give only the most cursory attention. Preparation of a survival kit is the subject of this first article. Mountain waves, so little understood, will be discussed in the second of the series. Mountain weather, reputed to have a propensity to reach up and grab little airplanes and impale them on pinetrees, is grossly overrated as a devourer of small aircraft but proportionately underrespected as a potential for problems. Aircraft performance and all of the factors which are capable of eroding it, will be the subject of another of this series.

Why survival equipment, in these days of ELTs, which reputedly will have aid from the skies swooping down for you within minutes after your emergency landing in the wilderness? We all know that's not always how it works; even with a locator beacon working for you, it may take rescuers hours or even days to find you. Meanwhile, what will you be using to get their attention, to stop your co-pilot's bleeding, to purify the water from a nearby creek, to keep warm? What will you have to drink, especially in desert areas? What will you have for nourishment if rescue is not immediate?

Survival kits do not enjoy the overwhelming acceptance of the aviation community. They are akin to seat belts in automobiles; some people simply regard them as acceptance of their own vulnerability, as omens of disaster. So we continue to read those occasional dramatic stories, (infrequently told by survivors however) of pilot and passengers of a downed aircraft surviving for weeks on a tube of toothpaste or a package of Life Savers. It need not be that way.

The list of kit components below was assembled by a government pilot-geologist whose work takes him into areas where the necessity to survive is always a threat. An inevitable question about some of the items would be: "What do you need that for?" The answer: "You never know!"

Commercially-prepared kits are available, but at astronomical prices. Some of the items on this less expensive version are available at surplus stores. The kitchen equipment will be found in large sporting goods stores. Carry the water in discarded bleach bottles, the plastic type. They are light and they also will add a tinge of chlorine to the water to keep it sweet longer. Note that minimum requirement of one gallon of water daily---per person--in desert areas! Since your remotely-possible emergency will not be selective in regard to site and since mush of our West is arid, don't be stingy with the water supply.

Additionally, the geologist advises you never to fly over any mountain area---summer or winter---without having a heavy jacket along. Mountain temperatures can typically be below freezing at night.

Perhaps the best guarantee that you'll never need a survival kit is to have one, so get it together, like this:

BASIC SURVIVAL KIT COMPONENTS

Container for Equipment: 1 tool box or fishing tackle box.

Attention-Getting Equipment:

Flare gun, with six or more flares
Signal mirror
Whistle
Highway flares, red, 15 minute duration, 1 or more
Squares of aluminum foil, two 2'x2'

Tools:

Nylon Seine line, 50 feet
Pocket knife, Boy Scout type
Screw driver
Slip joint pliers
6-inch file
Assortment of nails
Roll of electrician's tape
Small hammer

First Aid Equipment

Sterile pads
Sterile gauze
Adhesive tape
Small plastic bottle of Phisoderm
Small bar of soap
Razor blades
Snake bite kit

Kitchen Equipment for the Emergency Cuisine:

Sierra Club cup
Bottle of Halazone tablets (water purifiers)
Large can of Sterno, or Heatab dry fuel stove
Matches and waterproof match box
Wilson's meat product bars, 5 or 6
Small box of salt
Plastic spoons
Water, minimum one gallon per person per day in desert areas

Miscellaneous Useful Items

Kleenex
Pocket compass
Sewing kit
Space blanket
Book on survival

Chapter Histories

CALIFORNIA

By Ruth Rueckert (final)

(Editor's Note: This series of Chapter Histories has started with California Chapters because it was the first such history to be received. It has been compiled by Bay Cities Chapter member Ruth Rueckert, whose long and dedicated service in the 99s is well known.)

1963

April 7th - 8th, **FRESNO CHAPTER** was Chartered with seven members. Governor Geri Hill presented the Charter, supported by other Section officers, Patricia Lambart, Secretary and Pat Stouffer, Treasurer. One of the charter members, Barbara Faller is still listed in the Roster.

The next year, the Chapter hostessed the 1964 T.O. of the PPD, and in 1970 was a Fly-By, and gave a $500 leg price for the first leg, Monterey to Fresno. Members have been contestants in the PPD; the PAR; Palms-to-Pines, and other Races. It is active in Aerospace programs; air-marking, and 1 cent lb. airlifts; held Treasure Hunts and other flying contests; and funds are raised for the A.E.M.S.

In 1971, the Chapter was hostess to the Fall Section Meeting, in beautiful Yosemite National Park, and the meeting was honored by the presence of President Betty Mcnabb..

For 49½s, the Chapter holds an annual Fresno 400 Men's Air Race, which attracts many entries.

1965

August 14, in one of the most photographed areas in the world, the **MONTEREY BAY CHAPTER** was presented it's Charter by President Ruth Deerman, charged by President-elect Alice Roberts, and members pinned by Governor Pat Lambart. There were 18 Charter members, sponsored by Bay Cities

Members of the Monterey Bay Chapter in their bicentennial costumes on the Steps of historic Colton Hall ready to welcome the 1970 Powder Puff Derby Contestants. 1970 was old Monterey's 200th birthday. The convention to form the Constitution of California convened in Caolton Hall in 1849.

and Sacramentao Valley Chapters, and most of the original 18 are still active in the Chapter, which has grown to 38.

Two Section Meetings have been held by the Chapter, one in 1968 and the other in 1972. Twenty-two members have flown the AWTAR, and the Chapter was hostess to the 1970 T.O., and assisted on other Starts. Members have flown in the Angel Derby, PAR, Palms-to-Pines, and ran the terminus for the PAR in 1971. There are seven airports, airmarked in their area, a Chapter effort. The members have been and are members of International Committees, and been Section Officers.

Every year of its existence, the Chapter has contributed to the AWTAR and AEMS funds.

1966

Aug. 13, **PALOMAR CHAPTER**, with thirteen members, was chartered by President Alice Roberts, and Governor Patricia Lambart. San Diego Chapter sponsored this Chapter, which has grown to 30 members, with six of the Charter Members still active.

In the same year, airmarking Oceanside Airport, the Chapter devised an Airmarking Manual, now a money-maker for it.

A monthly fly-in is held, some of them weekends to Arizona and Mexico; an annual Pilot Poker Party is held, as is an All-Men Palomar Air Race, which attracted 30 entires in 1972; members participate in the DRF in the APT program, with over 50 per cent of membership qualified; and since it's chartering, the Chapter has had an entry in the AWTAR, eleven members having flown the PPD. The Chapter was Hostess to the 1973 AWTAR (PPD) Start.

1967

May 6, the 98th Chapter of the 99s, **MT. DIABLO CHAPTER**, was given its Charter by President Alice Roberts, with 18 Charter members, sponsored by Sacramento Valley Chapter. It was an occasion for a week-end fly-in, and members from other Chapters were present for the dedication.

Centered at Buchanan Field, Concord, a major airport in the valley east of the Berkeley Hills, at the base of Mt. Diablo, this group is an active one, but the first News report was a year later - reporting a flight to Sacramento to see the State Ledislature at work, and then celebrating the Chapter's anniversary. In 1969 a Chapter highlight was a visit to the 41st Wing Aerospace Rescue and Recovery Squadron, Hamilton AFB. In May, 1970, the Chapter airmarked Buchanan Field. Marty Graham was one of four awarded the AEMS Award in 1968, for an Instrument Instructor and Multi-engine Land Ratings.

They actively participate in the yearly Concord Air Fair; members enter races, and hold fly-ins, and monitor state aviation legislation.

1969

Feb. 1, **SOUTHERN SIERRA CHAPTER**, with 8 Charter members, was presented its Charter by Governor Alberta Nicholson, with President Donna Myers, and honored guest, at Porterville.

Enthusiastic, the Chapter promptly won the Attendence Trophy at Sacramento's Section Meeting, the same year.

The main project for this Chapter is being on hand to serve iced tea and lemonade to the air tanker pilots, as their plans are being refueled - time counts, as the pilots do not leave their fire-fighting planes.

Although bringing the membership up to 14, the Chapter is sponsoring six of their members forming a new **CHAPTER - SANTA PAULA.**

SOUTHERN SIERRA CHAPTER Charter members, March 22, 1969, at Charter Banquet: Left to Right: Barbara Jamison, Secty.-Treas., Jo Stafforni, Vice-Chrmn., Phyllis Taggart, Kay Compton, Wanda Wollenman, Ruby Upton, Bertha Coe, Chairman, Alberta Nicholson, Governor, S.W.Sec. 1968-70, Donna Myers, International President, 1967-69, at Porterville, California.

+++++

Sept. 15th, **ALAMEDA COUNTY CHAPTER** was chartered, taking members from the Bay Cities Chapter, and gathering in women pilots from the Livermor Airport. One of the first activities was to airmark that airport.

Other activities include Safety Seminars; sponsoring a Wing Scout Troop; Fly-in Poker Parties; and fund-raising by sales from Ice Cream Booth at air shows, and a flea-market sales. The Hayward-Las Vegas Race is yearly event for the Chapter, helping ro run the Start, and competing in it.

+++++

Oct. 1, 1969: Although the **SAN LUIS OBISPO COUNTY CHAPTER** was chartered on this date, the presentation was made to the twenty charter members on Jan. 19, 1970, by Dell Hinn of the sponsoring Monterey Bay Chapter, with Governot Alberta Nicholson an honored guest.

With three airports in the County, the Chapter assists with aviation projects: and APT program at San Luis Obispo and Oceano Airport, the latter the third airport in the County.

Members were entered in the 1966, 1967, 1970 and 1971 PPDs; they have flown supplies for the DRF; and in 1972, together with the San Luis Obispo pilots Association, actively campaigned to defeat an airport measure designed to limit and cripple airport growth.

1970

April 25th, **GOLDEN WEST CHAPTER** was presented it's Charter at the Spring Section Meeting in San Jose, by Governor Alberta Nicholson. There were thirteen original members. The Charter dinner was held June 5th, in San Mateo, with two more members added to the roster.

A steadily growing San Carlos Airport

and a large number of women pilots residing in San Mateo County was a source of membership for the new Chapter. Flying activities, such as a five-airport scavenger Hunt, gave way to fund raising for the AWTAR and AEMS - an exhibition ball game with the S.F. Giants, a rummage sale, and Safety Seminar.

Money was raised to bid for the Start of the 1972 AWTAR, and the Co-chairman of the Start, Toni Kuhns (Levitt) and Pat Appel, (Forbes), entered and placed sixth.

Incorporation proceedings, as well as plans for a one-day non-stop Mini-Derby for low-time pilots in low-HP planes - a brainchild of Vivian Harshbarger, were successfully accomplished.

GOLDEN WEST CHAPTER, HOSTESS COMMITTEE, 1972 START OF PPD
Row 1, bottom (l to r) Toni (Kuhns) Levitt, Pat Appel, Co-Chairmen of Start.
Row 2, Vivian Harshbarger, Chapter Treasurer, Fran Grant, Wilma Bennett, Rae Gilmore, Joan Hansen, Chapter Secretary.
Row 3, (center-alone) Barbara Chase
Row 4, (top) Jane Baker, Jeanne Abramson, Barbara LaPoint, Chapter Chairman, Loretta Gabrielson, Eldris Shogren.

1972

Sept. 1st., the **SANTA ROSA CHAPTER** was Chartered with twelve members - all new except for three 99s; Virginia "Ginny" Wegener and Phyllis Cantrell, both instructors, having gathered in all their licensed pilots. The membership has grown to twenty, with more to come.

Three teams from the Chapter went in the 1973 PPD; three teams entered the 1972 PAR; members were active in Safety Clinics and Operation Raincheck and had a field trip to the Pan American Training Facility.

Member(Pauline) Goslovich is irst officer on a Britten Norman Islander aircraft for Stol-Air, a commuter airline serving Sonoma County and San Francisco International Airport.

1973

February 17th, **HI-DESERT CHAPTER** (Apple Vallery-Barstow-29 Palms area) was chartered by Governor Mary Vial, with twelve members, sponsored by Orange County Chapter.

Four 99s in the area, headed by Margaret Bolton, wanted the Chapter, and discovered eight other women in the area anxious to belong to the 99s.

Margaret was elected Chairman, Yvonne Koepke, Vice-Chaiman, Ruth Ann Rich, Secretary, and Marlene Kniss, Treasurer.

HI-DESERT CHAPTER, (Chartered by Mary Vial, Gov. SWSEC. Feb. 17, 1973) Left to right: Margaret Bolton, Chairman, Ruth Ann Rich, secretary, Pat Weldy, Prospective member, Marlene Kniss, Treasurer, Jo Ann Locke, Charter member, Trudy McComas, Charter member, Eva Conrad, Charter member.

++++

MARIN COUNTY CHAPTER: Early in 1973 Karen Kahn, Jane Chadwick, Margaretha Hinman, Helen Kampo and Ann Morrissey, all Bay Cities Chapter members, applied for a charter, which was granted March 1st, 1973, although it was not formally presented until September, at the Fall Southwest Section Meeting. Bay Cities Chapter had recruited women pilots from Marin County for some three years, with just such a Chapter in mind.

There were ten Charter members and two additional before the end of 1973, with four more prospective members in that area. Luckily all are within close touch with one another, and plans are afoot for activities which uphold the general purpose of the 99s.

++++

SANTA PAULA CHAPTER: Chartered June 1, 1973, as a result of the recruiting of Norma Williams, with seven Charter members, and Norma as Chairman. Marion Barnick, Southwest Section Treasurer, presented the Chapter its Charter at a luncheon held at the airport, in Vice-Chairman Sally Allen's Hangar. Over 100 people, including representatives from ten California Chapters, attended the presentation. Mardo Crane 99 News Editor was the speaker.

SANTA PAULA CHAPTER 99s: Front row L to R: Jill Williamson, Sally Allen, Norma Williams, Barbara McKenna; Back Row: Gwen Dewey, Adrienne Nater, Barbara Deeds.

Membership has increased since the Chartering, and the Chapter has already "Beautified" the airport and plans to airmark same when the strip is re-oiled. Other activites include races, local fly-ins, DRF flights, and a monthly **BREAKFAST MEETING**.

1974

Big Valley Chapter, located inland in mid-California, held its first meeting July 11, 1974, and received its charter at the Southwest Sectional meeting in August, presented to new chairman, Charlene Kirk, by International President Pat McEwen. This chapter has six active members and has already had two members (Imogene Anderson and Bertie Hargis) in addition to the chairman attending a Sectional Meeting. Charlene Kirk then went on as a delegate to International Convention in Puerto Rico.

Fullerton Chapter, spark-plugged by new chairman Esther Grupenhagen also received its charter in Salt Lake City at the Southwest Sectional. It has wasted no time in getting involved, especially with the upcoming Powder Puff Derby start in Riverside, helping another new chapter, the **Inland California Chapter.** This chapter received its charter June 29, 1974, at a celebration of past PPD winners in Riverside, Ca. Chairman is Lynne Greer. Its first efforts were completely dedicated to a successful race start.

Santa Monica Bay Chapter, a spin-off from Long Beach and Los Angeles chapters, had seven original members — Susan Caldwell, Lillian Camden, Nina Laughbaum, Emma McGuire (Chairman), Angela Masson, Doris Minter, and Claire Walters. In three meetings after receiving their charter at the Southwest Sectional in Salt Lake City, they have grown to eleven members. A very active and growing group of 99s.

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1932 to 1974, 42 years of history for the many Chapters in the State of California should be a volume of considerable size - and as reported at the 1973 Fall Section Meeting, delays in the publishing of the history were unavoidable. **(The bulk of this history was written several months ago.)** My thanks go to the many who contributed the highlights of her Chapter. And thank you to the many members who should have been mentioned because of the labors performed so the PPD could be flown; the scholarships awarded to a few; the airmarks planned and executed; the drugs collected and flown; the hours spent with Civic Committees to better your community aviation-wise; the monitoring of aviation legislation; the poundage weighed and sheparded fo the planes for airlifts; and the many hours spent to make the Section Meetings a beauty to behold and the entertainment a joy.

Ruth Rueckert,
Bay Cities Chapter.

EXCITING DEVELOPMENTS AT HEADQUARTER'S

By Marilyn Copeland

One of the most exciting things that has happened recently at Headquarters was the renaming of the street just north of our new building to a very special name: **Amelia Earhart Boulevard**. Our new building is now located at Amelia Earhart Boulevard and Terminal Drive on Will Rogers World Airport in Oklahoma City. It has taken a beautiful shape this past month with the walls in place, and interior work beginning.

The architects are working closely with the construction company to make a truly outstanding addition to the airport and to meet our needs and wants. They are coordinating colors and the blue bathroom fixtures for the ladies room were ordered recently.

The Cape Girardeau Chapter has donated the lovely, large 99 doors which open onto the terrace, facing south.

A beautiful mannequin will soon be wearing a WASP uniform, as soon as she can hop a flight to Oklahoma City from her former Wichita home in a fabric shop. She will be a very attractive addition to the new display area.

The big **Dedication Weekend** is shaping up nicely for **November 1 and November 2.** Reservation forms for the festivites and room arrangements will be in the June issue of Ninety-Nine News.

Dallas models are already practicing their entrances, turns, and etc. (?) for the exciting Flying Fashion Show. Incidentally, if you have a particular period of flying dress, costume, goggles, scarf, or other super flying outfit, that you think should be included in the fashions, contact: Hazel Jones, Dallas Redbird Chapter (also S.C. Section Governor).

Oklahoma Chapter members are busy with preparations for an air rally and static air display, banquet, and many more exciting activities. Remember to mark your calendar for **November 1 and 2.**

International Headquarters Building Progress Report 3-20-75.

International Headquarters Continuing progress. Pictures taken 3-20-75.

HEADQUARTERS NOTAMS

International Ballots will be mailed in May. Please VOTE! Ballots must be postmarked by June 30th, 1975 to be valid.

Renewal Forms will be mailed in May. Please return it by June 30th. Check your forms carefully and update all information before returning.

Renewal Forms are sent to ALL Charter and Life Members. You do not owe dues, but please return the forms by the due date. This is the ONLY way we can keep our information current.

Do not send Chapter News Reports to the Editor addressed to Headquarters. Send it to her at the address on page 7 of the current roster and in each issue of the 99 News.

Honor Roll of Donors to Headquarters Building Fund

Additions and Updates as of March 25, 1975

SUSCRIBERS
($5.00 thru $98.00)

Beuchat, Stephanie Mapelli
Cozzi, Diane M.
Green, Janet
Mapelli, Velda King

*** SPONSORS**
($99 thru $198.00)

Able, Mary
Antosh, Dottie
Beard, Melba
Blakely, Mabel
Buffington, Glenn (Tribute to the Charter Members of the 99s)
Cumberland, Edna
Guy, Hazel (Memorial from Kansas Chapter)
Inkley, L. M., Jr.
Jessen, Gene Nora
Lennertson, Jean
Lissant, Bettye L.
McWilliams, Janelle (Jenny)
Pearson, Jean H.
Rosenman, Bea
Schiffmann, Jean M.
St. Onge, Ruby
Wicks, Rene L.
Wirtschafter, Irene N.
Woodward, Velma

*** * PATRONS**
($100 thru $998)

Campbell, Grace N.
McEwen, Pat
Falkenberg, Charlene (Memorial to Jeanine Tellekson)
Griffith, Thon
White, Louise

CHAPTERS-SECTIONS

Dallas Chapter, * Sponsor
Ft. Worth Chapter, * Sponsor
Orange County Chapter, Subscriber

SPONSORS, PATRONS AND ANGELS will be memoralized on a Plague to be prominently displayed in the new Headquarters Building.

To be included on the Honor Roll Plaque, pledges must be made by July 31, 1975. Pledges may be divided over three (3) equal annual payments. Contributions are tax deductible under the appropriate IRS regulations.

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

99 HEADQUARTERS BUILDING CONTRIBUTOR SUBSCRIPTION FORM

NAME _____

ADDRESS _____

_____

CHAPTER _____

Amount Pledged $ _____

Amount Enclosed $ _____

Method of payment of Balance _____

_____
signature

_____
date

Send all contributions and pledges to THE NINETY-NINES, INC.
International Headquarters
P.O. Box 59965
OKC, OK 73159

Checks payable to The 99 Building Fund

Leaves From An Eavesdropper's Diary

PILOT TO COPILOT: Remind me to mail this donation to the Headquarters Fund on the way to the airport.

COPILOT: More money to Headquarters? You've already donated and you're going to do it again? Why?

PILOT: I sure did, back in 1973.

COPILOT: Then why now?

PILOT: Several reasons. In the first place, I fished out the Ninety Nine News and really read the information which had been sent to us. I asked questions, I visited our present Headquarters. I found out that there was no room for growth of expansion in our present set-up, so why not our own building?

COPILOT: But with rising construction costs and interest rates-----why now?

PILOT: That is why after reading all in information, it looked like the very best thing we could do to insure ourselves against rising rental costs. Besides, Oklahoma City has been our home for over 18 years and they are especially interested in us, so they offered us a place to build our building on over five acres of ground with a lease rental agreement which can be renewed up to 99 years. And that is about as long as I can plan ahead!

COPILOT: But why are you sending more money?

PILOT: Oh, you know how much costs have gone up in the past two years since the building first began to be planned on paper. Why leave it up to our hard-working Board of Directors and Headquarters Committee to worry, worry, worry about where they are going to get the next square foot of carpet! Besides, all those gals are just like us, unpaid volunteers giving up hours and days of time trying to do something for US. I think we need to make their lives a little easier, at least in the financial picture, After all, it is the Ninety-Nines Headquarters Building, and we are Ninety-Nines. I feel good about my little piece of the Ninety-Nine Rock, to borrow somebody else's phrase. If I'm going to belong to an organization, I'm going to give as well as receive. And the Ninety-Nines happens to be my very favorite group of women. So I'll help as long as I can. Don't you enjoy your membership enough to help make us grow and progress?

COPILOT: ----- ------, I didn't know you were a preacher in disguise. All right. I'm convinced, I'll go ahead and buy my square of carpet! Besides, it's tax deductible.

Indian Women Pilots

By Mohini Shroff

The tree planting ceremony at Bombay's Santa Cruz Airport at the hands of Shri. V.P. Naik, Chief Minister of Maharashtra, is part of a world-wide tree planting program sponsored by the Ninety-Nines, Inc., U.S.A., an International organization of licensed women pilots with more than 4300 members in 30 countries, including India.

The world-wide program consists mainly of Ninety-Nines and the American Forest Institute jointly creating an **International Forest of Friendship**, which will include trees from every State in the U.S.A. and from the 30 countries. This Forest of Friendship is being sited at Atchison, Kansas, the birth place of Amelia Earhart, the first president of the Ninety-Nines. The program also includes tree planting ceremonies at international airports by state dignitaries invited by the respective Ninety-Nines members.

In Bombay, the program has been sponsored by the Indian Women Pilots' Association, three of whose members - Chanda Sawant Budhabhatti, Mohini Shroff and Rabia Futehally are members of the Ninety-Nines. The suggestion to hold the ceremony in Bombay was made by Fay Gillis Wells, Chairman, Second Flyaway of the Ninety-Nines.

Among those present at the simple ceremony were Mrs. V. Naik, Mr. M.H. Limaye, Director, Bombay Airport and Mr. Krishna Prasad, Regional Director, Civil Aviation Department.

Being performed by Shri. V.P. Naik as a part of world-wide Tree Planting program sponsored by the Ninety-Nine, Inc. U.S.A.
Seen from Left: Dr. Sunila Bhajekar, Mohini Shroff, Raymond D. Anderson Jr. (ISIS), Rabia Futehally, Chanda Sawant, (President IWPA) and Mrs. V. Naik and Mr. M.H. Limaye.

(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")

Stacel Irene Schwan, All Ohio Chapter. She died mid-February, due to cancer.

ROUNDUP '75

By Daryl Ann Kyle

THE WELL-DRESSED COWPERSON!

Howdy Pardner! I see you're packin' those saddle bags, gonna fly to Round Up '75. Well, I been 'round these here parts nigh on to twenty years now and got a couple of suggestions fer ya!

First, I-de-ho in August is usually havin' a dry spell. Now that don't mean we ain't gonna have thunderstorm is some ole cu-nim gits overgrowed, but generally speakin' we're in fer warm sunny days. Now an interestin' thing happens hereabouts. Round afternoon when lotsa folks are expectin' the highest temperatures, we're still a workin' on it. Why, usually takes till five, six o'clock till we git our hottest part of the day. Now, the nicest part 'bout this here country is that it don't git too hot (like maybe 85 to 95 degrees usually) and the old humidity is **way** down. So given a bit of a breeze of that be-u-tiful lake its right down pleasant! Later in the evenin' the ole shadders'll lengthen and its time to git that little summer jacket out. Now mind you, its not a real heavy one, just somethin' to keep the chill off.

In our fancy buildings like that there Convention Center, we got all the newest and fangledest appointments includin' air conditionin'. But, anybody comin' to I-de-ho is missin' out by stayin' in. Why we're even planin' a gun-u-ine, cooked-in-a-pit bar-be-que fer ya out at Henley Aerodrome if we can git them steers caught in time. So be sure to throw in a pair of honest to goodness jeans and yer most Western lookin' shirt and if ya got one, a cowperson hat. When I was a kid we used to call that last bit of clothin' a cowboy hat and it was OK fer everybody. Hardly sounds like the same thing with this modern non-sexist language hooked on! If ya got one of them old ones just bring it along anyhow. If ya got cowperson boots and the weight and balance looks good, throw them in too. Now a neckerchief and a lariat and yer all set. But like I say, be sure to bring what them fashion editors call "Western" duds along cuz you'll be needin' 'em. Lookin' forward to seein' YOU at ROUND UP '75.

99 profile

Robin Miller Dicks

By Rosemary Colman

There is nothing worse than a night flight into one of the towns or camps in the Australian Hammersley Ranges. With no horizon for reference because of the black hills, no radio navigation beacons or instruments approach procedures, one is entirely dependent on one's own judgment to find the place, descend and land (in one piece) on that narrow, badly lit strip in amongst the mountains. Flights into these strips at night except in emergency are forbidden by the Department of Civil Aviation because of the risks involved but in this service as most flights are emergencies, for Flying Doctor pilots, hazardous strips, night landings, low dashes and flying in minimal conditions must become almost routine. (Adrenaline concentration is nevertheless very high on such occasions.)

Robin, flyer and nurse, who works with the Royal Flying Doctor Service of Western Australia will verify this.

She gained a PPL and graduated as a General trained nursing sister (SRN) in 1962. Subsequently she trained as a Midwife and Public Health Nurse and worked in this capacity around Perth and 'outback areas' of Western Australia. Robin gained a Commerical License in 1967, has owned a Cessna 182 and later a Mooney and flew these throughout the State on Public Health and immunization duties. Robin has held a first class instrument rating since 1969 when she started working full time for the Royal Flying Doctor Service of Australia, West Australian Section. She has made six Pacific crossings in new and second hand Beech Barons and flown two Beech Dukes from Wichita home to Australia, via the North Atlantic, Greenland, Iceland and Europe (all of these were for the Flying Doctor Service) and two other aircrafts from Europe to Australia. Wichita, birthplace of all the aircrafts presently flown by her has become a second home and Robin has a wonderful number of friends there many of whom are 99s. She is the author of "Flying Nurse" and another book which is now on the press.

Her husband is Dr. Harold Dicks who is currently Federal President of the Royal Flying Doctor Service of Australia and Executive Director of the West Australian Section of the Royal Flying Doctor Service. As Robin laughingly says "There is, therefore no 'getting away from it' ". They work together alot both in his general practice and on the flying side. She is 'on call' 24 hours a day for emergency and

Australian 99, Robin Dicks. Contestants in the 27th A.W.T.A.R. will remember Robin who flew with the Vicomtesse de Pierres sponsored by the Zonta Club of Perth to raise money for the Royal Flying Doctor Service of Western Australia. Photo — Courtesy of the Australian Women's Weekly.

routine clinic flights covering most of Western Australia. In command her flying hours are 5,000 odd.

As well as emergency flights for sick and injured around the Northern bases and the flights to Perth with serious cases Robin does a number of clinic flights on a routine basis. These include visits to town with no doctor like Wiluna, Nullagine, Marble Bar, Mt. Goldsworthy or to the larger stations. These routine clinics naturally help detect and prevent what otherwise may turn out to be an emergency, for example, expectant mothers are brought into the Base hospital about two weeks before they are due and those in need of attention are brought in for treatment or hospitalization.

"A strange job for a girl" many people say when referring to her particular work. To Robin it is normal. She was brought up with aeroplanes, her father is a pilot, and she has always been keenly interested in medicine — stimulated by her training at the Royal Perth Hospital.

A Message From...

Lygie Hagan - Governor Northwest Section

Keep it under your hat, but with cape-rs like these - well - come see for yourselves the fun times my girls in the Northwest Section have prepared for you.

WELCOMING all NINETY NINES to the 1975 Round Up in Coeur d'Alene, Idaho — at the North Shore Hotel. See you there?

New Amelia Earhart Medal

Our Nation will be celebrating its 200th birthday next year. The Ninety-nines are celebrating their 45th birthday this year. A truly exquisite birthday present for you has been commissioned by executive action of your Board of Directors. OUR OWN AMELIA EARHART MEDAL.

The lovely Amelia Earhart medal used by the Ninety-Nines in the past was purchased from Felicity Buranelli, founder of the Medal of the Month Foundation. When her medal was no longer available, your Board began an extensive research to have a medal struck for the exclusive use of the Ninety-Nines.

Medallic Art Company of Danbury, Conn. was chosen because it is one of the most pre-eminent creators of fine medals in America. Among the many notable medals they have produced are ten official Presidential Inaugural Medals. They were officially designated Medallist to commemorate the inauguration of Gerald R. Ford on August 9th, 1974 as 38th President of the United States. We sincerely appreciate the cooperation and expert assistance of Mr. William Louth, President of Medallic Art Co. and Mr. Charles Bresloff.

Mr. Clarence Doore-Artist Sculptor of New Ninety-Nine Medal

Clarence Doore, sculptor of the new medal is one of our countries most outstanding artists. He is a native New Englander and currently resides in Westport, Conn.

Mr. Doore has faithfully reproduced Amelia's airplane among the clouds. To the right of her scarf is Amelia's signature. Along the lower edge of the medal reads NINETY-NINES FIRST PRESIDENT. The back of the medal is free for inscription purposes.

The bronzed obverse artist's model was officially displayed January 11th in Wash. D.C. at the Salute to Women in Aviation "Take-Off" banquet which began International Women's Year 1975. The January 11th date was chosen to honor the 40th anniversary of Amelia Earharts record breaking flight from Honolulu to Oakland.

It has been an honor and a privilege for your committee to participate in this

significant and outstanding project. Wearing or presenting this new medal will keep the memory of Amelia alive and will give the Ninety-Nines universal recognition.

Amelia Earhart Medallion Committee
Julie vom Saal • Marion Andrews
Doris Renninger

Photo taken at IWY banquet Jan. 11th. Doris Renninger, 99s Charter member Fay Gillis Wells and Julie vom Saal holding Obverse model of new medal.

Baton Rouge F.A.A. --Unprofessional?

By Fran Salles
Baton Rouge Aircraft Pilot's Assoc.

"If a plane falls it may kill the pilot and also may kill some other people."

Are these the fears of a little old lady who has never flown, who knows nothing about aerodynamics or glide ratio?

No, **these words were headlined by "Regional Official of FAA urges closing Downtown Airport Soon"** on the front page of our morning paper, and repeated on the front page of Baton Rouge evening paper. Unfortunately our FAA Regional Office has been a big part of our problem, constantly harassing for the closure of our airport, even though there are no federal funds in it and the FAA has no jurisdiction over it.

The FAA should hire educated, professional people dedicated to the betterment of aviation, certainly not bent on its total destruction. After this statement of eminent danger, how can we get our relocation site approved by the residents? Who could be expected to want any plane anywhere, much less allow an airport to be built near them?

This scare tactic certainly is a slap in the face of our pilots who have worked so valiantly to inform the public of the value of business aviation. They are a very active group, who has presented programs on TV and radio, almost daily newspaper reports, and nearly 35 speeches to Civic Clubs this year, trying to solicit the support of the public toward a better airport.

As it is, our downtown airport has had an impeccable record of safety for its entire 45 year history, with under a handful of accidents. In fact, as far as "kill some other people," not one person has been killed or even touched on the ground by a small plane anywhere in the entire region as far back as our regional safety director can even remember. Such an unwarranted statement is incomprehensible.

SPACEPORT 99s TREASURE HUNT

Bonnie Quenzler, Reporter

The fifth Spaceport Chapter 99s Treasure Hunt was held in Kissimmee, Florida on March 15. Entries numbered twenty five, including aircraft, pilots and crew from Florida, New York, Connecticut, Georgia, Alabama and Toronto, Canada.

The photographic hunt originated at the Kissimmee airport and followed a one hundred fifty mile course on the Jacksonville sectional. Along the route contestants were required to match a number on their chart with one of twenty-two photos.

All entrants but one completed the course in the assigned amount of time and executed a spot landing. (It always works when you DON'T have to do it.) The results helped break answer sheet ties. Back at Kissimmee a late lunch was provided by Ninety Nine hostesses replete in pirate paraphernalia, while teams exchanged notes and comeraderie.

Pilots were required to be ladies but navigators and spotters were of optional sex.

First prize was the Eastern Airlines Challenge Trophy and one hundred dollars given by the Kissimmee Chamber of Commerce. Trophies or prizes were awarded through fifteenth place. A consolation eye exam was awarded to the unluckiest spotter team by an ophthalmologist 49½. Next year—join us.

The winners:

PILOT	AIRCRAFT	COPILOT	PLACE
1) Peg Smith	Cherokee 180	Freeman Smith	Orlando
2) Bonnie Quenzler	Cherokee 180	Laird Quenzler	Merritt Isl.
3) Shirley Davis	Cessna 150	Bret Davis	Pompano Beach
4) Betty Dodds	Cherokee 180	Gene Ewbank	Margate
5) Ann Walker	Cessna 172	Sharon Leavine	Vero Beach

Winners of the Spaceport Chapter Treasure Hunt are l to r, Paul and Diane Bowman, spotters, and Peg and Freeman Smith from Orlando. 99 pilot Peg is holding the Eastern Airlines Challenge Trophy, while copilot Freeman has conveniently pocketed the Kissimmee C of C first prize check for $100.

First Solo

Be still, my heart! Be still, my soul!
We are alone - yet not alone-
For God is always near at hand,
And many times this plane I've flown.

'Tis true that then the other seat
Held Rich, the man who teaches me,
But now he's left the plane to prove
That I can fly it easily.

No planes approach; push throttle in;
With hands and feet keep plane in line.
A bit more speed; now pull on wheel.
She's up! She's up! and rising fine.

Oh God, forgive my senseless tears
That fall unchecked for joy unbound.
At last I solo with the birds
That wing so free above the ground.

A little slower please, my heart.
My soul return to me right now.
I'll let you soar when we are down,
And down I have to go somehow.

For there's the runway rising fast
Egad! I'm much too high to land.
Dear God, please calm that thumping heart
And lend a needed helping hand.

That's better. Now around again.
The flaps are down. The runway's there.
"Flare out. Wheel back - wheel back some more,"
A voice sings from the empty chair.

That's it! I'm down and rolling true.
Soar high, my soul, and take my tears
And offer them to God in thanks
For helping me through foolish fears.

S.T.C. March 15, 1971
Sue T. Costanzi

(Note: Sue is a friend of the Connecticut Chapter. Her poem is bound to strike a familiar note with all.)

Chapter Personalities

June Bonesteel

a big gal in aviation in the Valley of The Sun

By Natasha Swigard

June made "the great mistake", took a plane ride and was hooked! She had hoped to be a veterinarian, when women weren't accepted into medical schools of that type...so new plans had to be made for the future.

June was born in Milwaukee, and moved with her family to Phoenix in 1948. She attended Arizona State University, and in 1959 received a BS in Agriculture. Since veterinary medicine was out, June sought another "dream". She took flying lessons and earned her Private license back in 1965. June continued her flying lessons, earning her Commercial Rating in 1966, and her CFI and ME in 1967.For other "hobbies", she was raising Shetland Sheep dogs and doing lots of horseback riding. And in 1969 when the people June learned to fly with decided to retire, she took over the flight school at Deer Valley. She gave flight instruction while she was busy earning a Gold Seal Instructor Award and an Instrument Ground School Rating in 1968. Among her other achievements are: 1971 - Instrument Instructor Rating; 1973 - an SE and ME ATR; 1974 - A and P; and the latest among her ratings is her Commercial Helicopter Rating (1974). June is the 191st female in the world to receive that rating!

JUNE BONESTEEL

A short time ago she sold her flight school, and plans on "doing as little as possible...but fly." She does teach ME at Taylor Aviation in Phoenix, and has 3 planes working for her. She is hoping that the revenue for these planes will allow her sufficient funds to relax and enjoy doing things she hasn't had time for until now.

June flew the Kachina Doll Race twice - the first time she brought up the tail end of the race, and with lots of margin for doing better, she flew it the next year (1972) and took home the biggest and best trophy of all!!

Our hats off to June for all her ambition and dedication to aviation.

Yvonne Cunha

By Gene Nora Jessen
Information from Bruni Bradley

Ninety-Nine Bruni Bradley (Phoenix Chapter) thought correctly, that other 99s would be interested in the career of the first Belgian woman airline pilot, Yvonne Cunha (member-at-large). An unusual aside, Bruni met Yvonne while she herself was administering check flights to Yvonne's Indonesian Airline trainees.

Yvonne's love of flying started as a child when she "flew" her dolls out the window. Some folks might look upon that as strange, but we 99s who flew off porch roofs with blanket parachutes and engaged in other flying games understand. Her ambition was realized after graduating from high school in 1962 and joining a glider club. She went on to the commercial, instructor, instrument, instrument instructor, and multi-engine.

All that sounds smooth and easy when we rattle it off real fast, but Yvonne worked hard to pay for her flying hopping sightseers, ferrying, and instructing. Soon her achievement led to full time employment by an airline training school for instrument and multi-engine instruction.

Her big break came when Trans European Airways hired her as second officer for their charter flights to many parts of Europe, Africa and the Middle East. She went through Boeing 707-720 training in Ireland at the Air Lingus facility and also received her type ratings in these airplanes. Yvonne has no problems getting around since she is fluent in English, French and her own language which is Flemish. She had to design her own flight uniform, an attractive blue pant suit, since the tailor had nothing suitable for a female pilot.

When not flying for Trans European Airways, she instructs part-time for the airline training school. Her ambitions are to become captain of a Boeing 707 and really to be free and alone to try her hand at a French Mirage and an American Starfighter.

Do you doubt for a moment she'll succeed?

Yvonne Cunha (R) and Bruni Bradley (L) at the Antwerp Airport.

Jan Dietrich

Marion (left) and Jan Dietrich just before departing Wichita, Kansas for Bremen, Germany.

Jan Dietrich, whose identical twin Marion's death from cancer was reported in the last issue of our magazine, is a member of the Bay Cities, Ca., Chapter, and is a past chairman. Marion's tragic, untimely death reminded us that it is hard to think of these pilots separately. Over the years they have each had an outstanding record in flying.

Jan solo'd after six hours at the age of 16. Her interest in flying led her to many honors -- Cadet Commander of San Francisco CAP; first woman to be elected to President of the U. of Cal. Flying Club; organizer of the first Pacific Coast Intercollegiate Air meet; winning the Chico-San Mateo Air Race, competing with 37 planes (4 flown by women); second place, competing with 87 planes in the 1951 AWTAR, again with twin Marion; won the 1952 Amelia Earhart Scholarship to help complete her Instrument rating; graduating from The U. of Cal. her first job was Chief Pilot of a flight school, working with 3 men instructors; Chief Pilot of the then largest lightplane distributor in the world -- Cessna at Long Beach, Ca., working with 4 men on this job; was one of 13 women to pass the preliminary tests for Astronaut candidates; then adding Seaplane and Airline Transport Pilot rating to her achievements, she went into corporation flying, which included flying a Queen Air and a Convair for Litton Industries; a DC-7, and a Lockheed Jetstar for a San Francisco corporation; qualifying in 1968 for an APT rating in the JetStar for a San Francisco Corporation (the first and only woman in the USA to hold a 4-engine Jet rating, and to receive the National Business Aircraft Association Safety Award. Jan and her twin flew a new Queen Air A-80 from Kansas to Bremen, Germany, with 90 percent of the flight on solid instruments. An Aero Commander, ten minutes ahead of them, crashed near Gander due to icing. Radar helped them avoid the worst storms. Three years later, Jan flew a JetStar to London, Heathrow, but that first victory was the real challenge.

Now with over 18,000 hours, Jan enjoys flying, and considers it a great privilege and responsibility -- which she never takes for granted.

A talented and dedicated Ninety-Nine, who deserves our salute!

Bertha Ryan

Bertha Ryan of China Lake, California and a member of the Hi-Desert Chapter of the 99s is a member of The American Institute of Aeronautics and Astronautics, which is the Professional Society for Aerospace Engineers. They have several technical committees and have recently formed the General Aviation Technical Committee. Bertha is a chairman of this special committee. Membership in the committee is by invitation. There are 24 members including Director of General Aviation for NASA, General Council of GAMA, Engineering Manager of Windecker, Chief of Aerodynamics R&D for Beech, Chief of Flight Test for FAA, Chief of Aerodynamics and Propulsion for Gates LearJet, Engineering Manager Grumman, Vice President of Engineering for Beech, Vice President of Engineering Piper, Two Professors and a Dean, etc. Among the plans for the group are a Technical symposium in Poland, A Technical assessment of General Aviation, etc. Bertha's particular task on the committee is Section Activities---Primarily obtaining a list of speakers for the sections of AIAA.

Bertha has a commercial Glider, Airplane SEL, Instrument, Glider Flight Instructor and 1600 total hours.

Bertha Ryan of Hi Desert Chapter 99s and her Cherokee

Ruth Zimmerman

New England Flight Instructor of Year

A panel of representatives from the various New England states, meeting at FAA Regional Headquarters, Burlington, Mass. on February 25, selected Ruth Crowell Zimmerman, 34, of Enfield, Conn., as Flight Instructor of the Year for 1974. Ms. Zimmerman, senior instructor at AirKaman Flight School, Bradley International, was nominated from the Westfield General Aviation District Office, and now will be considered for a like national award, to be made in April.

Ms. Zimmerman, whose selection in the Westfield District was born in Worcester, Mass., and earned her private license at Hanscom Field in 1966. Earning her commercial license and flight instructor's certificate early in 1968, she then went to work as an instructor at Newport Aero in Rhode Island. In 1969, she started with AirKaman, Inc., at Bradley Field, and she is now senior instructor there. She now holds an Airline Transport Pilot's license, both single-and multi-engine, instrument flight and ground instructor ratings, and the FAA "Gold Seal."

A Ninety-Nine since 1966, she is currently Annual Proficiency Training Chairman and Safety Chairman for the Connecticut Chapter. She has participated in the Powder Puff Derby (1971, 1973) and the All-Women's New England Air Race, and was operations chairman of the latter when it was run from Windham, Conn. She is married to Dennis Zimmerman, and has a nine-year old daughter. In addition to her other activities, she is an accomplished violinist.

Ms. Zimmerman was notified of her selection personally by Quentin Taylor, Director of FAA's New England Region. The award will be formally presented on March 8, during the Flight Instructor seminar to be held that weekend at Windsor Locks, Conn.

Conn. Chapters' Ruth Crowell Zimmerman of Enfield, Conn. has Been Selected "CFI of the Year" for the New England States region. photo by Dechert

REFRESHER CLINIC

August 12-14, 1975

Los Altos Hills, California
FAA Flight Instructor Refresher Clinic
Foothill College
Sponsored by
Santa Clara Valley Ninety Nines

Contact
M. J. Like
530 Alberta Avenue
Sunnyvale, California 94087
Phone (408) 735-9167

What it's all about

COMMITTEE REPORTS

APT

Margo Smith, Chairman

"The time has come," the walrus said, "to speak of many things..." Unlike Alice in Wonderland, we cannot take a magic pill and become bigger or smaller, or APT.

Wouldn't YOU like to be listed APT in the next roster? Wishing won't make it so. When you return your membership renewal form (which you will receive in May and return before June 30th), be sure to enclose the bottom of the APT form to have the APT listing in the roster, which will be printed in September, 1975 for the 75-76 fiscal year. That listing says you were APT between July 1, 1974 and June 30, 1975. Confusing? - you bet it is, but that's because it takes so long to gather statistics and process them.

The 1974 forms and year-end reports are being forwarded to me by our competent Section APT Chairmen and so far the quantity of paper is impressive! Shall have some figures for you next month. All our International Officers are APT - and the Governors too, I believe.

Several Chapter APT Chairmen have asked me how to organize an APT Day for their Chapters. While the mechanics are simple, what I don't know is the magic ingredient that makes the Day a success. Will someone please tell me about yours - successful or not?

FLYING ACTIVITIES

by Charlene Falkenberg, Chairman

Meet Marie C. Lepore, Chairman Flying Activities, Eastern New England Chapter. Marie, who has been in social work more than 15 years, has more than 1200 hours as a pilot-in-command. She began her lessons at a grass field in 1942 and kept the whole thing secret until she was able to take her family out for a ride.

She has been involved with Civil Air Patrol since its inception and is Commander of the CAP Squadron in Worchester - the largest in the State.

Irving, Lepore, her husband since 1945, is also a pilot, however he leaves most of the flying to Marie.

Marie joined the 99s in 1945 and has held many offices and served on all committees. She is a Charter Member and Incorporator of Massachusetts Aviation Council, former member of National Aerospace Education Council, member of Worchester Area Pilots Association, and the first and only women and the only pilot serving as Commissioner to Worchester Airport Commission.

Her awards and citations in aviation and community affairs are too numerous to mention. She enjoys cooking and painting, but despite all these activities manages to fly once or twice a week. One of her proudest achievements is the Aviation Education Award for her outstanding work with the young of Massachusetts in aviation education.

Tiny, trim, and terrific, is the description of this dark-eyed Flying Activity Chairman. She is especially proud of the "Special Fund" scholarship project which will help in the further education and promotion of aerospace to be given to an Eastern New England Chapter member.

Marie is just another example of the many activities encompassed by a FA Chairman. There is no end to the possibilities of making it one of the most interesting and worthwhile committees in your Chapter.

Another fascinating actively flying 99 is Sheila Scott of England. I had such an interesting newsletter from her full of all the flying activities of our 99 in England. They have a "Round the Island Race"—sounds exciting doesn't it. However, if you think that is exciting listen to this. On Aviation Day part of the program is a first drop by a 99, who must volunteer to do this and to quote Sheila, "one of us must as it's part of the Show".

I do enjoy the newsletters from the Sections and Chapters so keep them coming.

DATES TO REMEMBER:

May 24-26 — Illi-Nines Air Derby - Chicago Area, Quad City, and Central Illinois.

June 7 — Garden State 300. Contact Janis Blackburn

June 13-14 — Arkansas Air Derby - Arkansas Chapter

June 21-23 — AWNEAR - Connecticut Chapter

June 21-23 –WIS SKY Race - Wisconsin Chapter

July 4-7 – AWTAR

August 1-2 –Skylady Derby - Arkansas Chapter

Marie C. Lepore
Eastern New England Chapter

Air Age Education 99 Style

By Linda Hooker, Chairman

Just received my copy of the Directory put out by the Journal of Aerospace Education and the only word for it is "FANTASTIC." It is an absolute **MUST** for every educator, 99 Air Age Education Committee member, and 99 interested in Air Age Education. Besides an Overview of Aerospace Education it contains a listing of everything needed for a basic aerospace library, a listing of the major aerospace education programs (i.e. CAP, 99s, ROTC, etc.), a listing of resource people and places, how and where to obtain free and inexpensive aerospace materials, listings of aerospace materials available from the government, and listings of career materials, commercial materials, aerospace periodicals, and aerospace organizations. From cover to cover, you will find the DIRECTORY packed full of "Everything you ever wanted to know about Aerospace Education, but could never find out." This DIRECTORY is available for $2.00 per copy from The Journal of Aerospace Education.

Circulation Manager
National Aeronautic Association
610 Shoreham Building
806 15th Street, N.W.
Washington, D.C. 20005

Order yours TODAY and become current in the field of Aerospace Education.

April 2nd will find yours truly at the Fontainbleau Hotel in New Orleans for the National Aerospace Education Congress annual meeting. International committee member and South Central Section's Air Age Education Committee Chairman, Jo McCarrell, will also be attending.

International Women's Air and Space Museum

Page Shamburger, Curator

The other day, I was lustfully looking through a beautiful book called THE DREAM MACHINES. It's English and not very big for $15.75. It does have some good stories about lady Aeronauts as the early balloonists were called. One, in particular, is the story told by Rufus Wells, a Confederate balloonist, of a Miss W-----. Likely in those days, ladies who flew aloft in balloons didn't want their REAL names used. Anyway, Miss W----- hailed from New Orleans and made a couple of trips both exciting, to say the least. In the first, she landed in a swamp and had to aid her ground crew in a fight with an alligator. The alligator simply didn't want all the balloon folks to leave his swamp. And all of them DIDN'T. Miss W----made it though and soon afterwards, according to Mr. Wells, she went aloft again and this time floated all the way across Lake Pontchartrain. All that was fine and good except on the OTHER side of the Lake, poor Miss W----drifted over a forest fire. Bless her heart, by the time she crossed the fire, she had to land in the dark - quite a feat in those days of 1858!

Which is to say - how many of us do realize the many, many flights ladies made in balloons over a CENTURY ago! Easily, those gals made enough flights to fill a small archives room all of their own. Those ladies in balloons are still doing it, too - setting records and flying just for the fun of it. Is that a part of our Museum? You better believe it is!

Ninety-Nine charter member, the delightful Nancy Tier stopped here on her way south. Naturally, we talked Museum and looked over several items that Annette Gipson Way has donated to our Archives via Nancy. These items include a copy of the Florida Magazine RENDEZVOUS of January, 1942. Annette, one of the early members of the 99s still lives in Florida. She learned to fly in 1931, according to the Magazine, and had a ball doing it! By 1934, there was a big all-women air race named in her honor, the Annette Gipson All-Women Air Race with Amelia Earhart as starter and Ruth Nichols "Chief Scorer". That race had a purse of $850 and was the mighty distance of 30 miles, three laps of the 10 mile course.

If you haven't seen the February issue of AEROSPACE, you should. Jean Ross Howard wrote "A Salute to Women in Aerospace" in that, and it's excellent.

AWTAR

Wanda Cummings, Reporter

Will 1976 be the last year for the Powder Puff Derby? Very possible...In 1973, race costs were $60,000. Inflation will up that at least 15 per cent. About $1,600 has been contributed by the 99's, one half of that by three chapters. This leaves over $73,000 to be raised by the Board.

If the 99s want a race, we will have to support it, in every chapter. We could start by buying the Commemorative Albums. The attractive P.P.D. pins in 14 carat gold are still just $27.50, and the gold filled are only $15.00. Past race programs are available for $2.00...all of these from either Headquarters or Barbara Evans.

Plans for the Bicentennial Year's race are already progressing at the Start in Sacramento, and Wilmington, Delaware is buzzing with arrangements for the Terminus. We hope to develop the course along the historic cross-country Air Mail route.

Marian Banks is not only blue-eyed, but blue-fingered and elbowed. We finally got

it all together, and Headquarters rocked with the rhythm of "her" mimeograph machine. Dallas Redbird Chapter turned out in mass to assembly-line the entry kits, and over 200 were mailed.

Then, off to San Diego for a Board Meeting with Phyllis Pierce, West Coast Rep., and Betty Wharton, AWTAR's Mother Inspector. Betty asks that racers be very certain all AD notes for their aircraft are entered in the log book before impound. There was a conference with Thon Griffith, Chief Judge-Timer and her husband, big George, who is concientiously planning every detail for a smooth take-off July 4.

Back in DAL, last-minute check on the "First Day Drawing" Luncheon for April 9. Charlie Hillard, world champion aerobatic pilot, will pull the early TAR numbers from the hat. Kay Brick will be an honored guest, and stay a few days to help us begin processing of entries, which close May 1.

On my desk is the embryo of the '75 Race Program in which Richard Bach has agreed to let Jonathan Seagull "do" the Guest Page.

During the May clamour, I'll sneak off to Wichita to give my zany speech on Flying into Mexico. Some days it sounds like a marvelous idea.

Impound Deadline June 30
Take-Off 9 A.M. July 4
Deadline to Finish July 7

PPD Bi-Centennial 76

Thanks to you gals
who supplied the means
to support the ways
for the All Woman
Transcontinental Air Race

Pam Vander Linden, Chm. Ways & Means

As of today we have received contributions of a little over $2,000. Thanks again to all who have contributed. This is great, but we still have a long way to go. We are hoping to raise at least a grand total of $10,000 by August 31, 1975.

There has been considerable enthusiasm for "Powder Puff Derby Day" as a means of raising additional funds. Palomar Chapter members are working feverishly for their "great event" which was on April 6 at Fallbrook Community Airpark.

The excitement and activities of a Powder Puff Derby Day not only bring in the much needed funds, but also give tremendous publicity to the Powder Puff Derby and Flying in general. All you gals who have flown the Powder Puff Derby in past years, get busy and inspire your chapters with enthusiasm. If you can't hold a Powder Puff Derby Day this year because of a Sectional or a Start, Stop or Terminus, start planning for one next year. If we want to continue racing, it is our enthusiasm and hard work which will make it possible.

I have just received 48,000 PPD route postcards from Aero Publishers, Inc. I think they are the most attractive yet. 48,000 thank you's to Ernie Gentle of Aero Publishers for supplying these postcards.

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

NEWS BRIEFS

ABOUT THE CONVENTION

99 Convention Stationary is available from Fern Lake, P.O. Box 412, Hayden Lake, Idaho 83835. Cost is $1.75 and includes folded notes and logo stickers.

If you have a tip for Eastern Washington 99s on how to help run the convention a little more smoothly, jot it down and send to Convention Chairperson Fern Lake, P.O. Box 412, Hayden Lake, Idaho 83835.

ATTENTION ALL CHAPTER AND SECTION OFFICERS.

Allow (3) weeks lead time when ordering mailing tapes or lists from Headquarters. These come from our Data Service in Illinois, not from the Headquarters office. Cost is 2 cents per name, plus a set-up charge and postage. Telephone charges will be added on Rush orders.

Attention Chapter Chairmen

Officer List requests and Item for Sale Lists will be sent in late May. If you do not receive these copies, write Headquarters.

Attention Membership Chairmen

Please send full years dues with New Member and Reinstatement Applications after Renewal Forms are in the mail. These will be for the entire fiscal year 1975-76 and they will be listed in the roster. If you have questions, query Headquarters.

Self-stick address labels, white with blue 99 design, available from the Golden Triangle Chapter. Allow 20 LETTERS and SPACES per LINE, 4 lines.

225 for $4.50 +10 cents shipping charge
450 for $6.50 +10 cents shipping charge
1000 for $12.50 + 24 cents shipping charge

Send checks to Golden Triangle Chapter, P.O. Box 243, Hurst, Texas 76053, along with order.

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MOTHER-DAUGHTER CELEBRATION PLANNED

by Daryl Ann Kyle

Hey there, 99! Are you a daughter of a 99? Coming to convention together? Then plan to join other mother-daughter pairs for a special outing during Roundup '75. And daughters, those moms can come in any category including: natural, adopted, foster or step mothers, mothers-in-law, and like-a-mother-to-me mothers!

Eastern Washington mother-daughter 99s will provide food and transportation for this special event tentatively scheduled Saturday August 1. We look forward to meeting other mother-daughter pairs. Bet you are as proud of you 99 mom as I am!

Chapter Reports

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

CONNECTICUT CHAPTER
Vivian Utko, Reporter

February was the month for winter doldrums and 'thought we'd never see another CAVU day again. Then came our March meeting and so did more IFR conditions, nevertheless the meeting took place at Brainard Airport with Co-chairman Nina Hetman presiding while Chairman Evelyn Kropp is recovering very nicely from surgery and will soon be back into circulation. The usual business was covered along with plans for our Spring Section at Mystic Seaport April 11, 12, and 13th. We were delighted to hear Pres. Pat McEwen will be joining us. The meeting was highlighted by some of Bobbie Herbert's slides of her trip to Europe.

Ruth Zimmerman was chosen "New England CFI of the Year" and is now candidate for the National award and we're all rooting for Ruth, of course.

AWNEAR board members Peg Davidson and Bobbie Herbert say plans are well on the way for the round-robin proficiency race from Manchester, New Hampshire June 20, 21, and 22 with plenty of time 'til deadline, so how about it gals? Evelyn Kropp and Laurie Spence plan on the race and Laurie is also entering the Garden State 300.

Bobbie Herbert and Vivian Utko attended the "round table discussion" sponsored by Greater N.Y. Chapter which proved to be a most informative and interesting evening with representatives from GADO and FAA plus traffic controllers from the Westchester County Airport.

Mary Scribner and charter member Nancy Tier attended the Bicentennial launching in Wash. D.C. with a reception at the White House. Nancy's mission was for our Chapter, and the upcoming Heritage Trail she has been planning and

mapping out. Mary attended as W. Hartfolds' representative and enjoyed and accomplished.

WHO?WHAT?WHERE?...Congrats to Connie MacLiesh on her recently acquired Commercial rating...then she and her 49½er stepped out in their 182 for a week in Florida and North Carolina...In this new year, Carol Phelps, Laurie Spence and Vivian Utko are the first three APT...recent guests at our meetings have been Sharon Luciani, Sue Norman (Santa Clara Chapter), Cheryl Monroe and Shiela Stewart...N999BH and the Herberts are off to Vero Beach, Florida for a while and out of our March weather...heard from former member Jerry Gardiner, now with Reno Chapter and she tells us she ferried a Super Cub from Lockhaven to Reno.

Marchs' Fly-In took place on the scheduled raindate at Islip Airport breaking the record of four successive months of cancellations due to poor weather conditions. The CAVU day brought in Peg Davidson and her guest Mildred Bray, Claudia and Jim Stuart, Connie MacLiesh, and Vivian Utko with her sister Joan Rogers. We're hoping that this beautiful flying day is just the beginning of good flying weather for our future planned events. We deserve it.

New York-New Jersey Section
NEW YORK - NEW JERSEY

GARDEN STATE CHAPTER
Dolores Jane Zilincar, Reporter

At our March 9th meeting we met at the home of Chairman, Claire Kurica. Bob Dehls, former flight instructor with the Army showed us slides entitled "Alaska Flight." His spontaneous commentary and rapid recall of names, places and events indicated a profound interest in the somewhat remote, challenging and beautiful northerly State-Alaska. Governor Ruth Dobrescu joined in together with other guests, Betty Barlia, Chairman of the newly formed Palisades Chapter and Micki Thomas.

It was exciting to discover the rapid progress we are making with plans for our annual GARDEN STATE 300. Most of us have been to the famous Smithville Inn so we can envision a fabulous banquet. Besides coveted prizes and special guest - actor and pilot - Cliff Robertson, it's almost too much. The date - Saturday, June 7, 1975, Smithville, N.J.

News: Phyllis Eckert, is progressing toward her instrument rating. Phyllis is one to be greatly admired. Her rewarding career involves a dedication to teaching incapacitated and or permanently handicapped children. Dana Mack has added herself to the growing number of Garden State 99s who provide air tours to out-of-staters so that they may see for themselves the glorious attributes of our beautiful state. Dorothy Smith is off to Florida again and just after returning from Aspen, where she enjoyed a two week skiing vacation with her family. Janice Blackburn, not to be outdone, is into "hang-gliding." She and 49½ Blackie gave it a try on a recent trip to California.

Grace McGuire will visit her native Scotland in May and upon her return will start working on her CFII.

We should have a very favorable report on our APT Day, April 12th. Mr. John Karp, together with three volunteer instructors will conduct the program at Manmouth Airport. There's no excuse for not "doing your thing" early in the year - the time is ripe and your APT is waiting! And that's the truth.

HUDSON VALLEY CHAPTER
Arlene Spiesman, Reporter

During the past cold, snowy months in the Hudson Valley, the only time we girls have been flying is when we take lessons. One girl who hasn't been kept on the ground because of the weather is Gale Brownlee. Gale spends more time in the air than on the ground. Gale is an instrument, IFI, commercial and helicopter rated pilot who within twelve years of flying has logged over nine thousand hours. She is one of the founders of our Hudson Valley Chapter which started in October 1968 with only seven gals. She was also winner of the first whirly girls "Doris Mullen Memorial Scholarship. More recently she has instigated, supervised, and raised funds for a hospital heliport in Kingston, N.Y. An accomplishment for which we can gratefully thank Gale was the saving of our landing strip at Kingston Ulster airport. She was a one woman campaign, desperately trying to keep Central Hudson from erecting smoke stacks at the end of our runway. We are very proud of Gale. She is a real inspiration to all lady pilots at our field.

On January 11 we held a meeting at Dutchess Co. airport in Poughkeepsie with an interesting tour of the flight service station. Our guest speaker was Jim Wonzer of Pkpsie FSS. This was very informative especially to our 66s. (66s are gals almost ready to become pilots) On February 8 we flew and drove to a meeting at the brand new Internation Arrivals building at Stewart Field in Newburgh.

Our fascinating guest speaker was Helen Jobst an intrepid 99 who gave vivid descriptions of her work as a helicopter pilot serving off-shore oil rigs. It is interesting to note she was the only female out of 400 pilots. Now Helen is President of Kenny Beck Helicopters which is based at Stewart Field. Among many ventures one is patroling power lines.

The meeting ended with a tour of the New York state helicopter base at Stewart Field. Our interesting tour guide was Lt. John Ryan of N.Y. State Police.

Doris Miller reports plans are already underway for the second annual Hudson Valley Empire 300 which will be held in October. This race is open to men and women.

Congratulations to Eileen Sopanen on receiving her instrument rating.

LONG ISLAND CHAPTER
Anita Coderre, Reporter

Irene Brunks and Irene Henry flew Brunks' Piper Arrow to Miami during February vacation. From Raleigh-Durham to Suffolk County they recorded 207 mph ground speed with 40 kt. headwinds even though they were loaded with a plane full of oranges. Madeline LaCarubba is promoting aviation in her community by flying females for a bird's eye view of Long Island. Carol Richard, prospective member attending her first meeting, told us that she earned her Private in August 1974 and has 90 hours logged. Ruth Dobrescu and Carol Rubman attended "Operation Raincheck" given by FAA for their 4 day seminar. Marilyn Hibner, employed as CFI and AGI of Islip Aviation, Ltd., was recently appointed Secretary of Islip Aviation, Ltd. She is also serving as a CFI for FAA employees' flight club at Islip-MacArthur Airport, known as Eastern Region Aero, Ltd.

The Bishop Wright Air Industry Awards Luncheon held on March 11th was attended by Alice Borodkin and Ruth Dobrescu. Alice Borodkin and Carol Rubman flew to Danbury to meet the Editor of **Flight Line Times** for lunch. Alice is the official Long Island Correspondent for **Flight Line Times.** Bob Heckman and Warner Mills of GADO were the recent special guests of the Ida Van Smith Flight Clubs' Cable TV Program. These clubs expose children of the New York City Public Schools to aviation. Alice Borodkin is one of the pilots who works with Ida. Madeline LaCarubba brought a young high school student from Northport, L.I. and chaperones to the Islip FSS, control tower and N.Y. ARTCC at the request of Kathy Lusteg, our newest 99 who teaches in Northport. The new S.A.F.E. Clinic starts March 27 at La Guardia with Marilyn Hibner as moderator for the 7 week seminar and specialist lecturer for the first session. Anita Coderre continues working

Marilyn Hibner (far left) Chairman of Long Island Chapter, along with members of Zonta from Suffolk County, look on as Peter Cohalan, Supervisor of Town of Islip offers Town's official Proclamation of Amelia Earhart Week, as week in January (Women in Aviation month), in conjunction with "I.W.Y." Marilyn was guest speaker at January meeting of the Zontians in Suffolk County, speaking on 99s and her own background in the S.A.F.E. program she founded. She was also guest speaker in January for Nassau Zontians' meeting.

with her group of students from Sagamore Junior High School. They recently toured the N.Y. ARTCC and are presently busy preparing themselves for their first flights in the left hand seat that is due to take place sometime in the Spring. Daisy Poss is still working on her CFI but is also very excited about the possibility of introducing an aviation course in Sachem High School starting in September.

NEW YORK CAPITAL DISTRICT CHAPTER
Peg Weiss, Reporter

Glenn G. Davis, Schenectady engineer and veteran pilot, with a model of his own restored Stearman which he still flies on good days around the Capital District.

Our March meeting was an outstanding one because we were privileged to have Glenn G. Davis, a Schenectady engineer and prominent local pilot as our guest speaker. Besides our regular members, 3 prospectives and several 49½ers gathered at Chairman Nancy Fitzroy's home to hear Glenn tell of his entry into the world of aviation and show slides of some of his trips.

Glenn was raised on an Idaho homestead, some of which is today part of the famous Sun Valley resort. His interest in aviation began very early, for even as a small boy, he fashioned himself a pair of wings for his arms from an old crate, and attempted a flight by jumping from a roof. Needless to say the flight ended in a hurried trip to the doctor's office for repairs! Glenn laughlingly stated his belief to be the only aviation accident victim to be treated by a Civil War doctor!

The Davis family moved to the Portland, Oregon area where Glenn attended high school, and became friends with Tex Rankin, the champion aerobatic pilot who operated a flight school. This time Glenn did things right and learned to fly in an airplane, washing planes and parts and helping the mechanics to pay for his lessons. In 1928 he received his limited commercial license, and joined a barnstorming group which performed at county fairs.

During this time after World War I the air mail service was begun. The earliest routes were between New York, Washington, Pittsburgh and Chicago, and were flown by army pilots untrained for cross-country flight. Little wonder that 30 of the 40 men were killed in crashes over the Allegheny Mountains! In 1929 Glenn joined the air mail service, flying for Boeing Air Transport in an open cockpit single engine biplane designed by Lloyd Stearman. Glenn's route was between Salt Lake City, Utah and Oakland, California—all mountains and no charts! This was the beginning of "IFR", Glenn said, because I Fly Railroads" was the only way! Early pilots used Dept. of Commerce maps which only showed rail routes. Recently, with his wife and daughter, and in a newer vintage Cessna 182, Glenn flew a nostalgic flight down memory lane, turning off all his radios, and retracing the old mail route, using only the aids he had years ago. This trip was the basis of his slide show, and his pictures gave us the impression of actually flying with him. We all thank Glenn for an immensely enjoyable evening.

Four of our members, Nancy Fitzroy, Kathy Bourgeois, Harriet Bregman and Betty Humphris, attended the Hudson Valley Chapter meeting to offer our chapter's assistance with the 2nd Annual Empire State 300 Proficiency Air Race to be held October 4th out of Schenectady County Airport.

PALISADES CHAPTER
Helen Egan Levy, Reporter

Feb. 28 Pool-Party-Meeting of the Palisades Chapter of The Ninety-Nines, Inc., at residence of Mr. & Mrs. Thomas Hubin, Fort Lee, N.J.
Left to right: Bettylou Hubin, Flying Activities Chairman, George Meade, Guest Speaker, Kay Brick, Betty Barlia, Chapter Chairman and Louise C. Galfas, Treasurer.

HAPPY SPRING!! "The Holiday rush is on! Traffic on the George Washington Bridge is backed up right through to New Jersey - from up here in the 710 bubble it looks like a long week-end!" This is only part of the ups and downs chatter of George Meade, who pilots WOR Helicopter 710 over the New York-New Jersey-Long Island area to bring the latest traffic information to drivers jamming in and out of the "Big Apple". The Palisades' Chapter members were really enlightened from the sky view when he showed slides and spoke at our Chapter meeting on February 28th. Out hostess, Chairman and other members of the Chapter are pictured here.

Aviation history and celebrities were brought to the fore at the most impressive and enjoyable Bishop Wright Memorial luncheon attended by Betty Barlia, Clarice Bellino and Mickey Thomas at Kennedy Airport on March 11th.

The April 8th Chapter Meeting was "strictly business" when we met at Betty Barlia's home. Plans were discussed, among many, to participate in the "Sky Above" celebration held at Willowbrook Mall on April 17th, 18th and 19th, when all merchants "upped" Aviation and its historical personages and events. Palisades Chapter "manned" a booth to bring the 99s to the doorstep of N.J. and visiting residents. More to come. Get out the paint brushes - clear the runways - put on your jeans - here we come - air-marking—under the guidance of Clarice Bellino—of Caldwell-Wright Airport, Saturday, May 3.

WASHINGTON D.C. CHAPTER
Gladys E. Wise, Interim Reporter

Spring still lurked in more southerly climates when the D. C. Chapter resumed its fly-in meetings. The Historic Towne of Smithville, New Jersey, targeted for March, proved to be a delightful place and, for the first time in weeks, Sunday, March 16th featured decent flying weather.

Eight airplanes full of Ninety Nines and their guests descended on the very accommodating airport at Smithville. We were transported to the village for lunch, sightseeing, a little shopping and—oh, yes—a short business meeting.

Patience DesPrez, Kathy Lehman, Vicki McQueen logged their second 99 meeting enroute, we hope, to full-fledged membership this month. New member, Doris Canter, flew over with nearly-promoted Irene Wirtschafter—nominated to be a Navy Reserve Captain, pending Senate confirmation of the promotion list.

Despite a generally uncooperative winter, the D.C. group keeps flying. Betty Fisher checked out in a Citabria for the first spins she has indulged in for years. Maureen Long flew commercially to Honduras and Mexico; her accounts of the trip left us suitably tinged a shamrock shade for St. Patty's Day. Velta Benn, Bea Wilder and Gladys Wise picked one of the windiest days of the year for a part-carrying trip to Upper Long Island but it turned out to be gusty below and delightful above 2500 feet.

Hedy Jaffe, Bea Wilder and Betty Fisher are working now toward the May Treasure Hunt—our first in years. We hope Chapters in our general area will join us.

Middle East Section
DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA

CENTRAL PENNSYLVANIA CHAPTER
Mary Galbraith, Reporter

Our March chapter meeting was held in Lock Haven at the home of Alice and Bill Fuchs. Thirteen members, one prospective member and two 49½ers were present. Plans for the Middle East Spring Sectional, which our chapter hosts, were finalized and preparations for the forth coming safety program were begun.

Once again our planned Penny-A-Pound was cancelled because of the economy situation.

Congratulations go to Betty Harlan and Joanne Wright for receiving their C.F.I. ratings. Joanne and her 49½er, Dr. William Wright, spent several weeks skiing in Colorado and in February visited in Florida. Other members that visited

Florida were Jane and John Theurer who enjoyed a well deserved vacation. Carol Windsor flew an Arrow to Vero Beach and Lakeland on business for Piper Aviation. Alice Fuchs ventured to Lakeland twice in February to fly back a Navajo each trip. Mary and Bob Galbraith flew to Orlando to visit relatives one weekend. Alice and Bill Fuchs visited with a former chapter member, Marty Owens, and 49½er Bob, and daughter in Cherry Hill. They flew them to Lock Haven giving the new baby (born in December) her first airplane ride.

We enjoyed seeing Kay and Mike Tyson at our last meeting. Kay is a stewardess for Allegheny and Mike is a pilot for the same airline. They recently flew to St. Thomas for a 5 day vacation.

Martie and Champe Pool returned recently from a trip to Charleston, South Carolina where Dr. Pool attended a refresher course for Aviation Medical Examiners. They also spent some days of relaxation at Hilton Head, S.C.

Kay Martin is preparing to relocate to Australia where she has accepted a teaching position.

Hazel Bartolet's name has been submitted for nomination for International Vice President. Hazel is well qualified for this office and we wish her luck.

Betty Parthemer has been welcomed as our Chapter's newest member.

Helen Sheffer, obviously elated, as she puts finishing touches to Oregon Hill airmarking.

EASTERN PENNSYLVANIA SECTION
Gail Lingo, Reporter

On March 21, our Chapter was privileged to have Louise Sacchi, one of our members, entertain us with her delightful talk and slides of her most recent ferry trip in a Bonanza 36 and where to...Australia, land of lush green countryside, flowers bursting with color and kangaroos with babes in pockets who for some reason love to sun on runways! This was Louise's first trip ferrying to Australia, but number 265 ocean crossing. Her longest leg on this trip was 2400 nautical miles and took 15 hours with 5 hours of fuel to spare (260 gallons)...We were honored to have Connie and Abby Wolf with us also. Connie is a world reknown balloonist and 49½er Abby is a retired Air Force General and holds the distinction of AOPA number 5. He also writes the column "Legally Speaking" in Pilot magazine.

Our March meeting was held at Wilmington Airport where the first Precision Flight Team Competition was being held. 33 people entered the competition with only two female pilots, one being our own Angie Izzo. The competition involved take offs and landings, pattern flying, power on and power off landings. Wilmington Airport, hopefully, will be the terminus for the 1976 PPD. Kate Macario and Ann Grussemeyer are working diligently on these plans with the Wilmington folks very much interested in having the girls fly in here.

Some Chapter doings: Alice and Ray Meisenheimer had an exciting 10-day air cruise to Mexico which included 58 airplanes. Their Navion performed in the faithful way all "old" Navions should and took them to many interesting places...The trip originated in Juarez and Alice said the atmosphere and entertainment provided reminded her of the PPD with the exception there were men aboard and no lively competition...just lots of fun! Joan and Bob Jones went on a four day junket to Disneyworld and experienced flying home in a 1011. Mary and Des Robinson flew their Cherokee 180 to sunny Florida. While they were gone their apartment was burgularized but the culprit was caught. Ann Shields is speaking to various groups and her most recent was to the Pottstown Aeroclub showing the Amelia Earhart film. Judy DeMarco and Kate Macario attended the Pennsylvania Aeroclub dinner at the Red Oak Restaurant in Philadelphia recently and listened to a 4 man panel discuss aviation problems in Pennsylvania. Dottie Miller and 49½er Bud spent the month in Florida flying down in their Cessna 150 to Bradenton. Kate and Herman Barcus took a commercial flight to New Zealand.

February Lunch-with-a-Bunch was held at Hess' Department Store in Allentown with eight girls flying into Queen City Airport. Jean White did a great job planning, even to a beautiful day!

New Members Aboard: Sylvia Merritt flies a Cessna 195 out of Periomen Valley. Sally Koch flies out of Pennridge Airport and has her Instrument, Commercial and is working on her I.I.

Our Chapter is very busy working out all the details for the '76 Convention in Philadelphia at the Benjamin Franklin Hotel, August 11•14. Plan your family vacation that summer in the "City of Brotherly Love"...there will be something for everyone...99s Spirit of '76.

MARYLAND CHAPTER
Paulette Jones, Reporter

99 Connie Ball has received her multi-engine commercial license and several others are working on new ratings and-or licenses.

Maryland Chapter has organized a Speakers' Bureau. Our members have lectured at Rotary Clubs, Zonta International, schools, and other club groups. 99 Kay Bays participated in a panel discussion at Towsontowne Jr. High School. More such engagements are being planned.

One of our meetings was held at the Towson GAPS office (General Aviation Pilot Studies) where we tried our skills on their Link Trainer. There was also a quiz on controlled airspace. A few amusing results on both counts! A tour of Goddard Space Flight Center in Beltsville will serve as our April meeting.

Md 99 Gail Ranadive gets ready to "take off" in a Link GAT I directed by Ron Rapp, Chief Instructor Ground and Simulator, at General Aviation Pilot Studies (GAPS) in Towson.

PANELISTS WITH 'UNUSUAL' CAREERS at an in-service training session for Baltimore County teachers at Towsontowne Jr. H.S. L to R CFI Kay Bays, Ms. Anita Sterrette---President Shed Construction Co, Vincent Druding---nurse, Maurice Dorsey--home economist, and Cherry Marshall-ordained Presbyterian minister.

VIRGINIA CHAPTER
Kendra J. Roth, Reporter

Rain, Rain, go away.....! And it did for the Virginia Chapter monthly meeting. As a result, we had a nice turn out for our pot luck lunch at Navy Squadron VRC-40. Commander Roth gave a brief talk on the background of the squadron, its place in todays Navy and its future role. Following a film on the Naval Air Museum in Pensacola, he invited us to tour the C-1.

Rosemary Conaster was reinstated into the 99s. In case you missed the article in the News on Rosemary, she is a Navy pilot stationed at Oceana.

Following our lunch and meeting, we had the drawing for the five band radio. Linda Hollowell, our Vice-Chairman won. Congratulations!---that's what you get for selling so many tickets.

In April we sponsored a Poker Run. May Lady Luck be with us to provide a beautiful VFR day.

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

ALABAMA CHAPTER
Juanita Halstead, Reporter

The Alabama Chapter met in Mobile on March 1st & 2nd, for an overnight meeting.

As always at this time of the year Mobile's Gardens were beautiful, with azaleas, camelias and other Spring flowers.

Part of the group visited Bellingrath Gardens on Saturday afternoon. Included in this group were Janet Green of Mississippi, Eunice Miller of Pensacola with guests Ruth Davis and Robbie Cudd. These girls could not remain overnight.

There were eleven other members and two 49½ers who did stay over and toured the gardens after the business meeting on Sunday.

The girls will again don working clothes and fly into Luverne on April 6th to complete their painting job. This time the center line on the airport's single runway.

Then Spring Section in Franklin, N.C. the first weekend in May. Sounds like fun!

BLUE RIDGE CHAPTER
Virginia Gilreath, Reporter

A fly-in meeting was held in Greer, South Carolina on March 23. Many members flew in from North and South Carolina, bringing their 49½ers. The chapter had a spotlanding contest in Spartanburg, S.C. April 26th.

Patty McManus recently purchased a Cherokee 140, for business and pleasure. Anne Adams is teaching ground school, she is a "new" ground instructor and has her class in Mooresville, N.C.

Virginia Gilreath flew to Dallas, Texas, April 8th for the official drawing of race numbers in the 1975 Powder Puff Derby. Marian Banks and Kay Brick hosted the affair on April 9. Virginia was a guest at Jo McCarrell's, Chairman of the Golden Triangle Chapter, during her week stay in Dallas. She was greeted by the Texas Chapter members on her arrival at Dallas Field. Later in the week, she attended the South Central sectional meetings with The Golden Triangle members. She also worked at the AWTAR headquarters office, preparing the race kits for the derby contestants.

Recently Virginia was honored by artist Skip Shelton of Greenville, S.C., when presented with a painting of Amelia Earhart. The original was taken in 1932 and Skip, with brush in hand, duplicated it. Virginia was so inspired that she wrote a poem about Amelia and wants to share it with all 99s everywhere and all those who love flying.

Blue Ridge Chapter Reporter, Virginia Gilreath with her Cherokee Arrow 200, displays a painting of Amelia Earhart. A gift she proudly cherishes, that was presented to her recently by artist, Skip Shelton.

AMELIA EARHART

An aviation pioneer was born,
Amelia Earhart her name;
her destiny was eternal fame.
Through the air she flew;
to conquer the sky of blue.
She became a symbol in the sky;
searching the unknown up on high.
A.E. had a special kind
of magnetism on earth
as in the sky.
She gave faith, courage
and lift to our morale;
trying to fly the world around.
She could reduce crowds to tears of joy;
an airplane became her little toy.
A lady with insatiable curiosity
about people,
but yet she was distant
in a strange sort of way;
with dreams of places so very far away.
The love of airplanes spellbound her,
the earth's gravitation
had no way to bind her.
High above hung myriads of stars
within her reach;
Each star a symbol
of some conquest to seek.
Her dreams became a reality;
in spite of difficulties she pressed on.
Not only for her alone,
but for all women pilots who seek
to conquer the unknown;
To share her love
of the high and mighty
blue heaven above.
A real American heroine was A.E.;
through her ambitions
death became her destiny.

By Virginia Gilreath

CAROLINAS CHAPTER
Louise Smith, Reporter

Tommie Lou Smith's 49½er Herman is an Accident Prevention Counselor (volunteer) for the FAA. This isn't special news, of course, but the General Aviation Seminars that Herman spearheaded are.

It happened this way. Some of the Carolinas Chapter members helped Herman with the stuffing of envelopes. Invitations for this free Seminar went to 6,000 pilots living within 100 miles of Greensboro. The returns were fantastic!

Herman had planned on one Seminar. Air Service, Inc., the Beech dealer on Greensboro's airport "sponsored" the event. By that, Air Service footed the actual bills and it cost participating pilots nothing. Herman planned for and expected 200. Within two days, all of those seats were filled and no 99s made it. Except Tommie Lou, of course.

So then Herman had the Second General Aviation Seminar on February 15th. 270 "over-solds" on the first were signed up. And that time, Carolinas members did make it. Aileen and Emily Hamrick (**not** relatives, would you believe?) flew in in a Rallye, Louise Smith, Barbara Moore, Page Shamburger, and even Louise Thaden briefly made the scene.

Herman's Seminar is different. The first of a kind, we hear, and the popularity is forcing the poor man to try again next fall. We met in Dana Auditorium of Guilford College, not far from the Airport serving Greensboro and High Point. The entire group stuck together for the major presentations. Edward Stimpson, Executive Director of GAMA, showed the new general aviation film, Pete Pederson of FAA, Washington, the National Weather Service. Then the large group was subdivided into smaller groups of about 25 of the same licenses. These smaller groups met to hear the scoop from the FSS, from GADO, and from Air Traffic Control.

The day was long. The meeting started at 7:30 a.m. and ended at 5:30 p.m., but if you didn't learn **something**, you weren't paying attention! Kitty Hawk Chapter member, Hazel Monroe and her husband drove in, leaving home at 4:30 a.m.

Now on the agenda for the Carolinas Chapter is the pleasurable job of being hostess for the Southeast Section meeting the first weekend in May. This is SURE to be a different kind of meeting, looking for rubies in the supposedly gem-filled Cowee Valley of North Carolina, near Franklin. Blue jeans are considered "fancy" clothes up there. Like we said. very different from last fall's resort-type section meeting at Marco Island.

General Aviation Seminar, Feb. 15, Guilford College, (L) Herman Smith, FAA Accident Prevention Counselor (volunteer), Carolina's 99s Barbara Moore, Jo Payne, Tommie Lou Smith, with (R) Edward Stimpson, Executive Director of GAMA.

DEEP SOUTH CHAPTER
Betty W. McNabb, Reporter

The Deep South Ninety Nines met with representatives from the North Georgia chapter and the regional GADO, in March, to work on plans for a landing and Take-off Seminar sponsored by the FAA, Georgia Aeronautics Bureau, Cordele (Ga.) Chamber of Commerce, and some fifteen aviation organizations, including Ninety Nines.

As is often the case, the Ninety Nines seem to be doing a lot of the nitty-gritty. We'll hostess and help out and be message center and register and fly, and watch and listen and learn.

There will be people from the Big Five with their demonstration aircraft and pilots, and there'll be video-tape if you've nerve enough to let the world see you land not only on the runway but also on video-tape later on! But what a fine way to critique your own techniques!

Flying in the Angel Derby are Esther Wright of Deep South with Pauline (Sox) Akers of the North Georgia Chapter, Ellie McCollum, one of our honorary or borrowed or something members who

visits us from Vero Beach, and possibly Judy Hall of Macon.

Esther's deep in building a convention hall on her Holiday Inn. We plan to have a sectional there when it's our turn. Thomasville is a beautiful little city. Meanwhile we're looking forward to ruby mining at Franklin, North Carolina for Spring Sectional.

Maybe we'll see you there?

And please don't forget about scrapbook items— Your prez and your International HQ need those books full and fat.

FLORIDA GOLDCOAST CHAPTER
Joyce Pittman, Reporter

Taking advantage of Florida's stable, sunny "winter" season, the Goldcoast Chapter organized several fly-in meetings during past weeks, to River Ranch Resort near Lake Kississimme and Ocean Reef and Marathon in the Florida Keys.

Helen Krumholz soloed her Mooney 21 out of the State of Florida to Dallas in connection with a new business enterprise.

Margaret (Peggy) Brown visited from the Western New England Chapter and together with Shirley Davis and Myna Elschner flew to Nassau to see Queen Elizabeth. Sorry to say, though, the Queen was late arriving and missed the girls!

Shirley Davis' flying family includes her two sons, 18-year old Mark who recently soloed, and Bret, only 15 but who already has 100 hours and will be ready for the private flight test on his 16th birthday soon. Shirley plans to fly the Angel Derby with co-pilot Peggy Brown from Mass. Also planning to fly the "Angel" are Connie Brunger and prospective member Marilyn Birch as co-pilot.

Helen Mennitto will entertain two high school students from Essen, Germany during the boys' three-week spring break.

Happy to report that Dottie Shaw is now fully recovered from back injuries, sustained in the crash of an airline jet while she and her family were on a trip to India and Nepal last year. Fortunately, no other members of the family were hurt, but Dottie spent much time in the hospital as a result.

FLORIDA SPACEPORT CHAPTER
Bonnie Quenzler, Reporter

February found our chapter meeting in Jacksonville at the Mayport Naval Station. Ninety Nines were invited to fly in (after completing landing request forms in quadruplicate) by Naval Air Station Operations Officer Commander Klein. Gere Basler and Jo Christman were our local 99 hostesses. We were treated to a Navy welcome, lunch at the O'Club and a tour of Destroyer Escourt USS Capodonna. We are invited to return next month for an impromptu gathering when Mayport's resident aircraft carrier, the Kitty Hawk, returns.

Due to deteriorating weather, only three aircraft flew in. The remaining 99s arrived by car, alternately muttering and gnashing teeth at the clear skies above. By lunch time their appetites returned as clouds crept over the horizon and aboard ship their best humor was revealed as the skies opened to a downpour. Afterwards the three pilots departed in sodden conditions, consoled only by some actual time.

Our March Treasure Hunt was a large success for our chapter. Please read the report elsewhere in this issue. Proceeds were given to the Mary Blackwell Joehrandt Memorial Fund originated by this chapter. A treasure hunt has many possible formats and can be conducted safely even with a large number of entries. They are fun and inexpensive to fly compared to other aviation competitions. The Alabama Flying Petticoats are another group that sponsors a fine treasure hunt. We are hoping for even better participation here next year.

April we met at Cedar Key for lunch. Afterwards we continued enroute to Tallahassee for an overnight visit and tour of the state capitol. Our hostesses are members Gail Sims, spouse of Congressman Walter Sims, and Joan Davis, an assistant working there for the congressional session.

MEMPHIS CHAPTER
Belle Hedges, Reporter

Memphis Ninety Nines star on local television. A delightful film segment of our latest fly-in to Pocahontas, Arkansas, and an interview with Chairman Nancy Miller was shown as a feature on the evening news. TV News Reporter Joe Lesem flew to Pocahontas with Gladys Estes for some "in-flight" shots. There were nine planes and over 20 Ninety Nines and guests taking advantage of the sunny weather and home cooking at "Kelly's Grill".

Anne Thrash, Air Education Chairman, organized an aviation presentation for approximately 200 fourth-grade students at the school where she teaches. Bob Harrison of the FAA showed a film and he and 99 Netta Holden answered questions from the students.

Carolyn and John Bell have just returned from a fantastic vacation flight to Freeport. In Florida, Fern and Chuck Mann were judges for the recent Sandy Shoes Aerobatic Contest sponsored by the International Aerobatic Club. Seeking a little more "Aspenglow" this spring vacation, Belle and Posey Hedges flew their family back to Snowmass at Aspen.

Everyone packed their suntan lotion and swimsuit for the April fly-in to Gulfport, Mississippi and a fun weekend at the Biloxi Holiday Inn.

Braniff pilot Sandra Simmons (Dallas Chapter) and Nancy Miller (Memphis Chairman) at the January 11, 1975, luncheon to kickoff International Woman's Year in Memphis.

MISSISSIPPI CHAPTER
Jenny McWilliams, Reporter

Ernestine Mahan and Margaret Shipley could write a book on "HOW TO BE THE PERFECT HOSTESS FOR A 99 MEETING." On March 8, they entertained no less than fifty people at Panola County Airport in Batesville, MS. There were door prizes to numerous to list, bouquet of red roses for our honored guest, Susie Lambert, and a beautifully decorated cake which depicted Susie's recent Award as 1975 Mississippi INSTRUCTOR OF THE YEAR. These fifty people, comprising a dozen or more MS 99s, past and present students of Susie's, and various town officials, were treated to luncheon by Ernestine and Margaret. On hand to present the Award was Mr. Jack McDonald, FAA Safety Specialist of the Jackson, MS G.A.D.O. Special guests were Mrs. McDonald, Batesville Mayor Mr. F. G. Craig, and also the President of the Panola County Board of Supervisors, and the Chairman of the South Panola Area Chamber of Commerce Airport Committee. This being a SAFETY MEETING for our Chapter, it was only fitting that the first female recipient of Mississippi's INSTRUCTOR OF THE YEAR be the one to give a talk on SAFETY. We are doing our best to comply with the program set forth by President Pat McEwen in the newly designated International Committee on Safety Education. Susie's talk was entitled "Making Lemonade" wherein when you are dealt a "lemon" of an airborne emergency situation, with proper knowledge, skill, and "cool", then you will be able to "make lemonade" out of an otherwise bad situation. A clever topic and talk by a clever instructor-pilot. General Aviation can use more people of the caliber of Susie Lambert.

Harriett Hall is the third one of our group to get APT for 1975. No doubt Cindy Bass will be next when she takes her Instrument Check Ride.

Wanda Garson, our Chapter's APT Chairman and also Membership Chairman, recently won a unique prize: First Place in a Decorative Cake Contest in Meridian, MS. Her winning entry was none other than a "SNOOPY"-styled cake.

Judy Peteet, Member of Mississippi Chapter, receiving gift as first to arrive by plane at our March 8 Meeting in Batesville. A Safety Meeting combined with awarding Susie Lambert (Far Left) the 1975 Mississippi INSTRUCTOR OF THE YEAR Award, first woman to be so honored. Batesville, Miss. Mayor F.G. Craig making the award to Judy. Members of the Mississippi Chapter in the background.

Our March meeting was attended by a prospective new member--Jeannie Mason of Newton, MS. We also expect Karen Bearss of Jackson, MS to be joining our Chapter soon. Karen wants to make a career in Aviation, and is already working as co-pilot on a weekly cargo run to Atlanta, AND in her spare time, she parachutes!! She has 43 Jumps to her credit as of March 1.

North Central Section

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

ALL OHIO CHAPTER
Charleen Mehaffie, Reporter

Our March meeting was the first one we've been able to fly to since November. This past winter in Ohio has been very frustrating for us VFR pilots. Maybe that's why Connie Huffman hasn't been swamped with APT forms. Lt. Col. Jeane Wolcott was first to become APT in 1975 so let's follow her lead.

Bonnie McSwain was our March hostess at the Cherry Creek Recreation Center in Columbus, and it's always a pleasure to meet there at their lovely facilities. Tim McSwain presented our program showing slides on experimental aircraft.

Rosalie and Bill Burchett have been putting their Seneca to good use. They vacationed in South Carolina, supposedly to fish but saw only rain, sleet, and snow. Then they flew a "mercy mission" to Tennessee to bring back a Clermont County pilot and his passenger on stretchers — seems his aircraft failed mechanically over the Tennessee hills — not exactly the ideal spot for an emergency landing.

Nancy Shaw and Cam Stomberg are both on the Board of Directors of Delaware Aviation, Inc., and are busy trying to make their airport more attractive. They welcome all fly-ins. (Delaware, Ohio) We are supposed to air mark their airport whenever we can get it together.

Pat Fairbanks learned that she is one of the 9 finalists for the Amelia Earhart Scholarship in the North Central Section and we are as anxious as she is anticipating the results.

In May, Clara Tharpe is going on an 11 day AOPA tour of Africa, the jumping off place being Narobi.

Margaret Golledge, originally from Canberra, Australia, flew home in January to visit her family, and while she was there the Australian 99s held a special meeting for her in Sydney.

We'd like to welcome the following new members to our chapter: Margret Nelle Bryant, Elizabeth Sluhan, Arwilda Hodge, Shirley Stewart, Gloria Salley Berryhill, Kathleen Mullins, Catherine Schuchmann, and Pat Premselaar — a transfer from the Greater Seattle Chapter.

CAPE GIRARDEAU AREA CHAPTER
Sue Long, Reporter

Weather in our area has been so unpredicatable that not too much flying is being done except by those with instrument ratings. Our rain and snow has kept many of us indoors except for those vacationing in the warmer climates. Lois and Bob Feigenbaum are cruising the Carribean before Lois rushed home only to wash and repack for the spring sectional she attended in Phoenix, then our own spring sectional in the Ozarks.

We are pleased to welcome two new members into our chapter. They are Nancy Irvin from Ripley, Tennessee, and Helen Halliburton from Dyersburg, Tennessee. I know they will enjoy the Ninety Nines and all the wonderful friends they will meet.

CENTRAL ILLINOIS CHAPTER
Joan Boyd, Reporter

We finally got that nice day for our March 2nd meeting held at the Macomb, Illinois Holiday Inn. The sun was so bright and the sky so blue that no one minded that inch of snow on the ground! Thirty members and guests were present, including Mary Krautkramer and Gail Wenk of the Chicago Area Chapter.

Plans were made to help host a Safety Seminar at Coles County Airport (Mattoon, Ill.). Then everyone marked their calendar to fly to our North Central Section Spring Sectional meeting at Four Seasons Lodge, Lake of the Ozarks on May 2, 3, and 4. A "Merry May Getaway" sounds great to us winter weary Illinoians!

Mary Waters, race board, reported on our upcoming Illi-Nine Derby to be held at Champaign, Illinois—Willard Airport on May 24th, Rain date May 25th. (Impound May 23rd)

Eleanor Schmelzer, Macomb, was reinstated as a member and new member Sandra Bernard, Peoria, was pinned by Jayne Schiek, membership chairman.

Joan Boyd, Decatur, won the prize for 1st to land, and Jan Vanatta, Charleston, won the award for coming the farthest. The tail gate prize was handed out—then 40 minutes later Lila Flint, Jackie Klaus, and Linda Garlock arrived! They had left Peoria at 10:00 a.m. in a Navion, had an electrical failure, turned back to Peoria, and then came in a Travelaire. Three hours and 10 minutes is not exactly good time for a 65 mile flight!

While eating lunch, we enjoyed an interesting program. First, Libby Kaiser's movies of 49½ Bob and son Jim hang gliding off snow skis at Aspen and then Alma Poole, FSS from Burlington, Iowa spoke. Alma, a black woman, has been with the FAA for 2½ years, took her training in Emporia, Kansas, and hopes to advance in her work to get back to Kansas City where her husband and family still live. Now it is a long way to commute... Our thanks to Jayne Schiek, Dot Wright, and Eleanor Schmelzer for hostessing a great meeting!

Flying notes from our members:

Recently Lila Flint, 49½ Dave, and Jean

Members of the Central Illinois 99s are hard at work planning the Illi-Nine Air Derby to be held at Willard Airport, Champaign, Illinois, May 24th. Pictured here, left to right, are Ruth Teel, Jayne Schiek, Dorothy Wright, Libby Kaiser, and Eleanor Schmelzer. Photo courtesy Macomb Daily Journal.

The Central Illinois Chapter celebrated its 30th birthday with a luncheon at the Ramada Inn, Champaign, Ill. on Saturday, April 5. From left: Libby Kaiser, vice chairman; Mary Krautkramer, Julia Konger, both from the Chicago Area Chapter; and Rose Andrew, Central Illinois Chapter.

McLaughlin flew the Travelaire to Florida and the Bahamas to rendezvous with Jean's 49½, Mac, who met them there in the "Dern Dove". They spent a few glorious days in the sun and arrived home in a blizzard naturally. Lila logged several hours multi-time in the Travelaire.

Helen Lewis is completely recuperated and back flying—with 5 hours just logged in a Skylane 182. The FAA also gave her a clean bill of health after her engine failure and forced landing in a bean field last fall.

Jean West and 49½ Bob took another turn at gliding at the Black Forest, Colo. Jean found a wave and rode it to 31,000 ft! She now has a diamond award for altitude and may soon be seen in the **Sport Flying** magazine. A writer for the magazine was also at Black Forest and kept taking pictures of Jean while she was soaring up, up and away.

Ruth Teel recommends a visit to the Mennonite colonies at Amana, Iowa. Even though it's not O'Hare Field, you could experience a slight delay; she and 49½ Bob circled their Piper 235 while the snow was being cleared off the sod runway!

Norma Newberry and 49½ Frank have been enjoying their latest "70" Skylane 182. Just got home from a trip to Washington, D.C.

Our chairman Kathleen Wood, and her 49½ Jean have been commuting from Georgia to Illinois in their C-310. Their latest business interest in Georgia "keeps them flying."

GREATER KANSAS CITY CHAPTER
Dorothy Strattoh, Reporter

Greater Kansas City Chapter helped begin the Celebration of "1975 INTERNATIONAL WOMEN'S YEAR" when several of our members met with Zonta International on Amelia Earhart Day, Jan. 11th. Ruth Stafford and 49½ Sheldon were speakers at the dinner meeting at the Alameda Plaza Hotel. Zonta Clubs from Johnson County, Atchison, Wichita, Salina and Topeka, Kansas joined with Kansas City for the event.

Our members were present and witnessed Missouri and Kansas Governors signing proclaiming "Women in Aviation Week" Jan. 11 to 18th. Kathy Zimmerman and Jean Wilson flew to Topeka, Kansas, and had Gov. Bennett sign the proclamation while Marge Englemann and Bobbi Miller went to Jefferson City Missouri to have Gov. Bond sign for Missouri.

Theda Benningfield was the star of a film taken of her daily life as a typical American — at home, with family, at work and as a flight instructor. This is to be shown in foreign countries.

Bobbi Miller was hostess for our January meeting held at her home. We welcomed two new members, Sandra Damon and Janie Blust.

Fran Dunfield and 49½er recently flew to Ann Arbor to visit their son, who is in law school, his wife and baby son. Fran not only has a new grandson, she also has a new Instrument Rating.

February meeting on the 6th was at the Buttonwood Tree. After dinner we enjoyed hearing Ruth Stafford tell about her experience flying the Atlantic. She has made several trips ferrying planes and in December was a guest of Johannasburg 99 Chapter.

February Fly Out was to Mexico (Missouri) for Lunch.

GREATER ST. LOUIS CHAPTER
Jan Pocock, Reporter

Like a breath of fresh air, during a dreary, cloud laden month! Five airplanes, carrying a total of 17 women, landed at Spirit of St. Louis airport March 13th for a day of Easter shopping at our brand new Neiman Marcus store in St. Louis County. This was the March fly-out for the Greater Kansas City Chapter and ten of our STL gals were delighted to join them for a lovely luncheon at N-M, followed by a guided tour of this fabulous store. WX cooperated for them, opened up just for that day, and the next day — zap! How lucky can you get? All of our gals agreed that it was a really fun thing. We wish to invite any other chapters to do the same thing! Just give us a little advance notice.

Our March meeting was devoted almost entirely to planning for our Fall Sectional. You N.C. Section gals are really in for a treat! Phyllis Morgenthaler received her pin and our congrats. for becoming our newest member. It was announced that we will tour the home of the F-15, McDonnell-Douglas, as guests of Betty and M.A.C. V-P, Chet Braun, on April 26th, and our APT Chairman, Gerry Beetz said that in June, our regular meeting will be replaced by an APT day aimed at getting all our members enrolled in this very worthwhile program.

Always delighted to report our member's up-grading and the latest accomplishment of former Chairman, Rosemary Roth Boyd, who holds every rating you can think of, including A.T.P., is that she passed her check ride and is now an F.A.A. Designated Examiner for; Private, Commercial, Instrument, and Multi-Eng. ratings! How 'bout that?

Looking forward to seeing many of you N.C. Section ladies at the Spring Sectional at Lake of the Ozarks. Should be great. Till then, Happy Spring and Happy Flying.

IOWA CHAPTER
Annetta Haack, Reporter

The March meeting was held in Waterloo with 42 attending. Guests included Joni Dunn of Mason City, Shirley Helseth, Sioux City, and Esther Niederhauser of Waterloo. We are very happy to welcome Stephanie Wells of Ames to our membership.

After lunch, Wilbur and Cornelia Davis gave a talk and showed slides on mountain climbing. The talk was fascinating, and the view from the mountain-tops was breathtaking — but I don't think they made many converts. You could get hurt doing that!!!

We are beginning to plan for 1976 Fall sectional. "Stay tuned for further details." Methods of raising money for our depleted treasury are also being discussed.

Des Moines 99s had a party at Gwen and Keith McClure's recently. A good time AND champagne punch was had by all. Tell us about the "pop" on the ceiling, Keith.

Our planes are "chompin at the bit" for more flying — and things were lookin' up for a few days. But today the snow is falling, with wind gusts to 50. The forecast — "sunny, tomorrow".

Sunny tomorrows (and todays) to all.

LAKE ERIE CHAPTER
Helen Keidel, Reporter

Barbara Baron, who instructs at the Wheeling County Airport, Ohio, has initiated a Pinch Hitter course for non-pilot flyers and has 14 women attendees. The course includes two 4-hour ground school sessions and four hours of actual flying.

Bernice Barris, our 1974 Pilot of the Year, has applied for the Amelia Earhart scholarship. She is working toward a Flight Instructor's rating.

As soon as our Ohio weather cooperates, the girls are ready with the brush and roller to start air marking. An April 5th location has been set up in hopes of getting an early start.

FOR SALE: Needlepoint Kit, 15" x 15" pillow or wall hanging, blue compass rose and edging on white background. $15 complete. Order from Lake Erie Chapter, Louise Muranko, 15341 Colebright Road, Strongsville, Ohio 44136.

MICHIGAN CHAPTER
Bette Crook, Reporter

The Michigan Chapter held its March meeting at the Pines in Owosso. The Chief of the Saginaw FSS provided the day's program which included a discussion of new operations at the facility and an informative question and answer period.

The Michigan SMALL Race Board met preceding the general business meeting. Owosso has now been selected for the site of the 1975 SMALL Race. The race will return to its original format this year. Cash prizes and trophies will be awarded to the winners of the two-hundred mile, round robin, proficiency race which will be held next October. Kathy Gerhold will serve as the local SMALL Race chairman.

Marge Hatfield and Lillian Snyder made a trip to Washington, D.C. to discuss with the FAA, AOPA, and GAMA the arrangements for two Michigan Pilot Education Clinics. The Michigan Chapter, Ninety Nines, presented the first nationwide Safe Pilot Sweepstakes 11 in support of the FAA Accident Prevention Program on April 3 in Grosse Pointe. The second program was held April 4th in Flint. Speakers at the seminar were Stanley Mohler, M.D., Chief Aeromedical Applications Division, FAA, Washington, D.C.; Pete Pederson, Safety Program Specialist, FAA, Washington, D.C.; Frank Kingston Smith, aviation writer and humorist; and Woody Staman, Safety Specialist, FSDO No. 63, Ypsilanti, MI. Special guests were John Shaffer, Board of Directors, Beech Aircraft Corporation and Robert Stanberry, Vice-President, AOPA Flight Safety Foundation. Plans were made for nationwide publicity highlighting the participation of the Ninety Nines in sponsoring these important pilot education clinics. Registration was organized by Imogene Ross in Flint and Bertha McMenemy in Grosse Pointe.

The Powder Puff Derby Terminus Committee met on March 2, at the home of Winnie DuPerow, Terminus Chairman. The banquet will revolve around "It's a Small, Small World" in observance of International Women's Year and in honor of the strides women have made in bringing different parts of the world closer together through aviation.

Dorothy Brewer was invited by the Owosso Zonta Club to be the dinner speaker for their Amelia Earhart commemorative program.

Imogene Ross of Flint flew a PA 28-180 to Jekle Island off the coast of Georgia for a few days of golf, sun, and good seafood. She made the flight in February with her husband and two friends.

Claire Ojala (Vice-Chairman, Michigan Chapter) and 49½er Keith became the proud parents of a 9 lb. baby boy who arrived the last week in February.

MINNESOTA CHAPTER
Clara Johansen, Reporter

Legislation affecting general aviation (and us 99s) which is before both our State and Federal lawmaking bodies has been brought to our attention by our members who have attended sub-committee

hearings, written articles in our newsletter, and encouraged us to voice our opinion to our representatives. At our April meeting, we heard three experts on this subject. 99s, your letters to representatives do count!

After our chapter saw a display of actual aircraft engine parts and at the same time heard Mr. Darrell Balduc's explanation of what causes wear and tear to these parts, and heard his tips on maintenance and repair, we went home resolved to give our engines even more T.L.C.

A tour of ARTC Center, Farmington, Mn. gave our members new and useful information, even to those members who had been there on previous visits.

Our chapter has approved Jane Strovas and Jan Porter for membership. New ratings for our members are Commercial for Linda Erickson, and CFI-A for Gerry Bendickson. Gerry's partner Bobby Smith is working on her Instrument rating and C.F.I. They are the two Mn Members who started a do it or die project. They have given up their former occupations and gone wholeheartedly into Aviation. Located in Forest City, Iowa, they have the only pilot shop and flight training facility in the area — Viking Aero, Inc. They have completed one ground school session for private pilots, have quite a few students flying, and will have more when the snow and high winds subside. Gerry quit her job as a teacher at Rochester Jr. College, is still a Flight Nurse in Air Force Reserve, as is Bobby. The people in their community are still unbelieving that two women should even want to run a flight facility but are supportive. Installation of Unicom and VASI for their airport is scheduled. Both women have been busy informing the public about 99s. Bobby talked at the Austin Area ZONTA Club about their eleven-week participation with NASA last winter and Gerry gave the same presentation to the Austin Kiwanis Club and the Forest City, Ia, Rotary Club. They are also giving a presentation about NASA Research and Gravity Program at the FSS Mason City monthly pilot meeting. Good publicity, Girls, and Congratulations!

Another member of our chapter who has acquired an additional rating recently is Maxine Pfeifer from Duluth, Mn. She passed her Ham Radio Test and is now WBOTF. To quote Macine, "My 49½ Walt has been a flying ham for several years — so I have joined him in his hobby. We have a rig installed in the Citabria so when we fly our short cross-country home etc., we talk to our friends from the air." Maxine thought the written exam harder than the flying one, but did not have any difficulty with the Code as she had expected. They keep skiis on their citabria and flew commercial to Mexico in Dec. When her husband Walt spent three weeks in Boise on a work detail, she accompanied him and had a delightful time thanks to the Idaho 99s and especially Gene Nora Jessen (who Maxine discovered is both Vice-Gov. of N.W. Sec. and USA Intnl Membership Person). Through 99 Jessen, Maxine met most of the Idaho Chapter, all of whom are outstanding ladies from their charter members to their newest members says 99 Pfeifer. They kept her so busy sight-seeing and "just good old flying talk" that she came home doubly enthusiastic about the 99s and says she just can't thank them and 99 Jessen enough!

QUAD CITY AREA CHAPTER
Judy Hodges, Reporter

The Quad-City Area Chapter celebrated their 7th Anniversary with a luncheon and cake at Galesburg, Ill. on March 8.

A.P.T. was the theme of our February meeting with five members having taken their A.P.T. rides. Neil Probanz, Barney Young, and Charlie Alter were generous enough to donate their time and effort to give us our check rides.

The Alters along with Judy Hodges, Neil Probanz, and Joanne Walker have attended race board meetings for the Illi-Nines Race in Champaign and Morris attended another on April 5th in Champaign. The Illinois Chapters are raffling a Poncho with the 99s name on it.

Galesburg, Illinois was the scene of our March meeting which was the 7th Anniversary of our Chapter Charter. We enjoyed a luncheon and cake after the meeting.

Von and Charlie Alter recently returned from a trip to Australia with visits to New Zealand, Figi and Tahiti. Their new Zealand visit included a flight in a Cessna 180 equipped with skiis to a landing on top of a glacier. They reported having a marvelous time and were very impressed with the lands they visited.

Other flying trips have included the Rathe's skiing trip to Aspen, Colorado and the Millar's taking to the slopes in Utah. JoAnne Walker flew some friends to Madison, Wisconsin and the Hodges visited relatives in Missouri.

JoAnne Walker recently gave a talk to a fourth grade class on "Careers in Aviation".

On March 22, our Chapter toured the new FAA Control Tower and Radar facilities at the Moline Airport. Moline now has an ATIS on frequency 121.2. The Radar Approach Control is on frequencies 118.2 and 120.8. Jan Gresham, Air Traffic Controller at Moline Airport and prospective Ninety Nine, along with other Tower personnel were most courteous and willing to answer the numerous questions asked.

If any of you fly into Moline to try out our new facilities, be sure to give one of us a call!

WISCONSIN CHAPTER
Betty Willmore, Reporter

The Chapter is working on plans for our second proficiency air race, the WIS-SKY RUN which will be held on June 21. Pat Weir, registration chairman, reports that requests for race kits are coming in. The limit is 60 planes, so register now! Deadline is May 31. Late fee until June 10. Send $2.00 to Pat for race kit. Her address is Rt. 5, Box 162, Marshfield, Wis. 54449.

Pat Back, flying activities chairman, has mapped out a schedule of fun flying events that include poker runs, fly-in lunches, air games, overnight camp-outs at Washington Island and the Apostle Islands and canoeing on the Brule River.

Diane Gorak was elected Chairman of the Bi-Centennial Committee. She will select a committee to work with the State Aeronautics on an exhibit of Wisconsin Aviation History for the Smithsonian Institute.

Our thanks to Diane for writing and designing a brochure called "Introducing the 99s" and to Lana Cain for helping with the art work and printing. The brochure tells what the 99s and our Wisconsin Chapter is all about and will be given out to prospective members.

Diane Harris was one of 14 women honored this Spring by the Door County Chapter of NOW for achievements made by women in their own right. Diane is a commercial pilot, a qualified weather observer, and co-owner of Harris and Harris Aviation, Sturgeon Bay. She will head the transportation section of a career fair this year sponsored by the County Education Vocational Committee. Diane is Operations Chairman for this year's Wis-Sky Run.

Congratulations to Peggy Mayo for getting a multi-engine rating and to Jean Zapata for her flight instructor's certificate. Her first student is 49½er Gene!

Marie (Towle) Grimm, charter member of the Wisconsin Chapter, is on the Wisconsin Aerospace Education Committee and is the first woman president of the Wisconsin Aviation Trades Association.

South Central Section
ARKANSAS - COLORADO - LOUISIANA
KANSAS - NEBRASKA - NEW MEXICO
OKLAHOMA - TEXAS

ABILENE CHAPTER
Marjorie Andrews, Reporter

"The Gov." was our guest at the February meeting. Hazel Jones and friend Jane Eidson from Dallas came to help us tie up loose ends for the Spring Sectional. They approved our plans and were delightfully enthusiastic about our town and West Texas in general. They did miss, however, the tour that same day that

member Alice Foeh arranged, of a home-grown industry which is "the ultimate in service facilities for maintenance, overhaul, repair and calibration of electronic and electromechanical equipment." This portion of our meeting was a preview of a Sectional event we think the 49½ers will really enjoy.

A big blow came with the hospitalization and consequent emergency surgery for our Chairman, Betty Heise. She was more upset at being out of the Sectional planning activity than the surgery and mom, Evelyn Snow, of the Shreveport Chapter said she "came to" mumbling about the Sectional. Shaky, but mobile, Betty made it to the March meeting where 8 of us assembled luncheon programs, made out name tags, stuffed goodies in bags and did a lot of last minute planning. We are intrigued by the deluge of pre-registrations and can hardly wait for the first arrival. See you there!

ALBUQUERQUE CHAPTER
Becky Lutz, Reporter

The Albuquerque Chapter sponsored a General Aviation Gripe Session in March in which representatives were present from the Albuquerque Tower, GADO, flight service, and the various fixed base operations in the area. Discussions were held on a wide range of topics including the uses and abuses of unicom, jet noise, encoding altimeters, faulty radio and traffic pattern procedures, biennial flight reviews.

Kathy Fox, Roz Kinlen, Claudia Beckner, and Jewel Lundgren attended the South Central Sectional in Abilene on April 10, 11, 12. Quite a few of the girls participated in the annual Flying Poker Rallye held in March Kathy Fox and Jerry Warrick were among the lucky poker hand winners. Roz Kinlen was on the committee that planned the annual fun event.

Joyce Buehler will represent the 99s on a central aviation board composed of representatives from the various aviation groups in the state. The board is in the planning stages yet, but Joyce has long advocated this idea, and we know she will be a real asset to the group.

Joy Feak is busy these days chairing 99 activities of the National Intercollegiate Flying Association annual competition in Santa Fe. Several of the girls have indicated they will attend to assist as judges and hostesses.

B.J. Slawson is happy about passing her instrument written and can now concentrate on flying. Joyce Buehler is logging time in a J-3 Cub. Rita Elliott reports flights to Angel Fire and Stillwater in her Commanche. Jerry Warrick spent a pleasant day recently sight-seeing in the Cabezon Peak area. Becky Lutz reports her usual monthly flying trips to La Mesa Park Airport in Raton to visit her parents in 88R.

ARKANSAS CHAPTER
Marguerite Nielsen, Reporter

Arkansas Ninety Nines have been socked in lately although the weather is lovely as usual. Cary Hunt has undergone minor surgery and is doing very well, up and flying, we hope. Ruth Mc Adams, who is about to rejoin our chapter is on the critical list in Jonesboro, Arkansas hospital due to an aviation-weather accident. Marge Nielsen has been released from the hospital and is recuperating at home. Our thanks to you all for the many lovely cards, flowers and visits. We appreciate you.

Aline Kay Newth is one of the nominees for the "Jimmie Kolp Award".

Ramonia Mitchell and husband Jim will be doing the aerial show to kick off the '75 stock car racing season at the local speedway.

Several of our Arkansas Ninety Nines attended the Flight Instructor's Clinic in Hot Springs last month.

The Powder Puff Derby Albums are out and they are lovely. A real tribute to the ladies in the sky.

CIMARRON CHAPTER
Patty McClure, Reporter

The January meeting of the Cimarron Chapter was held at Larned, Kansas. Seven members and three guests enjoyed lunch at the Blue Goose Cafe. After lunch, Ken Tate gave an interesting talk on his home-built airplane and learning to fly a tail dragger.

Snow showers was the weather of the day for the February meeting. Six members and two guests arrived for lunch at the Garden City Airport Cafe, and after lunch, Grace Crist showed a film "Thunderstorm Icing and Turbulence".

Chapter news has been scarce this winter. Our great Kansas weather just won't cooperate with Blue Bird Flying Weather on our meeting dates.

We are happy to report Gayle Smith has passed her instrument written. We hope to have another instrument rated member real soon.

Safety surveys have been completed for the Airports at Maxville and Dodge City. We are proud to report the Safety Guide we turned in on Dodge City has resulted in the FAA taking action to correct the confusing runway members on runways 02 & 20.

DALLAS REDBIRD CHAPTER
Pat Jetton, Reporter

March has been a busy month for the Dallas Redbirds. However, most of it has been spent on the ground. Some call March a **lion**, some call it a **lamb**, ...Redbirds call it **crummy.**

But, it looks like (maybe) we'll be getting some good weather soon. We did get to do a little local flying. Betty Worstell and Elinor Johnson flew the Fort Worth Poker Party and WON. They were in Betty's 182 and only missed the Spot Landing Contest by a few feet, came in second in that. Congratulations.

Marian Banks and Wanda Cummings flew to Arizona to visit Lou Timken and then on to California for a Powder Puff Derby Board meeting.

Kathy Long has been doing some timing runs in American Travelers and Tigers for the Powder Puff. Helen Wilke has been sharpening up those racing skills of hers for the upcoming races.

New member, Doris Fuller is hard at work on that Instrument Rating and we had a visit from our out-of-town member, Leslie Rose. Leslie is a stew for American and bases out of St. Louis so we only get to see her a few times a year. We're always glad to have "Little Leslie" come down.....she's a rare and precious member.

Next month looks like a fun, and busy, month. We'll all go to the Powder Puff Derby first day drawings and see WHO is in that coveted no. 1 spot. Then, a Section meeting at Abilene. Looks like about three airplanes going on that.

And then back to work, stuffing and mailing and planning for the Vacation Flying Seminar which we'll hold in May.

We've all got fabulous plans for the summer.....hope to see you somewhere along the way.

EL PASO CHAPTER
Norma Kudiesy, Reporter

Cindy Williams is our newest member. She received her license last July and is a student at the local university working part-time for South West Air Rangers.

Sim Lindley and Doris Shreve flew to Denver in a Cherokee 235 for a week of business and pleasure activities.

Jean Cartier is in charge of arrangements for our annual fly-in breakfast on May 4 to raise money for MS. It will be held from 9 a.m. to 12 noon at International Airport in the South West Air Rangers hanger. All 99s in the South Central Section are invited to attend.

In conjunction with International Women's Year 1975, Betty Rogers and Doris Shreve were each featured in a ½ page spread with pictures in our daily morning paper.

Preparations are being made for the Powder Puff Derby fly-by. Noel Olmstead has agreed to coordinate the ham operators, Polly Thomas will handle housing, and Johnny Hickey, transportation.

Ann Nobles Stone has transferred to the Ft. Worth GADO office. Louise Mitchell attended a missionary conference in Saltillo, Coah, Mexico for a week. She is a substitute teacher at the Sergeants' Major Academy at Ft. Bliss and at the El Paso Community Junior College. A representative of the Organized Flying Adjusters in the USA gave a talk on airplane liability and hull insurance at a breakfast meeting of our members. El Paso 99s planning to attend Sectional in Abilene are: Jean Cartier, Marilyn Cragin, Johnny Hickey, Norma Kudiesy, Sim Lindley and family, and Doris Shreve.

FORT WORTH CHAPTER
Jean Bishop, Reporter

Tony Page, one of our esteemed members, Whirley Girl No. 67, aviation writer, editor and publisher, was saluted in the March 4th, 1975, Congressional Record. She is one of ten women in the United States named by California Congressman Don H. Clausen in his tribute to the floor of the House to "dynamic and dedicated women who have been our aviation pioneers and played a

lead role in advancing aviation, aeronautics and aerospace programs and sciences." Tony is editor and publisher of **Cross Country News.** Tony, we are proud of you.

On March 23 our chapter held a Poker Derby and Spot Landing Contest at Edna Whyte's Aero-Valley Airport, between Fort Worth, Dallas, and Denton. The winners were: Poker Derby, Betty Worstell, Dallas Redbird 99; Spot Landing for Men, Don Moss; Spot Landing for Women, Nancy Dodd. Tom Bishop, one of our 49½ers, treated us to an aerobatic demonstration complete with hammerhead stalls, spins, rolls, and Cuban eights, in his Clipped Wing Cub. Tom did a fine job and we really appreciate the entertainment. Some of the rest of us looked like we were doing low level aerobatics during the spot landing contest in that strong crosswind!

Edna Gardner Whyte, Charter member to Whirly Girls, attended the Whirly Girls Banquet at Disneyland Helicopters International Meeting. She also attended the OX-5 pioneers banquet meeting in Houston, Texas, in February. Edna has set up an instrument department and is now teaching instrument rating courses in addition to her other instruction at Aero-Valley.

Our members were flying all over the country in February and March. Auleen Hall visited Los Angeles and while there, flew around to her old favorite spots in the area. Mary Ann Hudak flew to El Paso with Don Osborne, an instructor at Boardman Flight Service in Fort Worth. Nancy and Jim Armstrong flew their Cessna to Lubbock where they joined with friends in their King Aire for a flight to Pecos to attend a retirement party for a friend in geophysical work. The party turned out to be a reunion of friends from forty years ago.

Ernie and Gladys Latham also went west in their Bellanca and spent the day in Midland. Lucky Verna Stubbs flew to West Palm Beach, Florida, for deep sea fishing. Henrietta and Bob Pence Skylane'd to Pecan Plantation for the Texas State Aviation Association luncheon. All pilots are invited to join the association. For information on dues and activities, call (817) 237-3486.

Anne and Gene Cozart had special reason to celebrate Wright Flight day this year. Their daughter, Angela De, arrived on December 17!

GOLDEN TRIANGLE CHAPTER
Linda Hooker, Reporter

Whew!!! Golden Triangle members continue a very busy schedule. Several members and a couple of prospective members made the fly-in to Lake Murray on the rain-date, March 2nd. The fly-in, originally scheduled for February 23rd, was a complete "white-out" that day due to 3-4 inches of snow and high winds.

The weekends of March 8 & 9 and 15 & 16 found Golden Trianglers selling wares at Trader's Village Flea Market in an effort to raise funds to help finance chapter airmarking and air age education projects. Also, a bake sale to raise funds for a chapter contribution to the Amelia Earhart Memorial Scholarship Fund was held on Saturday, March 22nd, consequently, Golden Triangle will proudly donate $99 to the AE Scholarship Fund this year.

For several months the chapter has been trying to airmark Sevier County Airport at DeQueen, Arkansas, being rained out every time. Finally, on March 1st, Jo McCarrell, Linda Hooker, 49½er, Wayne McCarrell, and a "used to be" friend of Jo's, Hazel Wallace, got the job done. After painting the name, elevation, and numbers on the airport, Wayne commented that, "You 99s should be paid a $1,000 an airport for that kind of work."

On March 31st, Golden Triangle will co-sponsor a Safety Seminar with the Hustler Composit CAP Squadron. The meeting will be held at Tarrant County Junior College — North East Campus, and will feature such guest speakers as Dr. Barnes, FAA Southwest Regional Flight Surgeon; Rich Worstell, General Manager of Engine Components Division of Electrocoatings; and Troy Fuller, co-owner of Mangham Airport.

At the chapter's March meeting Brenda Strickler was chosen by the membership to compete for the "Jimmie Kolp Award" to be given by the Wichita Falls Chapter. Also receiving nominations of a different sort, the chapter is proud to have Jo McCarrell, nominated to run for SCS Nominating Committee, and Linda Hooker, nominated for a 2nd term as SCS Secretary. We have just received word that both girls have been accepted and will appear on the ballot of 1975-1976 South Central Section officers.

On April 2nd, Linda Hooker, International Air Age Education Committee Chairman, and Jo McCarrell, SC Section Air Age Education Committee Chairman, journeyed to New Orleans for the National Aerospace Education Congress meeting. April 11, 12, and 13 many of the Golden Triangle members went to Abilene, Texas for the South Central Section Spring meeting.

May 1st, 1975, has been declared "99 DAY IN TEXAS" by the Texas Legislature. This special day of recognition of 99s has been made possible through the untiring efforts of State Representative, Charles Evans, of Tarrant County (Charlie is also the 49½er of Pat Evans, Golden Triangle member). There will be a special Proclamation Ceremony at the Capitol in Austin at 10:00 a.m., May 1st. Preceding the Proclamation Ceremony, the Golden Triangle Chapter will host a Reception at 7:30 p.m., April 30th, honoring 99s and state officials, and also a banquet-type breakfast at 8:00 a.m., May 1st, with guest speakers. We want to urge all Texas 99s to come to Austin for this momentous occasion and invite all 99s and 49½ers to join us.

See you there.

(Addition by Jo McCarrell, Chapter Chairman)

The chapter is extremely proud to have one of its members, Linda Hooker, chosen as one of the South Central Section's four nominees for an Amelia Earhart Scholarship. We are all keeping our fingers crossed for Linda.

KANSAS CHAPTER
Carolyn Westerman, Reporter

Kansas Chapter Birthday Party
Left to Right, Pat Mc Ewen, International President; Pat Mlady, Kansas Chapter Chairman; and Hazel Jones, South Central Section Governor.

Kansas Chapter had their 24th birthday in March. We celebrated by having an evening dinner meeting at the Canterbury Inn inviting 49½ers and guests. Hazel Jones, South Central Section Governor, our guest speaker, was introduced by our International President Pat Mc Ewen.

The Kansas Chapter is busy planning a spring safety seminar. And now that winter is just about over, we are looking for airports to air mark.

Good news as this reporter has passed her instrument written.

Looking forward to the South Central Section Meeting.

Happy flying!!!

OKLAHOMA CHAPTER
Marjorie K. Hudson, Reporter

Carol Collins, of Enid, Oklahoma has earned her Commercial ticket. Carol has also passed her CFI written and is readying for her checkride. Marge Culwell has completed her CFI rating and is instructing for Catlin Aviation in Oklahoma City.

Dot Clum has traded her Cardinal for a 206.

March 11, the Oklahoma Ninety Nines spent the evening on the telephones at Channel 13 working for the Telethon. Nawasa Station's son, Steve, who is also a pilot, works for the station, so we joined with the Oklahoma Flying Farmers on this project. The money that is brought in from this telethon can go toward things of interest to us — for instance the Aviation Weather Program put on by AOPA on Wednesday and Friday evenings.

Jan Million DID leave March 2, but just to look for a house. Now she is back, getting ready to move. I think we should have another farewell party for her, the first one was such fun.

Velma Woodward has been a very busy gal this winter. She took a Christmas tour to Alaska to visit a friend for several weeks, then took care of four grandchildren for two weeks while her son and his wife went to Central America with the Flying Farmers. Upon their return she left

with a friend for New Orleans by river boat, attended the Mardi Gras, then flew back.

The Oklahoma Chapter members have been busy planning the CFI Refresher Clinic held April 1-3. Our banquet speaker was Dr. Story Musgrave, NASA Astronaut, who was back-up science-pilot for the first manned Skylab mission.

SAN ANTONIO CHAPTER
Pamela H. Crane, Reporter

The regular monthly meeting of the chapter was held at the airport meeting room (at Gen-Aero, Inc.) at noon on March 8th. Mary Ann Greer was welcomed back after an absence of several months while 49½er John, one of the chapter's most loyal "workers", recovered from an auto accident. We are glad John is doing so well. Routine business was transacted at the meeting and the following dates for chapter activites were confirmed:

March 15 - airmarking, Guadalupe County Airport, Seguin, Texas.

April 6 - proficiency event (for chapter members), Municipal Airport, Devine, Texas.

April 12 - regular meeting.

Congratulations to Linda and Bill Pearson, who on March 4 became the proud owners of 9229V, a sharp blue and white ('69) Mooney. It has been well checked out in their first few weeks of ownership and they are very happy with it.

Your reporter and 49½ Carl, attended the 1975 National Business Aviation Meeting and Engineering Display in Wichita, Kansas, April 8-11, where Carl is on the program, speaking on "'See' to Land — in Obscure Visibility".

Ruth Nichols, Betsy Hogan, Jane King, and Mary Ann Greer are chapter representatives for the South Central Sectional at Abilene, Texas, April 11-13. They have dash plaques available for those who have not been able to obtain them earlier.

Other coming chapter activities will include tours of various facilities at Kelly AFB and Brooks AFB, and a safety clinic, which is being planned by Linda Pearson, Aviation Safety Chairman. Also, the airmarking of Guadalupe County Airport, foiled again by bad weather in March, has been once again rescheduled—to April 19.

Chapter members are also looking forward to participating in the events for "99 Day in Texas" — May 1. This effort is sponsored by the Golden Triangle Chapter and will include a reception on April 30 and a banquet-breakfast on May 1, in the state capitol, to be followed by the delivery of the official proclamation. Governor Dolph Briscoe has been invited to be the breakfast speaker.

SHREVEPORT CHAPTER
Marjo Wright, Reporter

Spring-beautiful days of flying ahead, if the rain will stop. Our 99 Helen Hewitt was selected instructor of the year for the GADO 11 District. Helen will receive the Instructor of the Year Award in Ruston, Louisiana, April 15th during a CFI Clinic.

Powder Puff Derby — here they come — Shreveport 99s. Evelyn Snow, pilot and Jere Saur, co-pilot will enter the race flying Evelyn and Dan Snow's Cherokee. Dottie Ports, pilot and Mary Jo Voss, co-pilot are entered flying a Cessna Cardinal. These ladies plan on flying to Dallas, April 9th to attend the "Post-No." drawing. Excitement is beginning to run high around here!

Speaking of Jere Saur, she has found the time to compose a Bi-Centennial musical and will present it in Shreveport April 8th and 16th.

Desk-size Bi-Centennial Flags have been made by several of the Chapter's members. FAA GADO 11 District — Mary Jo Voss, Apollo School, Bossier City, La. — Martha Christy, Captain Shreve High School — Helen Wray, were recipients of the flags.

This reporter will be giving Aviation talks to the kindergarten classes, Summerfield Elem. School, April 15th and 16th. And with the help of the Chapter will take a field-trip to Downtown Airport. I like the little-ones, they can't ask complicated questions — just the teachers.

SOUTH LOUISIANA CHAPTER

Pat Ward, South Louisiana Chapter, gets her shirt-tail clipped after soloing a Switzer 2-33 at the Louisiana Soaring Center in Oak Hill, Louisiana. Owner of the Center, (L), is Jack Frost, Captain for Delta Airlines, and on her right is 49½er, also a Delta pilot, Roger Ward, her instructor through private, commercial, seaplane and multi-engine ratings. Sister-in-law, Gloria Holmes gave Pat her BFR checkride four days after her solo glider flight.

Dee Wilson, South Louisiana Chapter, unloads bedrolls and fishing gear at the Ward's camp on Toledo Bend Lake (Texas-Louisiana border) near the Pendleton Bridge while son, Eric, installs her tie-downs. On the lake, Dee traded wings for floats for a dip in the fresh-water lake. The camp belongs to Gloria Holmes' parents (Pat Ward's in-laws) where they promise a fly-in for 99s next summer. Ammons' Airport is within a stone's throw of the end of the pier.

SPANISH PEAKS CHAPTER
Joan Alyea, Reporter

A windy, snowy Colorado "spring" has kept us more often on the ground than in the air during February and March. Hopefully, April will find us flying more, if the weather cooperates.

However, we have been more than busy planning our "Women in Aviation" seminar, to be held during Southern Colorado State College's "Women's Week". Date is April 23, 8 p.m., in the Chameleon Room, Student Center building on the Belmont Campus. Speakers will be Jean Farrell and Grace Mayfield, both of Colorado Chapter; Shirley Marshall, Pikes Peak Chapter; and Marilyn Sidwell, Michigan Chapter member now living in Denver. A wide variety of career and general aviation information will be available. No charge, and you're all invited.

Chairman Ann Frink and Vice-chairman Joan Alyea and their 49½ers toured Hawaii during March—checked in with Aloha Chapter Chairman Florence Beamon and had a nice talk. The weather was lovely and thawed out our chilled mainland bones a little.

Joan Alyea is a member of the Advisory Board to the Pueblo members of the Governor's Committee on the Status of Women, and will be keeping a close eye on aviation legislation in the Colorado State Legislature from now on.

Our condolences to Ann Frink on the death of her father early in March.

TULSA CHAPTER
Jan Mauritson, Reporter

Our studious member, Deanna Robertson, is still stacking up new ratings. She has just started her first flight student, a future 99 naturally, and she is quite excited about it.

Johnny Salyer, with 49½er Bill and Sue and Ken Duncan, flew over of Stroud, Ok. to a Fly-in on March 1 with intentions of doing just what one always does at a Fly-in. However, almost immediately they got pressed into service serving lunch and continued in that capacity until the lunch operation was completed. The people at Stroud were pretty smart at that. They couldn't have found better, more experienced help, and Johnny and Sue said it was great fun. Johnny and Bill also flew to Hot Springs one weekend for the races, as have several of our other members. That is a favorite place to go this time of year.

Jan Mauritson flew to Dallas one weekend in March to visit with some of her children. She and her two daughters went over to Jacksonville Tx. for a tea given in Barbara's honor due to her recent marriage. Would you believe the weather was beautiful! I think it is the only good weekend we have had all spring.

We got rained out again on an airmarking project, but we'll keep trying. Things have got to improve some time!

We had a good meeting the last week in March at Deanna's house. We had several guests, took in a new member, Jean Conkling and, after the business meeting,

had a very interesting movie "Down to Minimums".

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

ALASKA CHAPTER
Margaret Wagnon, Reporter

The Flight Instructors Course, held by FAA, was attended by several 99s - Betty Rogers, Cindy Moody, Stephany Dedrick, Blanche Krager, Ruth O'Buck, and Beth Wade.

On April 5th the 99s will assist the FAA in their new program on safety, which is aimed toward the non-pilot wife or girl friend.

Plans for our Pinch Hitters Course are progressing. It will be held in April.

COLUMBIA CASCADE CHAPTER
Mary Calvert, Reporter

As a kick off for the year, 220 women attended a 99-Zonta International luncheon honoring Amelia Earhart and International Women's Year 1975. Santa Clara Valley chapter's Betty Hicks was guest speaker and showed a selection of slides fitting to the occasion with descriptive comments by Betty which were informative and enjoyable.

We had a tremendous response to our first Pinch Hitter classes on February 24 and 26 due greatly to a full page spread in one of our local papers on women pilots, complete with pictures, and a half hour interview of our chairman, Billie Dutcher, by a local TV station concerning the Pinch Hitter and 99s in general. As we limited the first classes to fifty, we plan another session the latter part of April to accommodate the balance of the applicants.

Something newly voted upon is a monthly newsletter with Mary Calvert as editor and Pegge Blinco as associate editor. Each member submitted a name and after the votes were counted the "Columbia Cascade Tale Spinner", submitted by Betty Prakken, entitled her to a year membership dues as the prize.

EASTERN WASHINGTON CHAPTER
Daryl Ann Kyle, Reporter

As you can see, convention chairperson Fern Lake is keeping Eastern Washington 99s "rounded up!" From the smiles on our faces it's obvious that planning a convention isn't all work. Two March meetings have resulted in many decisions and, we honestly admit, a bit of panic!

We have a new prospective member! She's Jan Henrichs, a private pilot from Pullman, Washington. Come to Round up '75 and meet Jan.

Just a few shorties: Barbara Dunlop and 49½er flew to Salt Lake City. Marjorie and 49½er Woody Wood winged their way to Vero Beach, Florida for—you guessed it—a new plane (Piper Seneca II) which they flew home to Lewiston, Idaho between tornado warnings. We're pleased that Alberta and Rod Anderson planned their trip to Arizona, Mexico and San Diego between 99 meetings. Irene Anrode has a problem. She inadvertantly acquired a second aircraft (a Cessna Skyhawk with a 175 hp engine) via public auction and can't figure out how to fly with left foot in one cockpit and right foot in another!

Remember—ROUND UP '75! See **YOU!**

Members and guests, Eastern Washington Chapter. Fern Lake, Convention Chairperson holding lariat, left to right, back row. Meg Hatch, Leona Heberling, Alberta Anderson, Mildred Balser (face hidden), Irene Anrode, Helen Shanewise, Marjorie Wood, Sally Simudson. In the middle with hats: Lana Balser and Pearl Manchini. Front, left to right Barbara Dunlop, Jan Henrichs, Nadine Henley, Gladys Buroker, and Galye Heaton.

GREATER SEATTLE CHAPTER
Carol Cansdale, Reporter

Several months have slipped by since 99 News has heard from us. Your reporter has been playing hooky from writing, but not from school. Carol Cansdale has been busier than usual at the University of Washington where she graduated in March in the School of Business Administration.

March's meeting was held at Fancher Flyways in Renton on March 20. A meeting originally scheduled earlier in the week found several gals flying to Bellingham amidst wind and rain squalls to find the meeting has been postponed. Some weatherman!

At the meeting, centerpieces were presented for the 1975 International Convention banquet which Greater Seattle is hostessing, and plans for the Paine Field Air Fair display were discussed. Also...we hope to see some of you from out west at the Nut Tree annual get-together on May 16th and 17th. Should be fun!

Visiting us for their third meeting were prospective members Suzie McGuire and Priscilla Cole. Welcome!

Our members seem too busy or too shy to tell me of themselves this month, but I did find out that Fran Bryant received her float rating in February as a Christmas gift from her family. Congratulations!

See you next month, and in the meantime...Happy Landings!

IDAHO CHAPTER
Gene Nora Jessen, Reporter

Idaho 99s are keeping busy with necessary ground chores but fonching at the bit for some springtime flying activities. Section meetings don't just happen by themselves it seems, so we're chugging about with preparations for that and for our May co-pilot course.

Some are flying - and how. Dr. Jane McKewen sailed through her commercial ride and celebrated with her instructor Laura Conner in Las Vegas for a weekend. They got weathered in down there an extra two days. Just couldn't fly, they said. Do you believe that? Eula Logsdon has been in Las Vegas too, but on the great iron bird.

Marcia Downs gave birth to an heir, Sam III, diplomatically choosing the birth date of two chapter members. Gene Nora Jessen is now in the aviation insurance business as Aero Insurance. Jo King has been flying the Baron. Pat Jenkins has been shuttling between their Oregon ranch and Boise lately in the Cessna 185.

Visiting 99 Maxine Pfeifer from Duluth, Minnesota was enjoyed immensely by the Boise gals for three weeks. Her husband was doing some work at the Boise Interagency Fire Center so Maxine "played" with the 99s. We envy you Minnesota Chapter and would love to snatch her away from you.

RAINIER CHAPTER
Peggy Verger, Reporter

Washington's weather has slowed the flying activities down to a minimum here in Western Washington, but has given us a chance to have some hangar sessions with local talent. Ted Garlatz guides us as drivers, from his airplane via the radio on KOMO. Not only does he fly, talk to the radio announcer, talk to the tower and check the traffic for accidents and slow-ups, but he maintains a sense of humor while doing it. After dinner at Roy's Chuck Wagon, he gave a lively talk on his experiences and some clues on how he flys patrol in our Seattle weather.

Ralph Carpenter of the FAA gave an exceptionally informative talk at the last meeting on the Biennial Flight Review. Here in Washington State, we also have a "safety" pin which involves a ride with an instructor. As with the BFR, your license is not at stake. The object is to sharpen up and find the weak spots in our flying. The pin itself is the shape of a large safety pin with an aircraft in the middle. The safety pin is strictly volunteer. It is very much in character for our membership to work hard and get both of them, since one of our major goals is to be better pilots. Mr. Carpenter's BFR meeting was opened to 49½s, friends, guests and anyone who wanted to try our homemade cookies. Ever noticed how every meeting of this chapter is involved with food??

Not all of our meetings have been hangar talk. We are in charge of some of the decorations for the Coeur d' Alene meet. Elise Smith is Chairperson and our next meeting will be devoted to lunch and decorations. Between meetings the membership is as busy as usual. Lots of "book learning" going on. Instructors seminars. Lunch fly-in at Snohomish field. Elli Cunningham just got her instructors rating for instrument flying. New member Janna Imlay has soloed her glider. Jeri

Reynolds, organizing informative sessions with local talent is about to give birth. Since we are 99s, the spouses are 49½s, will this make the new baby a 24¾?

SOUTHERN OREGON CHAPTER
Ginny Walsh, Reporter

Mr. Ralph McGinnis, director of the National Transportation and Safety Board for state of Oregon presented the Radina Tucker Memorial Award during a luncheon at the Grants Pass Airport. The Tucker family was represented by Mrs. E. M. Tucker Sr., Mr. J. Morris Tucker and children Tungsten and Nellie. Award is in the form of a revolving permanent trophy with it's accompanying scholarship, awarded each year to Southern Oregon's outstanding woman pilot. Our gal this year is Aline Sharp. Her statistics are:

Apt four years in a row. Four Palms to Pines Races. Two Pacific Air Races. 1974 Angel Derby. Delivered many Direct Relief Foundation boxes of medical supplies (22). Chairman of Southern Oregon Chapter 1973 - 75. Bookkeeping for 49½ers manufacturing company. Working on Commercial and ground instructor ratings. Has over 600 hours. Air Education Chairman for Northwest Section. Not too shabby.

The February meeting was held in Coos Bay at the home of Vera Baker. It was a drive in not a fly in. Ali Sharp, Betty Glines, Betty Mault, Bobbie Hughes, and Barbara Carl attended. Vera has just two hours of hood time left to accomplish before she will take her check ride for Multi-engine. Betty Glines needs 6.2 more before she can take charter in the Skymaster. Bobby Hughes just passed her check-ride for her instrument rating and Barbara Carl passed her check-ride for flight instructor. The gals are really working.

Barb, Bobby and Betty Mault were voted favorably by the membership and think that Barb and Betty will become members. A hearty welcome to all.

Guess that brings us up to date, hopefully more next month. Happy flying to all.

Accepting the Radina Tucker Memorial Trophy and scholarship as first named pilot of the year for Southern Oregon Chapter is Aline Sharp of Grants Pass, Oregon. The scholarship is funded by J. Morris Tucker.

MOUNT TAHOMA CHAPTER
Janet Penner, Reporter

In January our group participated in several activities for International Women's Year. On the 8th we joined Zonta International. Business and Professional Women's Club, and other business women's clubs for a dinner with guest speaker Mary Ellen McCaffree, Director of Revenue, State of Washington. Our own Jean Freeburg, amidst butterflies, gave an impressive talk on Amelia Earhart. The following Saturday Mary Kirk and Jean represented the Ninety-Nines at a similar meeting in Bremerton.

We had our rummage sale on February 1. Our business was slower than summer time but our members, kids, husbands, and fathers enjoyed the day.

Our members have been busy with all sorts of activities besides flying. Rita Prettyman was busy in December planning a wedding, sewing, and baking cakes for a daughter coming home from Spain. Jean Freeburg and husband were in Paris for three weeks with their daughter Carol. A nice graduation present for Carol and we are all envious! Janet Penner attended the Western Washington Chapter's meeting in February at the home of Della Mae Koss.

Spring is suppose to be here if the rain ever stops and besides we are tired of flying in it! And to the Maryland Chapter, thanks for mentioning Aldino Airport and Jack Poage. This reporter is a former Marylander and student of his.

Southwest Section
ARIZONA – CALIFORNIA
HAWAII – NEVADA – UTAH

ALOHA CHAPTER
Florence Beamon, Reporter

Our chapter is very proud of our 2nd Lt. Sally Hall who is on active duty at Chanute AFB in Illinois. She has been there since January and will be there till July. Sally is taking the Air Craft Maintenance Officers course. Wayne, her 49½er, really wishes she were home.

Pat Davis has been flying every day in her job as co-pilot for Tropic Aire. She co-pilots a Queen Air and really loves her job. When going to the other Islands she gets to go to the beach or play golf while waiting for her passengers to see the various Islands.

Eve Kerr has a position as Department Head at Kuakini Hospital. She is a occupational therapist. For extra things to do she is Operations Officer and Board member for the Wheeler Air Club. When not working or flying Eve keeps busy with their two very active children.

Just found out that Trippi and Tom Penland were home from their travels all over the Mainland. They flew everywhere they could and even found time for Tom to give flying lessons to nephews. Both were very impressed with the new Headquarters building in OKC. While in Wichita they had a tour of the Beechcraft plant. Trippi will leave next week for schooling in San Francisco. Florence Beamon just returned from a tour of the South Pacific. While in Sydney, she was entertained in the home of Nancy Walton. She had a delightful lunch and visit with Nancy Leebolt. Most exciting thing was sitting in the cockpit of UTA's DC-8 while on approach to Sydney.

Our chapter has had quite a number of visitors from the Mainland. We do try to at least meet all these nice gals if they will just let us know that they are over here. You have to be patient with us tho, since most all of our Chapter are working gals.

BAY CITIES CHAPTER
Vivian Harshbarger, Reporter

Our 43 year anniversary "Fly-Drive-In" to Santa Rosa was a success, but we could have used a little more cooperation from the weather. We missed friends from some of the Chapters that couldn't get thru, but were pleased to see members of Golden West, Redwood Empire, Santa Clara Valley and Santa Rosa. Renewing friendships, enjoying lunch and devouring the three innovative cakes (one complete with tower) made our anniversary celebration a very special event.

Despite Rose Sharp's plea of "don't rain on my parade"—it did—in buckets. Even so the Bay Area Chapters March 7 rummage sale went on as scheduled and to quote Rose, "Once again we have proven that Ninety Nines along with their wonderful husbands, families and friends can successfully work together on a difficult project and have happy results." One of the "happy results" is a $1000 plus profit to use toward the 1977 International Convention. Rose is already making plans for an even bigger sale next year.

Another plus was a casual phone call from a student pilot, Abigail Wagg, asking for information about 99s. (I'm sure you know how this turned out) She was immediately recruited to help with the sale. Made all the signs and saved Rose hours of extra work. Even though not official yet it seems like Abigail has always been a 99—and a friend too.

Our next official fly-in is to the International Worm Races at Pearce Field, Clear Lake, Ca on April 26. Kathy Walton has made all the arrangements and Joyce Wells has the "rent-a-worm" concession.

We are looking forward to an unusual program for our May meeting. We have invited Bob George, who is not a pilot, but is working diligently to get California to pass laws making it mandatory to make "invisible" wires and towers. Bob started this campaign because his brother and a friend were killed when their helicopter intercepted the wires visibly blanked out by the Carquinez Bridge. He has done a lot of research and needs all the help he can get, especially ours.

FULLERTON CHAPTER
Sylvia Paoli, Reporter

With great enthusiasm from its even dozen charter members, the Fullerton Chapter, after receiving its charter in Salt Lake City, launched into a major fund-raising project to get us off the ground. Even before the "Official" beginning of the chapter, our hard-working members

managed to hold a Pennies-a-Pound fund-raising event at Fullerton Airport. We gave rides to many of our new friends, and took our former ones up again, all with the help and blessings of the airport manager, Brian Douglass and our great tower personnel. With five to six airplanes busy all the time, we gave 175 rides, and were able to open our bank account with an extra $370.00! Now we're ready to branch out into some community projects, with enough funds to at least buy punch for the affair! Already we have made several trips to Santa Barbara, hauling medical supplies for DRF.

Avery Grey is doing a tremendous job with our newsletter, the "Sky-Writer". For anyone interested in receiving it, Avery will be happy to accept your donation of $2.00 once a year for twelve issues.

We were well represented in Orange County's annual Picture Hunt. They managed to walk off with the first place (just barely! a matter of which circles touched!), and our chapter chairman Esther Grupenhagen, along with one of her student pilots, Mary Louise Vandr, took second place. Enjoying the beautiful weather and the steak sandwiches at the Apple Valley Inn after the finish were Sylvia and Pete Paoli and guests.

Fullerton Chapter is going to be hard at work on the PPD start in Riverside this summer, and Verna Lindsey, Mary Dyer, and Avery Grey, among others, have been attending the periodic meetings there.

Never let it be said that we fear to tackle big projects. Word has it that Esther Grupenhagen and Avery Grey are all set to win the Angel Derby in May! Good luck, gals!

Congratulations to Avery Grey on her recent Multi-Engine rating, to Esther Grupenhagen on both her single and multi-engine ATP (that's rarefied air you're breathing up there, Esther!), and to Mary Olsten on her Multi-Engine rating. We're pretty proud of our small chapter's ratings: we have 6 Commercial licenses, 6 instrument ratings, Esther's ATP's, 3 Multi-Engines, 1 CFII and 1 "almost" CFII.

In the works for the near future is an Open Air Race for Guys and Gals—a speed race, round-robin from Fullerton Airport. Now we'll give those guys a chance to "put up or shut up" once and for all! Trophies will be given to the best All-Men team, All-Women team, Man (Pilot) and Woman (Co-Pilot) team, and Woman (Pilot) and Man (Co-Pilot) team.

GOLDEN WEST CHAPTER
Melba Erickson, Reporter

Midnight, May 15 is entry deadline for the third annual Mini-Derby, a non-stop 300 mile Round-Robin scheduled for June 7 at Hayward Air Terminal.

The race, sponsored by Golden West Chapter, is open to women, men, mixed or student-instructor teams with less than 750 hours in aircraft limited to 450 H.P. (stock models).

Contestants can enter either speed or cruise-proficiency catagories.

Entry kits, at $1.50, are available through May 15 from co-chairman Geri Wiecks, 1588 Forge Road, San Mateo, Ca. 94402 or from Carolyn Zapata, 1910 Bayview, Belmont, Ca. 94002.

New members Pat Denny, Bea Howell, Dorothy Carroll and Lois Golarte are having difficulty keeping up with this chapter's activities.

Briefings during Feb., March and April on "Desert Flying", "Mountain Flying" and "Crossing International Borders" by Jerry Wiedmeyer, G.A.D.O. San Jose, Ca.; Hart Postlethwaite, Janie's 49½ and Carolyn Zapata were all in preparation for fly-ins to Mexico and to Anza Borrego in April and May, respectively.

The Mexico trip to San Felipe, following a busy Phoenix Sectional for many 99s, was an invitational from the "Happy Flyers", headed by Hart. That group and G.W., headed by Janie, enabled members to improve proficiency with major flights at least once a month.

The Anza Borrego Sky Tour, organized by Carolyn for May 10-11, was designed by the National Parks and Recreation Dept. The fly-in will include a day and night in "high desert" Apple Valley, Ca., and an early morning departure for the "low desert" area tour out of Borrego Springs.

Betty Walsh made use of the briefings when she flew her husband and two children to Furnace Creek in Death Valley recently, making her first contact with mountain waves during her return flight.

Sandra Green, Emelia Williams and Janie, who attended the "Women in Aviation" conference at San Jose, Ca. found talks by Claudia Carleson on the control tower and Barbara Getts on power plant of particular interest.

The fund-raising wine and cheese tasting party, headed by Nancy Stock April 5 at San Carlos Airport was a greater success because of the unusual door prizes. Prizes included free rides in hot air balloons, gliders and airplanes.

Other fly ins and fund raising events in March were by invitation of Bay Cities Chapter in Oakland.

INTERNATIONAL WOMEN'S YEAR - 1975
The San Mateo County Way!
SPECIAL REPORT, Fran Grant

When the Golden West Chapter received the 99s request to participate in IWY-75 we joined forces with the Redwood City Area Club of Zonta International in an effort to present to members of our Community this "kick-off" function by inviting all the people in our area to attend a luncheon on January 11th at the San Mateo Elk's Club. The committee was made up of 7 members, 3 from Golden West, 3 from Zonta and chaired by Fran Grant a member of both groups. The committee felt it could best present IWY-75 to the public in the form of informative talks by women working in the fields covered. Aeronautical Science was represented by Constance Golden a consultant at Lockheed's Palo Alto plant and current President of the Bay Area Section Society of Women Engineers; Dr. Jean Fetter from Stanford spoke on Astronomy; Atmosphere and Space was presented by Audrey Summers, a mathematition at NASA-Ames, Jeanne McElhatton of the Santa Clara Valley Chapter of 99s spoke on the role of women in Aviation; and, Madine Carpenter, a 99 from Orange County Chapter represented and spoke of the work in the California Department of Aeronautics. The affair was warmly received and the audience had many questions. The news media was most generous with publicity. At the suggestion of Jane Baker, Golden West Chapter member and Mayor of the City of San Mateo, we received Proclamations for January as IWY-75 month from many of the Mayors in our county which has 19 incorporated cities. We felt we had opened a door that needed to be opened more frequently...These women presented themselves and their work in an outstanding fashion and the depth of their involvement was strongly felt by everyone.

LONG BEACH CHAPTER
Jean McConnell, Reporter

As the days get longer, our membership is busy with plans for future fly-ins and airmarking activities. Airmarking Chairman Mary Wenholz has been surveying the southern California area for faded or unmarked fields. First on her list was Airport-in-the-Sky at Catalina Island. On February 27th, ten of our members joined several Orange County and Los Angeles Chapter members who spent the day painting threshold, numbers and center line markings on the slightly "bent" Avalon airport. The unicom frequency is to be added at a later date. Beautiful weather prevailed on the island but coastal fog delayed departure of two Aero Commanders carrying most of the girls and enabled Los Angeles' Berni Stevensen in her Mooney to be ready and waiting at Catalina after a VFR departure from Van Nuys.

Last month Joyce Jones and Georgia Lambert, flying Georgia's Cessna 172, joined twenty-three other planes in wondering over the southern Mojave desert on the Orange County Picture Hunt. It was the first picture hunt for both and a real "fun" experience. Alice and Bob Maynard flew their Travel Air to Mexico over the long weekend in February. After spending two weeks down there in November, they went back to see if it was really as great as it seemed. It was! Paul and Rita Gibson flew to Moon Lake, Washington where he is testing modified aircraft. Terry London has passed her ATP written test and is working at San Francisco International scheduling DC10 overhauls.

The annual Flight Instructor Revalidation Clinic sponsored by the Long Beach Chapter for the past several years, was held at Rochelle's near the Long Beach Airport February 22-24th. With more than 265 in attendance, many from out of state and at least one from outside the country, it was the largest clinic to date. The team from the FAA Academy in Oklahoma City, consisting of Cliff Sheker, Jim Kelln and George Williams did an outstanding job in all catagories. Susan Greenwalk, Clinic Chairman, and the many chapter members who worked with Susan, were rewarded for their efforts with a

smoothly organized operation that did much for the chapter treasury. During the first day of the clinic, it was announced by the Flight Standard District Office, Long Beach, that none other than our own candidate for Flight Instructor of the Year, Coleen Giglio, had received the award. Coleen was right there at the clinic and the Certificate was presented on the spot.

LOS ANGELES CHAPTER
Grace McGettigan, Reporter

The Los Angeles Chapter celebrated its 43rd birthday March 11 with a banquet at the Old Venice Noodle Company. Following a tasty repast of Italian cuisine, topped off by birthday cake, members, 49-½ers and guests were entertained by the wit of veteran pilot Max Conrad who has twice attempted to fly around the world from pole to pole. Max, who has the Ninety Nines' compass rose painted on the tail of his airplane, was voted an honorary Los Angeles 99 by our membership. Thereafter, official guest speaker for the evening, Leigh Manelski from Accelerated Ground School, gave an informative talk regarding the impact of the New FAA regulations upon those who intend to acquire new ratings.

Congratulations to Berni Stevenson who recently passed her ATP written exam!

LA 99s Norma Futterman, Virginia Showers, Jean Pyatt, and a friend of Jean's from Chicago, participated in the Santa Monica Bay Chapter Poker Party February 22 and brought home a total of five awards.

Georgia Lambert, Berni and Jim Stevenson assisted the Long Beach Chapter in airmarking Catalina's "Airport in the Sky".

Weeks later on the morning of March 22 LA 99s arrived at Santa Monica Airport wearing their nifty new Chapter T-shirts obtained for our members by Airmarking Chairperson Betty Nesser. All were eager to begin refurbishing our home base only to discover that during the night heavy California dew (commonly referred to by some as "rain") had rendered the runway surfaces too wet to paint! Regretably our airmarking project was rescheduled for the following Saturday.

Cloverleaf Aviation, Inc. is now our Chapter's official airport headquarters and owner Hank Jordan, Chief Pilot Dave Huntington, and our own Jean Pyatt who is an instructor there, have gone all out to make us feel welcome. We invite all local Ninety Nines, as well as out-of-towners, to drop by Santa Monica Airport and visit the home of the LA 99s.

Dorothy Pepin and Rachel Bonzon flew their bird to Denver for Easter week with enroute stops at Prescott, Page, Lake Tahoe and the Grand Canyon, with a side trip to Silverton for a jaunt on the antique railroad.

MONTEREY BAY CHAPTER
Elaine Brady, Reporter

Our March meeting was held at Sally Plummer's Pebble Beach home. Sandy Pratt, our newest member, gave a report on the luncheon fly-in made by Kay Harmon, Geri Halfpenny, Geneva Cranford, and herself, to "Headquarters of the 49th Aero Squadron", a delightful restaurant located on the west side of San Jose Municipal Airport. Sandy was presented at this time with her membership papers and pin.

Our Chapter now has a 99 display case in the terminal at the Salinas Municipal Airport to inform the public of Ninety-Nines and their activities. We will participate in the Monterey Exposition at the Monterey Airport as we did last year. This year, the show, which will be held May 16-18, will be sponsored by Private Pilot magazine. We will have a hospitality booth and information for the public as well as a food sale.

Joanne Nissen, Sandy Pratt, Geri Halfpenny, and Geneva Cranford attended the activities in recognition of "International Women's Day" held at Monterey Peninsula College, March 8. The 99s film, "The Stamps of Friendship" was shown along with several other films pertaining to women's activities. We had a 99s display and information table which gave us an opportunity to explain what the Ninety-Nines are.

Geri Halfpenny and 49½er, Norm, attended the Annual Calif. Aerospace Education Assoc. meeting in San Jose. Speaker for the evening was Capt. Elgin Long of the Flying Tigers Line. His topic was "New information regarding Amelia Earhart." Capt. Long has been doing intensive research into AE's last flight. Capt. Long is presently writing a book regarding his research of Amelia. He is attempting to promote a quarter of a million dollars to finance an expedition to Howland Island to scan the ocean floor and hopefully find the missing Electra and Amelia. Proceeds from his book will help finance the expedition.

Kay Harmon and 49½er, Ron, have returned from Phoenix on a trip in their SuperChicken. Geneva Cranford and 49½er, Doug, went to Phoenix for the Sectional.

William Dix Brady, former 49½er, killed in a light plane crash near Tampa, Florida, has flown the last flight to New Horizons.

ORANGE COUNTY CHAPTER
Jean Garrett, Reporter

Shirley Cote has gotten us out airmarking again. Catalina Airport has a new center-line, runway numbers, and displaced threshold, and we will soon paint the unicom frequency. Those people airmarking in such a gorgeous place were: Shirley Baker, Betty Marshall, Sharron Temps, Barbara Stewart, Barbara Ward, & Shirley Cote, plus the gals from the Long Beach Chapter. We also received some help from Les Hall who flew the Orange County crew out there in her Aero Commander.

Congratulations are in order for Kathy Boyer, Marie Christensen, Elizabeth Shattuck, Shirley Baker, & Ginny Flanary for becoming APT. Shirley Baker also earned her multi-engine rating in an Aero Commander.

The PPD is starting to monopolize our meetings. Marie Christensen, our PPD decorations chairman, found out we aren't perfect at cutting out circles in tin foil. The variance in sizes of circles was intriguing. Marie is also going to find out if we can sew since she has ordered material for PPD skirts. If the circle cutting is any indication, several people will have to be trading skirts.

Betty Ackerman is teaching some high school students how to become ground crew for the PPD. Barbara Ward has lent her Cessna 182 for the lessons. Helen Cranz, our PPD chairman, is busy driving back & forth between Orange County and Riverside.

At our last meeting, we were trying to think up ways to earn more money for the PPD. One of our guests, Robbie Gross, volunteered to collect items and sell them at a swap meet which she will do at the end of April.

Another promotion to earn money for the Race is headed by Shirley Baker. She has T-shirts with a map of the PPD route in red, white, & blue on the backside of the shirt. The frontside is plain with the Riverside logo, a bell, on the pocket. She says that both children and adult sizes are available. You can get more details by writing to Shirley Baker.

PALOMAR CHAPTER
Mary M. Pearson, Reporter

Sunny southern California has been playing tricks on us! **Or** we have chosen the wrong weekends for fly-ins. We were supposed to fly to Solvang for lunch in February, but only a few instrument rated gals were able to go. Coming from different airports each thought she was the only one, so no one saw anyone else.

Along came March, a fly-in we all looked forward to, the Robinson's cabin at Mammoth for a skiing weekend. Friday afternoon the cold front moved in. Mammoth reported zero-zero in blowing snow, our area began to clear Sunday morning. Another no-go!

Powder Puff Derby fund raising day was April 6 at Fallbrook Airport. All of you know our own Pam Vander Linden is fund raising chairman for the 1976 derby. Her idea for each chapter to have a "Powder Puff Derby Day" is excellent and easy! A one shot effort, not an all-year campaign. Let's give it our best.

Sue Adler and Mary Santasuosso are definitely going in the PPD, as are Mary Pearson and Harriett Booth. We're combining efforts to sort out handicaps and find the best airplane available. Mary and Harriett already have their Angel Derby number, No. 18!

In reading my Kiplinger tax letter the other day, I came across some alarming news. It predicts that, in an attempt to force auto manufacturers to build fuel conservative cars there will be a tax on "gas hogs." Additionally, it said there was a 20 per cent tax planned for light planes! Really shocking—a $25,000 airplane would have a $5,000 tax. Could we ever afford to buy a new airplane again?

PHOENIX CHAPTER
Natasha Swigard, Reporter

WOW!! Did we have a busy month! All those who are usually counted on to be

active, and some who aren't, have been up to their wing-tips in preparing for the Spring Sectional (held April 11-13). We had lots of fantastic events planned for everyone to engage in - all of you who missed the fun will be able to read about it next month.

Besides being busy with sectional plans, a bunch (approx. 20) of our gals (and their families) were also busy helping the DSPA put on their annual Airshow. The proceeds these pilots make go toward supporting the U.S. Aerobatic Team. It is really a very worthwhile, exciting, and thrilling show every year.

The biggest and most fascinating event of the past month was a scheduled visit to Luke AFB. They laid out the red carpet for us. We are grateful for the gracious attention given our group. There were approximately 40 99s, family and friends that had the opportunity of a guided tour of the F-15 and the F-4. What fantastic birds!

In a recent issue of AOPA, a female specialist at PHX FSS was praised for the fast, efficient way she helped out in a simulated emergency. We are proud to tell everyone that "specialist" is our own Dee Southard. We're glad to have such an efficient, helpful gal on our team. Shirley Rogers and Joan Strand took time to get APT.

Here are some of the 99s, family and friends that took advantage of the opportunity to see the fantastic F-15 and F-4.

This is the fantastic F-15 - with more of the group looking it over.

REDWOOD EMPIRE CHAPTER
Elaine Hussey, Reporter

March found members of the Redwood Empire Chapter joining Bay Cities Chapter for their Anniversary Party at Sonoma County Airport. Members making it up on that stormy, rainy, overcast day includeo Janet Allbeck, her daughter Wendy (voted in at that meeting), Nina Rookaird, Jeanne Gibson, Esther Harri, Kay McGeehan and Lynn Ahrens. A good time was had by all. This writer was understandably jealous because she was stranded in Berkeley with a plane, but no instrument rating, and a malfunctioning car.

During the early part of March, the seven San Francisco Bay Area Chapters combined forces and had a giant rummage sale in downtown San Francisco. Assisting with the selling activities were Jeanne G., Esther H., and 49½ers David Hussey and Dick Rookaird. Elaine Hussey joined the group just in time for lunch. We were all pleased to learn that the joint effort raised $1,088 towards the San Francisco International Convention expense fund.

RENO AREA CHAPTER
Mary Haskell, Reporter

In lieu of our regular meeting for March we opted to attend a FAA Safety Seminar. The seminar was presented jointly by the Reno GADO Office and the tower controllers. The meeting was held at the Reno National Guard Armory and, among the many people in attendance, there were a good number of 99s. The seminar was to update us on TCA's and an explanation of the new Las Vegas TCA. There were guest speakers and movies and the time was well spent. The FAA boys present many such programs here and we appreciate them.

Helen and Luggi Foeger were all set to fly their 172 to Las Vegas on Thursday, March 20th when impending bad weather forced them to go commercial. It's a good thing they weren't able to get out, on Friday we had 26" of snow!

Early in March, Dave and Lois Williams flew their 182 to Baja for a week in the sun. On the return trip they ran into bad weather and had to leave their plane in Tonopah and continue commercial. That seems to be the story of flying in our area this time of year.

Kathy Gray, her husband and children are headed for a week in Tahiti! Kathy's husband, Worlin, is a Captain for Pan Am and the trip is a bonus for 25 years of service. They just recently sold their 182 so maybe the trip will be some consolation.

Things have been quiet in our Chapter but we hope to dig out in April and get back in the air!!!

SAN FERNANDO VALLEY CHAPTER
Virginia Rainwater, Reporter

March meeting brought many stories of exciting flying experiences. Coralee Tucker earned her Instructors license, and the rest of us got a box of candy in lieu of her physical presence. Seems Coralee is teaching ground school for Berg-Bramham flying school at VNY. Audrey Schutte and Ray got to fly a Jet Ranger to Lakeview Florida. Audrey said "That's a lot of low flying". They had a great weekend in Florida. Lee Morton is fueling aircraft at the Burbank airport. Ester Fleck and Virginia Rainwater are back to college flying through their Real Estate books to get their brokers license. Lorrie Blech has covered and doped both wings of her "Bird". This little smartie has a sponsor for the Angel Derby and the Powder Puff Derby. Don't know how she does it, but I'm jealous. Pauline Fleming flew with Shirley Thom to Santa Barbara to have lunch with the SBA 99s. Shirley is now with Burbank Piper.

Sally Kinsey who has acquired two folding bicycles for their airplane, flew to Mojave only to find it was too windy to ride bicycles. Mary Totans flew to Fox airport. Doris Totans got a little IFR time. Liz Dinan is planning to fly in the Angel Derby as well as the PPD. Ellen Miller worked flying a 337 to Oakland IFR for real; on to Las Vegas and Phoenix in a 340. Loretta Hines reports she got back in the air last month for a whole half hour. That's a half hour more than some of us. Vesta Malby flew to "what's new" Utah, also enjoyed a first. After leaving Bishop she flew down through the Owens Valley without a bump.

Versatile Delores Pynes mastered a little flap problem in a C-182 while doing touch-and-goes. She got some local time in a Citabria, after which she went home and got sick. Cec Schulman found out what it means to be "Apt". Cec flew to Desert Hot Springs to have lunch with her mom. We're looking forward to a fly-in soon.

Marge Robbins enjoyed the fun fly-in to Las Vegas. Pat Cannon added a baby girl to her own flight crew. Congratulations Pat. Suzzie Neff is a tennis enthusiast as well as a fantastic pilot. Welcome to Elizabeth Ewing who is transferring from Orange County chapter. March fly-in for lunch at Freddie's resturant in Bakersfield was windy, but Oh! what a beautiful day.

SAN GRABIEL VALLEY CHAPTER
Betty Skiles, Reporter

The March Meeting of the San Gabriel Valley Chapter was honored to have Eugene London of the Ontario Flight Service Station as their speaker. He held a question and answer session that was very informative and the girls really put him to the test.

San Gabriel Valley Chapter is very proud of member Marion Marriott being nominated as Tax Representative for the Phoenix Sectional.

We are also proud of member Beverly Mahoney, and Marge Robbins of the San Fernando Chapter, who will fly the Angel Derby on May 29 in Beverly's Commanche 250. On July 4, these same gals will be flying the Powder Puff Derby in Marge's Cherokee 180. Best of luck girls!

Two new members, Vi Dobins and Helen Blanchard have joined our chapter. Welcome girls, we are always happy to have new members.

Peggy and Dick Marsh were hosts at the fly-in to Palm Springs where the Marsh's have a second home. Weather in our area prevented some of the members from flying. Sad, because Palm Springs was really warm and beautiful once you got there. Some of the members brought their children and made use of the pool. Inland Chapter members were also invited and a great time was had by all. Thanks again for your great hospitality, Peggy and Dick!

Sherry Salveson, yours truly, Beverly and 49½er Mickey visited the George Air Force altitude chamber on Feb. 28. Sherry and I flew with the Mahoney's in their Commanche 250 with Beverly pilot and Sherry co-pilot. Took off at 7:30 in the morning and arrived 17 minutes later at the Apple Valley airport only to have to wait an hour and a half at the airport for the car that we had rented to show up. Needless

to say, we were a bit late for the lectures that had already begun by that time. Lt. Colonel Richard Pilmer and his assistants gave a fine lecture on the problems and effects of high altitude. We all survived the altitude chamber and it was quite an experience. If anyone has a chance to attend one of these programs, it is well worth it.

It was reported by all who participated in the Hearst Castle fly-in as some of the best weather we have ever had. It was a great day for flying and visiting such a beautiful area. The Marriott's and the Cook's along with Sherry Salveson and children made the flight and drive to San Luis Obispo, arriving in time for the 1:30 tour.

Sherry Salveson has made several trips taking friends to La Costa, and I had the pleasure of accompaning her on the last flight March 25.

SAN JOAQUIN VALLEY CHAPTER
Rebecca Clayton, Reporter

Our Chapter meeting was held in Stockton at the home of Shirley Dare on March 11th. Ten members were present.

We were happy to have Marie McDowell at the meeting, a former member of our Chapter, she plans to reinstate; Faye Kirk from Santa Rosa Chapter and Ruth Jacquot from Bay City Chapter.

Dottie McAllister and husband Eugene and another couple flew to Alamos and Guaymas Mexico.

Jean Murray with husband Harley flew to Columbia, had lunch and flew around and looked at the beautiful green hills and wild flowers. On another trip they flew to Los Banos for lunch. Spotted some "Tule Elk" in a wild life game preserve between Gustine and Los Banos. Jean was told years ago they were native in the area and are trying to re-establish them.

Faye Kirk flew to Georgetown for lunch with Airmen's Association in Marion Barnicks plane.

Laverne Gudgel has been Re-appointed as accident Counselor by Fresno GADO.

Rosie Hijos has also done some local flying.

Rebecca and 49½ Claud made several trips to Blythe to visit their son Jim and family.

Our "Fly out" to Salinas March 25th was canceled, due to bad weather.

SANTA CLARA VALLEY CHAPTER
Betty Hicks, Reporter

Marilyn Howard, Santa Clara Valley Chapter's scrapbook chairman, has sent out a Mayday call. Her paste supply is exhausted. Marilyn can't be blamed for poor preflight planning in this case. Chapter members have earned so much newspaper space in recent weeks that not even slowing down to best L-D ratio speed and leaning her mucilage mixture could she extend her supply adequately to afix all of the clippings to scrapbook pages.

Helen and Bill Murphy loosed the newsprint inundation by grabbing headlines in Sonora's "The Daily Union Democrat," whose banner proclaims it to be the "leading Newspaper of the Mother Lode." For the benefit of non-Californians, the Mother Lode is historic gold rush country. Its primary airport is Columbia, located 67 miles from the state capitol, on the 097 degree radial of Sacramento VORTAC. There the Murphys own Tuolomne (pronounced Twah-lah-me) Air Service. There too, Helen and Bill are hopeful they will soon own Tuolomne Airlines, a scheduled carrier. The Murphy's have proposed to the state public utilities commission that they operate a Beech Queenair from Columbia to Oakland Metropolitan Airport. Their application has requested a permit to operate two round trips each week, May through September, and one two-way flight per week from October through April. The Queenair would carry eight passengers for $22 one way, an attractive price tag compared with the $70 Mother Lode commuters now have to pay for charter flights. Tuolomni Airlines will also offer air tours, which the Murphys consider a vital supplement to the scheduled service. The proximity of Yosemite and Lake Tahoe provides scenic splendor for the tours.

Helen and Bill consider the most important aspect of their fledgling airline is the support of the citizens of the Mother Lode. "What really counts," Bill insists, "is an air-minded community, people who believe in and use air service."

A retired Navy test pilot, Bill would be one of the airline's captains. Helen, still a Santa Clara Valley Chapter member, has her eye on the co-pilot seat.

Back in San Jose, Monterey Bay and Santa Clara Valley 99s were featured in San Jose Mercury News' Sunday women's pages. The headlines proclaimed "High-Flying Dell Keeps Her Hands On the Controls" and "Socially Yours: Flying High to Keep a Luncheon Date" in an article by Marjorie Pierce, an intrepid reporter who actually flew with SCV members Jackie Petty, Nancy Rodgers and Pat Rowe. She couldn't have had more capable hands on throttle and wheel than ex-WASP Jackie.

Dell earned her accolades by being 50 per cent of the first grandmother-granddaughter team ever to enter the AWTAR. Ms. Hinn is also newsworthy because she is a deputy sheriff in Monterey County, airlifting female prisoners to and from the state facility in Chino.

In addition to the Petty-Rodgers-Rowe-Pierce foursome, also with a Salinas destination filed in their flight plans were Evelyn Lundstrom, Willy Gardner, Sally Rohlfing and guest Betty Smiley in a second Flying Country Club aircraft, and a third airplane with Mayetta Behringer captaining her Skylane as Verna West navigated. All pilots were pictured in the Mercury's feature.

Santa Clara Valley Chapter-sponsored Flight Instructor Refresher Course will be held at Los Altos Hills' Foothill College August 12-14. Madeleine Like is the chapter member coordinating the clinic, which will offer optional college credit. Over 250 CFIs and CFI aspirants are expected to attend.

SANTA MONICA BAY CHAPTER
Nina Laughbaum, Reporter

The Santa Monica Bay Chapter is very busy getting ready for the Palms to Pines Air Race, set for 15, 16, & 17 of August, 1975. Send $2.00 for your Information Kits to Claire Walters Flight Academy, 3200 Airport Ave., Suite 16, Santa Monica, Calif. 90405. Entries must be postmarked no earlier than June 13th, 1975 and no later than July 28th, 1975. Our friends in Independence, Oregon are looking forward to seeing all the girls again this year.

We were surprised and pleased when Emma announced Claire Walters from our chapter will be on the ballot for International President, this year. Many of us are already plotting our course for Coeur d'Alene, Idaho.

Emma and Angela are busy with their charts and plans for the Angel Derby.

Doris Minter, member of the Airport Commission, reports the Santa Monica Airport Commission is having numerous study sessions in the Airport Director's Office regarding the new Airport Ordinance that will eventually go to the City Council for their approval. The ordinance will include a 600 foot displaced threshold at each end of the airport. You will be able to use this area to "take off" but not to land. Another issue is the noise or decibels that planes make on take off and the City has employed a company to monitor the planes taking off from the Santa Monica Airport. The report came back with no plane registered over 88 dbs. and now the residents are concerned about the number of planes instead of the noise. Doris urges us all to keep working to please our neighbors so we can keep our airport.

SANTA PAULA CHAPTER
Norma Williams, Reporter

The Santa Paula Chapter completed their first airmarking project. With the help of our 49½ers, Santa Paula Airport has beautiful letters and numbers on the runway for all the world to see.

Sally Allen now has her instrument rating to add to her Commercial Certificate. Betty Johnson and Barbara Deeds are working on their instrument rating. Kathy Yandell has passed her ATP written.

Beth Fruchey is our newest member, making a grand total of 20 members for our relatively new chapter.

Ventura County Airport will be having an air show on May 10 and 11. Our chapter will be actively participating with a concession booth and display booth. We look forward to seeing many of Ninety-Nines there.

Betty Johnson has been busy practicing for her first aerobatic competition at the 49er Gold Cup Regional Aerobatic Contest being held at Apple Valley Airport, May 10 thru 13. Her 49½er, Ken will also be competing in their beautiful Pitts Special. Since purchasing their Pitts only last summer, Betty has a total of 50 hours with 30 of those in aerobatics. She plans on entering several other competitions during this year.

Gwen Dewey, with 49½er Jim, flew their Comanche to Miami on their way to the Virgin Islands to visit their son.

Joanne and Johnny Miller, in their Bellanca Cruisemaster, Gwen and Jim Dewey, in their Monocoupe, and Norma

and Vic Williams, in their Taylorcraft, flew to the Antique Fly-In in Casa Grande, Arizona.

Barbara Deeds, Della Abernathy and Norma Williams flew in Barbara's Cessna 172 to the Spring Sectional in Phoenix. Phoenix.

Our chapter flew to Santa Maria for lunch on April 5. We invited Santa Barbara, San Luis Obispo, Santa Maria and Bakersfield Chapters to join us.

SANTA ROSA CHAPTER
Ruth Foster, Reporter

One of the most difficult jobs a reporter has, is to report the loss of a member. Eileen Berkland and her husband Bill, owner and operator of the Ukiah Flying Service based at Ukiah Airport, were killed in a plane crash near Healdsbutg in March. A sad time for those who knew them. Our deepest sympathy is extended to their families.

In place of our regular March meeting, we had our 49½ Appreciation Night Dinner. The turnout was great, and the men enjoyed being "appreciated". Ed Foster, (my permanent flying partner) member of the Airport Advisory Board for Sonoma County, gave a brief summary of his "White Paper" on aviation in Sonoma County. This will be presented to the Supervisors in conjunction with the Master Plan on Aviation due in May. The report stresses the benefits of General Aviation and the need to retain all of our general aviation airports. We have lost one airport, with three more threatened. So, before it's too late, support is needed from all groups having a prime interest in aviation. The White Paper is the method of reaching the public with this information.

The meeting was also special for six of our new members. Chairman Aliene presented them with their 99 pins. Smiling happily were: Marilyn Jack, Dee Neal, Rae Pass, Joy Reinemer, Barbara Pedley, and Suzi Skoglund.

The terminus for the Pacific Air Race is our Sonoma County Airport, and the date is October 4. Plans are well under way to make this an outstanding event. Santa Rosa will roll out the red carpet for the 99s when they set 65 planes on the ground. Frank Johnson and her "helpers" are working on details for the banquet and the take-off breakfast. Look for the posters at your airports and in the community.

It is now definite. We have five planning to fly the Powder Puff: Ginny Wegener and Lynn Cary, the ninth Derby for Ginny and the second for Lynn; Lynn Barthel and Sheri Knight, the second for Lynn and the first for Sheri; Jean Schulz will fly with her mother Pamela Vander Linden from Palomar Chapter, the fourth for Jean and the sixth for Pamela. Let's have a winner!

Saturday, March 22, the Bay Cities Chapter celebrated their 43rd anniversary with a fly-in to Santa Rosa. Our members joined them for lunch at the airport. Rain or shine, we'll be getting acquainted with more 99s.

Ginny Wegener is all smiles these days. Reason? She is the proud owner of a J-3 Cub. Ginny hopes to add a multi-engine ATR to her long list of ratings and accomplishments, including the single-engine ATR, should she be the recipient of the Amelia Earhart Scholarship Fund.

We should be suffering from growing pains, but to the contrary, we are very proud of our "numbers". Ruth Robinson, Holly Bott, Barbara Johnson, and Bettye DePew are joining the group. Welcome 99s!

Members–At–Large

India
Mohini Shroff, Reporter

Zonta Club of Bombay and the Indian members of the Ninety-Nines inaugurated the International Women's Year on January 11, 1975 when Dr. Najma Heptulla, member of the International Women's Year Committee presided.

The function started with Chief guest, Dr. Heptulla, placing a red rose before the portrait of Amelia Earhart. Tributes were also paid to other women pioneers in various fields while the first women to enter the Vocation of Law, Banking, Architecture and Social Service were honoured.

Chanda Sawant, President, IWPA, member of the Ninety Nines and Zonta, paying tribute to Amelia Earhart. (at microphone) Seen from left are:-Frene Irani, Vice President, Zonta, Dr. Perin Kerawalla, President, Zonta, Dr. Najma Heptulla, Chief Guest and Mohini Shroff, Area Director Region I, Zonta.

Korea

Kyung O. Kim, only woman pilot in Korea, 99 member-at-large, shown receiving a Paul Tissander Diploma for Korea, presented by Dr. Dumas, FAI President, at the 67th FAI Conference in Sydney, Australia, on Nov. 4.

(left) Mr. Kue Sung Lim---Korean Deligate
Dr. Andre Dumas---FAI President
Mrs. Kyung O. Kim---Head Delegate of ROK
Mr. Hea Sung Lee---Korean Delegate
67th FAI Conference in Sydney, Australia.

South African Section

RHODESIAN FLAME LILY CHAPTER
Barbara Thompson, Reporter

Arrangements had been made for members of the Flame Lily Chapter to visit Glendale, a depot belonging to Agricair Crop Sprayers in Rhodesia. We coincided the visit with our February meeting so that we would have a "meeting with a difference."

There were seven Ninety Nines who were able to go along to what turned out to be one of the most interesting and exciting afternoons imaginable. We set out in fine style, with two aircraft flown by Ninety Nines, an Agricair helicopter, an Agricair Aztec and a Pawnee.

Volunteers to fly in the helicopter were numerous but one look at, and worse still, one whiff of the Aztec, Agricair's old work horse, was off-putting to say the least. However, Scottie, the operations manager appeared to be rather fond of the faithful old aircraft, so I agreed to go along with him. As it turned out, I was very pleased that I did. These crop sprayers are fantastic pilots. They fly an aeroplane as if they were part of it. We zoomed along the tops of maize fields and tree tops with barely inches to spare. I was really sorry when we finally made a thrilling stall turn right onto what must be about the worst airstrip I had ever seen.

We were the first to arrive at Glendale and by the time I had been introduced to the rest of the crop spraying contingent the first of our girls arrived overhead and shortly after the second appeared. There was much good humoured banter while the men amusedly watched the careful precautionery runs which the girls made before attempting to land. Undoubtedly they were surprised when the girls greased onto the strip in a most professional manner. I admit to a feeling of decided relief! Finally, the helicopter arrived. It hurtled straight towards us and only several feet away it whisked around 360 degrees as if on a pivot and backed off to land near the other aircraft.

We were given a cropspraying demonstration in both a Pawnee and a Thrush. The various techniques were

explained as well as demonstrated. Then with a final run over the strip the aircraft demonstrated a "dump." This is a safety, but costly, precaution which may be taken should the aircraft find difficulty in gaining height or should this be expedient for any other valid reason.

After the demonstrations our hosts laid on rides in the helicopter. We all agreed that this was an incredible experience which, unfortunately, had to be cut short because there was a sudden cloudburst which reduced the airstrip to a muddy guagmire.

While waiting for the storm to pass, our hosts drove us to their "mess" for refreshments. The "mess" is a house where the cropsprayers live while working in the area and we were pleasantly surprised to find it neat and cosy. The cook, "Mechanic" had even filled vases with gorgeous roses to welcome us. While partaking of tea and enough food to feed an army, Scottie gave us a very good talk on crop spraying in general. He explained all aspects of this most dangerous means of earning a living and of the problems which have to be faced. He made **little** problems such as crashing through tree tops and uprooting high tension wires sound like just part of the days work.

Too soon it was time to return to Charles Prince where we were privileged to a treat in the Agricair club which sports a delightful bar. We had spent a really wonderful afternoon and finally went home filled with admiration for the men who by virtue of their work have to comply with such high standards of aviation.

SOUTH CENTRAL AFRICA

Brigitte Hildebrandt, Reporter

Preparations are under way for our 7th bi-annual meeting, to be held on May 23rd at Ranch Motel, Pietersburg, Northern Transvaal. Guests are heartily welcome - if we have to ask the hotel management to cut down more grass to make room for a great profusion of aeroplanes next to the strip, all the better!

Congratulations to Myrtle Brooks and 49½er for getting their Tiger Moth back in the air after a drawn-out battle to find a suitable and affordable radio. What with the Tiger and Val and Ken Humphrey's Taylorcraft we should draw a few admirers at Pietersburg! Ken, by the way, will have achieved his commercial rating by the time this goes to print.

The Rhodesian Flame Lilies, I believe, visited Thornhill Airforce base recently and undoubtedly had a very interesting day. We are waiting to hear how they coped with the jet simulator??!

Despite the fact that we are living in a very out-of-the-way 99 country, we have really been spoiled as far as visitors are concerned. Just before Easter we had the privilege of meeting Sheila Scott of the British Section at an impromptu dinner hosted by Angela Heinz. It was a most enjoyable and memorable evening in more ways than one; our sincere thanks to Jeanette van Ginkel for organizing this very welcome get-together of the South African and South Central African Sections!

Australian Section

Rosemary Colman, Reporter

Left: Louise Sacchi of Eastern Pennyslvania Chapter in Sydney sampling South Australian wine with Rosemary Colman, Hon. Secretary-Treasurer, Australian Chapter. Louise was returning to the States after ferrying an aircraft across the Pacific to Tasmania.

All flying interest has been centered on Perth, Western Australia, where the 99s Sectional was held during the same week as the Australian Women's Pilots Association's 25th Annual General Meeting. The girls from the West showed us what real hospitality is.

Ninety Nines received prominent mention amongst trophy winners at the dinner in the Regency Room.

Bronwyn Searle, pilot and Esther Mather, navigator won the Civil Flying Services trophy in the Reliability Trial Section for single engine aircraft with an air speed greater than 120 kts; as well as being declared over all winners.

The Piper Aircraft Trophy for best performance in a Piper aircraft was won by S. Logan, pilot and Katherine Flynn, navigator.

Marjarie Johnson, pilot, Jill Collins, navigator and Peggy Kelman, observer won the 25th Anniversary Navigation Trial. The winning flight took them from Archerfield in Queensland to Jandakot in Western Australia in E.R.X. the Mooney once owned by Margaret Kentley. Now rebuilt, it is owned by Jill Collins.

The Symposium featured most interesting talks by 99 Robin Dicks on Health Hazards in Flying; Sydney Air Traffic Controller Shirley Anderson on A.T.C.; Sue Folks on Aerial Fire Spotting and Jano Foulkes - Taylor on Aerial Mustering of Sheep.

Robin Dicks is to ferry a C421B from the U.S.A. to Western Australia. The Cessna has the Robertson conversion with exceptional STOL capabilities and is considered most suitable for Flying Doctor work.

99 Nancy Leebold flew to Berwick in Victoria for the spectacular Air Pageant in February last.

The 25th Anniversary of the Australian Institute of Navigation was celebrated with a dinner at Manning House, Sydney University. The guest speaker was Sir John Kerr, Governor General of Australia. 99s in attendance were Margaret Kentley, Nancy Leebold and Rosemary Colman.

The 1975-76 Committee for the Australian Section are: Governor, Helen Bryony Blackburn, a Charter member of the Australian Chapter; Vice Governor, Layne Glanville-Williams and Secretary-Treasurer, Rosemary Colman. All were elected unopposed. Convention Committee organizing member is Layne Glanville-Williams.

British Section

Sheila Scott, Reporter

This month's meeting was at Wycombe Air Park with a marvelous collection of free rides in a powered glider; a J2 Super Cub Gyroplane and a balloon! Alas British weather wrecked the flying though some flew the Simulators instead. We were delighted to meet Julia Clifton Brown visiting from the Australian Section.

We welcomed new member Gwen Bellew and her 49½er James. Gwen is our first Balloon Commander, and as she owns two balloons most of the Section are now developing balloonmania. Gwen is also a glider pilot, and holds a women's cross country record in balloons, and won the Observer Balloon Championships in 1970.

Ann Welch, our famous glider pilot and author, is now a Vice President of FAI, and recently attended the FAI Conference in Australia on U.K.s behalf as well as to receive the Lilienthal Medal for her past gliding achievements, and superb work on behalf of the International British Team and many other aviation activities. Aerobatic Lynn Williams is appearing in many Air Shows this year to earn the money to help her accomplish her training for selection for the International British Aerobatic Team.

April and Jimmy Clavell, who recently acquired helicopter ratings, are back from Jamaica where they say a car costs as much to hire as an aircraft - so why use four wheels anymore.

Shelia Scott attended the Government reception at Lancaster House to celebrate Womens International Year, and also the ZONTA Amelia Earhart dinner. She is now spending several weeks in South Africa and Rhodesia and looking forward to meeting old friends in the Ninety Nines there.

Our American 99 Suzanne Brooks is still working at the American School in London but has almost become Anglicized. She's still mad about her new 'Hang Glider.'

Pat Richardson and test pilot 49½er John seem to be firmly installed and happy in their new house in Belfast in spite of the IRA and the bombs. John is Project Test Pilot for Shorts SD330.

Ann Oliver Taylor has moved to Tanzania where she often flies her 49½er, Eric, on his business trips with the Sir Alexander Gibb Company.

Forthcoming meetings are an Air Show in the North of England, and, May 11th Bridlington, and 'A Round the Island Air Race' in the Isle of Wright on July 5th.

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