OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

99 news

JULY 1975

Flying Australia—Page 6

COMING EVENTS

Lake Erie Chapter is sponsoring a Silver Air Flight from Cuyahoga County Airport (Cleveland) on August 16, 1975 with rain date August 17th. A 250-mile proficiency flight limited to 50 planes, it is open to all pilots. Send $3.00 to Helen Keidel, 435 Dumbarton Blvd., Richmond Heights, Ohio 44143 for entry form and rules. Entries must be returned by August 1st.

• • •

15th Annual F.A.I.R. (Fairladies Annual Indiana Race)
Anderson Municipal Anderson, Indiana
September 19th, 20th, 21st 1975
Proficiency Air Race
Women Pilots - Co-Pilots Mandatory (male or female)
Information and entry Kit $2.00 from:

Sue Bathauer
11861 Hoster Road
Carmel, Indiana 46032

• • •

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.

• • •

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

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

CLASSIFIED ADS

Aircraft Sales Opportunity

North Central U.S.A. Selling to consumers in major communication centers. Salary To 27K + incentive + all expenses. Submit resume to Lucy Fichter, Grove Employment Service, 1154 N. Buckner, Dallas, Texas.

• • •

"WORLD'S MOST DETAILED AIRCRAFT JEWELRY. Tie Tacs, Bars, Pendants, etc. Free Brochure. 3R Jewelry, 4502 Newman Ave., Cypress, Ca. 90630."

• • •

FREE PILOT'S CATALOG
Send to: SPORTY'S PILOT SHOP
CLERMONT COUNTY AIRPORT
Batavia, Ohio 45103
phone (513) 732-2411

the 99 news

Vol. 2 No. 9 July, 1975
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
Contributing Editors . . . Mary Foley - Betty Hicks
Editorial Assistant . . . Phyllis Pierce

CONTENTS

Roundup '75 . . . 13
Override Dual Control Services — Hansi Marte . . . 1
The 99s and the UN — Maryann Shelley Jessup . . . 1
I.F.A.T.C.A. 1975 Conference — Rosemary Colman . . . 1
The Commissioner is a 99 . . . 3
The Mountain Wave — Betty Hicks . . . 4
Flying Australia — Rosemary Colman . . . 6-7
Early Bird Vingnette — Glenn Buffington . . . 7

REGULAR FEATURES

President Pat . . . 1
Chapter Personalities . . . 9
Chapter Reports . . . 14
Coming Events . . . Inside Front Cover
Committee Reports . . . 12
APT — Margo Smith . . .
Flying Activities — Charlene Falkenberg . . .
AWTAR — PPD . . .
Hyperventilation — Mary Foley . . . 10
International Board Meeting . . . 10
New Horizons . . . 5
News Briefs . . . 11
Race Results
Mini-Derby . . . 8-9
Roster . . .

President — Pat McEwen, 16206 East Central, Wichita, Kansas 67230
Vice President — Lois Feigenbaum, 26 Pinewood Drive, Carbondale, Ill. 62901
Secretary, Thon Griffith, 314 Robinhood Lane, Costa Mesa, California 92627
Treasurer, Janet Green, P.O. Box 629, Ocean Springs, Mississippi 39564
Board of Directors:
Mary Able, 9009 Braeburn Valley Dr., Houston, Texas 77036
Ilovene Potter, 22315 6th Ave. South, Apt. 401, Des Moines, WA. 98188
Susie Sewell, P.O. Box 59906, Southwest Station Oklahoma City, OK 73119
Mary Vial, #38 Lincoln Hills Estates, 3500 E. Lincoln Dr., Phoenix, Ariz. 85018

Publisher . . . Jerry E. Erich
1315 E. Julian Street, San Jose, California 95116
Art Director . . . Susan Haugh
Production Manager . . . Ernie Spencer

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

On The Cover: Sunrise take-off time for a Powder Puff Derby (Photo by Betty Hicks)

President Pat's ACTION LINE

It was a Sunday afternoon the weekend of July 4 I answered the phone and heard the editor's voice say, "Pat, where's your Action Line for the July issue?" Wow! What a jolt. I plumb forgot. We all don't realize what our editor Mardo is up against for each deadline for our NEWS. If she is to get the NEWS to us in a reasonable length of time, we must set our deadline at least a week ahead of hers, so that the U.S. mail service (sometimes I think it is pony express) has our copy in her hands by the first of the month. Mardo can't afford to pick up the phone each issue to call those of us who are forgetful. And I am sorry she had to call me. I will never let it happen again, Mardo...Let's all help our editor by meeting her deadline, so we may all enjoy the 99 NEWS. Thanks Mardo. We all appreciate the beautiful job you are doing for us, and I, for one, vow never to miss a deadline again!

Hats off to our Loretta and Darla! Your headquarters staff had quite a time in June during the tornado season in Oklahoma. The roof of the terminal building at Will Rogers World Airport was damaged by tornadic winds gusting up to eighty miles per hour. The west end of the building where we were headquartered sustained most of the damage, and our offices were filled with wind and water. Loretta and Darla were in the midst of renewals. Thanks to their quick action our records and office contents were saved. At this point our new headquarters building was nearly complete, with only the carpeting to be laid. Early the morning of June 24, Loretta and Darla, with the help of the airport trust, moved us into our new home. Many thanks to our staff for a job well done. In closing I would like to express my deep appreciation to you all for your thoughts, prayers, and many cards received during my recent illness. Every piece of mail that I opened gave me a warm glow of appreciation for you all, in your genuine concern for my good health. Thank you so much. My surgery (parathyroidectomy) was successful, and your Prez is now sporting a lovely throat incision to match her smile, (ear to ear). Many thanks also for your thoughts and prayers for my son Clay, who has had three bouts with surgery in the past couple of months. We have kept each other company in the hospital. For those of you who are not aware, Clay had a large piece of metal go through his right eye during a shop class in school. We saved his eye twice, but last week the doctors felt it necessary to remove it. We are both home from the hospital now. and fast on our way to good health. SEE YOU ALL AT CONVENTION—Couer D'Alene, Idaho.

"The Override Dual Control Device For Aircraft"!

By Hansi Marte

All of us are familiar with the threat of a student-pilot "freezing" on the controls and in his or her panic exerting enormous pressure on the controls, which cannot be overridden. The result is generally a stall-spin accident and adds to the list of fatal aircraft-accidents. Out of concern for this situation, my husband and I developed the Override Dual Control Device. Simply speaking, it is a spring-load override device; its concept is self-functioning and self-resetting. It provides effective disconnect of the control-system only as long as excessive pull-forces are being applied. When the instructor applies sufficient opposite control, the student's control of elevator is over-powered and his rotational capability to operate ailerons is also disconnected. The force required to activate the spring-release device can be preselected at any desired level for the particular installation. To the spring-load override system one can add a manual lock device which will deactivate the system, when the safety feature is not needed. When the system is activated, a warning device or indicator in the form of a flag for instance, could be physically evident.

A comprehensive feasibility study has been done by Robert W. Goldin, Consulting Aeronautical Engineer, Sunnyvale, CA. In short, his conclusions are: Spontaneous improper actions by students do cause major accidents. This safety-control does not appear to violate FARs. Prototype units should be fabricated by conversions-kit manufacture and trial-tested by several established flight-schools. After safety-controls are proven by test, the mandatory installation of the Dual-Control-Override in student-pilot trainer aircraft should be required. Considering the accident incidence implications, namely that as many as 10 to 20 per cent of all dual-instruction fatal accidents may be due to student "freezing control" actions, installation of a properly designed system is obviously needed in all student-pilot training aircrafts.

It is possible to make pilot-training safer. Let's do it!

THE NINETY-NINES AND THE UNITED NATIONS

By Maryann Shelley Jessup

Two great concepts became reality in this century: man has become winged and liberated from terrestrial confines, and, recognizing the futility of war, man has established an international organization with permanent processes for the peaceful settlement of international disputes. The Ninety-Nines, trailblazers that they are by nature, quickly identified with the first. They have spread knowledge of aviation and aerospace, they have set standards and records, developed aviation economics, and extended friendship across national boundaries. By their history, purpose, and actions the International Ninety-Nines have demonstrated the qualifications for becoming an unofficial part of this world organization dedicated to developing a world system of laws instead of men, under which life on this planet may continue and not degenerate or become extinct.

For its deliberations, the Economic and Social Council of the United Nations (known as ECOSOC for short) is enabled to gain expert information from non-governmental organizations which have been accredited with Consultative Status. To be recognized at this level an organization "should be concerned with matters falling within the competence of the ECOSOC with repect to international economic, social, cultural, educational, scientific, technological and related matters and to questions of human rights."

"The aims and purposes of the organization shall be in conformity with the spirit, purpose and principles of the UN Charter...shall be of representative character and of recognized international standing...shall undertake to support the work of the United Nations and to promote knowledge of its principles and activities, in accordance with its own aims and purposes and the nature and scope of its competence and activities..."

Clearly, the International Ninety-Nines, Inc., meets the qualifications of a Non-Governmental Organization with Consultative Status.

The position of an NGO with Consultative Status permits an organization to have a representative and observer attend all meetings of the United Nations bodies which are open, and to submit opinions on matters of particular interest; to be consulted on technological or other matters particularly within the competence of the organization. This would allow the Ninety-Nines' representative to attend the meetings of the International Civil Aviation Organization, to be heard, and to be consulted. No financial obligations are incurred by this affiliation.

Some six hundred organizations are on the Roster as NGO's. The International Ninety-Nines could be the only NGO concerned with aviation. Amelia would have liked the opportunity and the challenge. We are welcomed and invited. Shall we?

I.F.A.T.C.A. 1975 Conference, Melbourne, Australia

Reporter Rosemary Colman
Sole Woman Observer - a 99!

More than 300 air traffic controllers from all parts of the world attended the International Federation of Air Traffic Controllers' Association's Fourteenth Annual Conference in Melbourne, Australia, April 14-18, 1975.

Lectures on Wake Turbulence, A.T.C. anticipation, Fuel Consumption, Projected Navigation Aids such as the Microwave Landing System (Interscan) were presented by representatives of the Airline Companies and Corporations. Also there were daily discussions on the problems of keeping world wide air traffic control safe, orderly and expeditious. A technical dispaly of the latest radar and navigation equipment was an interesting exhibition of the vast progress being made in the field of aviation.

This was the first time the I.F.A.T.C.A. has met in the Southern Hemipshere, a tribute to Australia's high professional standing in ATC. The Conference was hosted by Australia's ATC Organisation, the Civil Air Operations Officers' Association and was held in the Melbourne Hilton. Other groups attending were delegates from domestic and international airlines and Corporation members.

The only woman observer attending was 99 Olga Tarling, a Controller at Eagle Farm Airport, Queensland, Australia. More women are being accepted overseas but they are still mostly in training and very possibly not available for world travel yet.

IFATCA was founded in Amsterdam in 1961 by the air traffic control associations of Austria, Belgium, Denmark, Finland, France, West Germany, Iceland, Ireland, Luxemberg, Holland, Norway and Sweden. Australia joined in 1971.

Over the years, other associations have joined and 38 countries are represented. There are also 19 corporate members such as the French company Thompson-CSF, the supplier of the Australian primary air traffic control radar system.

Each year more air traffic control associations apply for membership to support the federation's efforts to enhance the safety of aviation.

An increasing number of member associations provide a world wide input on air traffic control matters and IFATCA also enjoys, through its corporate members, the support of some of the world's leading aviation industries.

As a result, technical information on developments in the field of avionics is readily available to the federation... IFATCA is an independent. It is a non-governmental and non-political professional organisation with the prime objectives of promoting the safety, efficiency and regularity of air navigation.

Jan Amundson, Chairman, Airport Commission. Eugene, Oregon, Willamette Valley Chapter 99s.

JAN AMUNDSON

Jan Amundson was the first woman to be appointed to the Eugene, Oregon Airport Commission, and in January 1975 she was elected Chairman.

She is a Charter Member of the Willamette Valley 99s and has served as vice-chairman and chairman of the chapter. She was on the committee to organize the first Palms to Pines Air Race and has acted as timer at the finish of the race for three years. She has also worked to encourage safety in flying, serving as chairman of a Safety Seminar and recently participated in a Survival Trip sponsored by the Chapter. Flying in the Willamette Valley involves frequent flying either over the Cascade Mountains or the Pacific Coast Range and Jan feels pilots should be well aware of survival techniques in difficult terrain. 21 members, husbands and friends spent a weekend in heavy snow with a survival expert. The group built snow caves or igloos and spent the night sleeping in what they had built. Twelve inches of snow during the night made the experience very real. Climbing up a mountain in deep snow to reach the survival area, and going back out through waist deep powder snow, convinced the group of the wisdom of "digging in" and staying with the downed plane. Many of the group are in the process of expanding their already extensive survival packs in their airplanes.

Jan has a Commercial License and used her Ground Instructor Rating to teach a class for wives of pilots, to encourage their support and interest in aviation. She is married to an Architect (she is his office manager) who uses his instrument rating often in work over much of the State of Oregon. They have three children, Katie, 22, David, 20 and Kristin, 16. She has long been active in civic affairs and was named Eugene's Outstanding Young Women in 1960.

Eva Conrade, of Apple Valley, California. Member of the Hi-Desert Chapter of 99s and San Bernardino County Airport Commissioner.

EVA CONRAD

A San Bernardino County, California, Airport Commissioner, Eva Conrad is involved in aviation because she loves it. Her only complaint is that she doesn't find time enough to fly as much as she wants to, but who does? Time in the air must be taken from a busy schedule as owners-editor-publisher of the Apple Valley News. She became interested in flying when her youngest son earned his private pilot rating at 17 and took her flying for the first time in a small plane. He later set a record by becomming the youngest Commercial Pilot and CFI on his 18th birthday, encouraging her to get her private ticket. She is a member of the Hi-Desert Chapter of 99s, owns her own Cessna 150 and writes an aviation oriented column. Married to Lloyd, they live one-half mile off the departure end of runway 18 of the Apple Valley Airport and love it. In addition to John, the Conrads have another son, Bowen, 24.

Eva is in her second year of a 4 year term and represents the First Supervisorial District of San Bernardino County. There are 9 country aperated Airports in the country with 7 of those located in her district.

Commissioner is a 99

Editor's Note: This is the second article on our talented Commissioners. There may be still more. Reporters let us hear about them. The Ninety-Nines is proud of this achievement in General Aviation.

Mary Lue Garrison, of Victorville, California. Member of the Hi-Desert Chapter of 99s and *CSA 60 Commissioner for Apple Valley Airport.
***Community Service Area**

MARY LUE GARRISON

The first and only woman to be appointed to the San Bernardino County, California, Community Service Area 60 Commission is Mary Lue Garrison, member of the Hi-Desert Chapter of the 99s. She was just recently reappointed for a four year term with CSA 60, which serves Apple Valley Airport. In her job as Commissioner she says, "I like to be constantly alert to all opportunities of improving conditions, equipment and government standards pertaining to the Apple Valley Airport—being always cognizant of my responsibilities to the tax paying communities.

Mary Lue has four children. Rick 22, who has soloed; Sheila 21, ready to solo; Jamie 19, "He rides the ocean waves as a surfer." and Shelly 10, who was flying two weeks before she was born.

Mary Lue has been flying for 14 years: two years longer than her husband, Dick, and is currently APT with over 600 hours of Private time.

BARBARA JENISON

By Jean Boyd

Currently serving her third term on the Illinois State Aeronautics Board, Barbara has served two governors impartially—one Republican, the other a Democrat!

Her flying career dates back to 1946 and she used to fly her husband back and forth from Illinois to Washington when he was a congressman. They did much campaiging by air around his district also.

The Central Illinois Chapter is fortunate and proud to claim such a charming, talented, active, and able woman; Barbara has been a member for 25 years. She has flown many races, including 10 AWTARs, and was also a member of WACOA.

Continuing her active support of general aviation, she served on a local committee to obtain an airport for her city, Paris, Illinois—with the happy result that she has been enjoying flying from the Edgar County Airport since last fall.

DORIS MINTER

Santa Monica, California Airport Commissioner, Doris Minter, is beginning her third year as a member and first woman of the city's five member board. In her job as Commissioner Doris is in forefront of efforts to retain the very busy Santa Monica airport which is threatened by a small but vocal group of neighbors and an unsympathetic City Council. Recently she appeared on Los Angeles television representing airport interests in a debate with representatives of the Airport Neighbors Association.

Doris has recently earned her commercial license and is deeply involved in study for the instrument written examination.

Doris and her husband, Rex, who is a Judge and former Mayor of Santa Monica, own a Cessna 172 which they have flown to the eastern seaboard, Quebec, Vancouver Canada, Mazatlan and Cabo San Lucas, Mexico.

Doris is the mother of two married daughters and one son, Tom, who will graduate from high school this year. Tom soloed on his 16th birthday and has completed his solo cross country. Her daughter, Laurie, presented her with the new title of grandmother last November.

Doris is a founding member and treasurer of the newly formed Santa Monica Bay Chapter of 99s.

The Mountain Wave

by Betty Hicks

All pilots, enroute to acquisition of a private certificate, must learn by rote that clouds called lenticulars are associated with a condition called the mountain wave. They also learn that where there are lenticulars there will be turbulence and downdrafts on the lee side of the ridge, and updrafts and smooth air on the windward side. Somehow, the what-to-do-about-it phase of training isn't covered in the text.

Mountain waves are ocean-wave-like winds which occur when air currents flow at an approximately 90 degree angle to a mountain ridge. Imagine a rock in the ocean blocking an incoming tide and you can picture the mountain wave, rising on the windward side, plunging into a tortuous descent on the lee side. Truly significant waves will form when the winds are greater than 25 knots on the valley floor on the windward side, but this does not preclude the spawning of interesting flight problems out of velocities considerably less than that.

What are the hazards of the wave? They are not, contrary to textual intimations associated with the lovely lenticulars with which the artists take such ghastly license. "Some of the smoothest flying conditions in the wave," Irene Leverton, devoted wave pilot and former 99 assures us, "is in the vicinity of the lenticulars." But updrafts, downdrafts, and turbulence, ranging from moderate to extreme, are common wave flight problems. Their potential should not be underrated.

Is a wave flyable? It is, and eminently so for sailplane pilots who ecstacize over its existence, and one of whom, Paul Bikle, exploited a wave-begotten boost off southern California's Tehachapi Mountains to set a world sailplane attitude record of over 50,000 feet.

Most pilots who have ever flown over any terrain other than the most tabular flatlands have flown in at least mini-wave conditions. Any mountain ridge, mated with a breeze blowing perpendicular to it, can produce a mountain wave. The ridge need not be named Sierras or Rockies.

We are condensing the practical aspects of avoiding unpleasantries and real dangers in flying in waves, all of these gleaned from the practical experiences of high-time mountain pilots like Irene Leverton.

Weather report clues. Weather reports, unlike tower controllers, do not distinctly say "Caution!" Yet the remarks section of sequence reports, which announces ACSL or ACCASL (altocumulus standing lenticulars, or altocumulus castellatus standing lenticulars) alerts the pilot to the existence of a wave. However, lenticulars need not be present because a wave is present; there must be adequate moisture in the air for clouds to form. Do not feel exempt from wave conditions just because of the absence of cloud forms.

Winds aloft forecasts are a logical clue that a mountain wave may be rampant. Check the true direction of the mountain ridge from the sectional chart against the forecast wind directions at altitudes above the ridge. Surface winds on the valley floor on the windward side can be even more valid as indicators. Remember that winds shift in direction 45 degrees clockwise from the surface upward, and double in velocity by the 2,000 foot level AGL. Thus a surface wind from 300 degrees at 25 knots would achieve an approximate 345 degree at 50 knots by the altitude where it escapes the modifying effect of the "friction level," created by obstructions and terrain at lower elevations. It can become even stronger as it flows over mountains.

Windward side problems. One of the wave's greatest life-threatening hazards exists on the allegedly innocuous windward side: unwanted updrafts. Many pilots have been lifted to altitudes where useful consciousness was threatened by lack of oxygen, because they did not know how to fly out of the wave's sinewy updrafts. At 18,000 feet and climbing, a pilot without oxygen is definitely in peril.

Betty Hicks

The vertical velocity indicator becomes a primary instrument for flight in suspected mountain wave conditions, despite it limitations. Be particularly watchful when approaching a ridge from the windward. (And never approach at 90 degrees to the ridge, lest the 180 degree option is itself become a hazard.) Updrafts in excess of 1,000 FPM may appear initially to be blessings, and indeed they may be, if you can reach for the oxygen mask. (Never, advises Irene Leverton, fly over western mountains, particularly in the winter, without supplementary oxygen aboard. Your intended flight altitude is not a factor.) Always note the geographic point at which you began experiencing the updrafts. Should you gain unwanted altitude make a 180 degree turn back to the point at which you began to get the updrafts. Further attempts to traverse the range may be inadvisable in those conditions.

Over-the-ridge problems. With adequate altitude the over-the-peaks hazards do not approach those of the windward and lee side. Adequate altitude? Some experts recommend a conservative over-the-top of one-half the mountain elevation. If you are traversing the Sierras, that would dictate an approximate 21,000 feet cruising altitude, not totally practical in every single we fly. Headwinds are also a factor. Airplanes of reasonable performance have been known to fly backward in a mountain wave.

Lee side problems. The two types of problems associated with the lee are the obvious let-down or climb-out techniques. Since the latter is an option and the former may not be, consider climb-out suggestions first.

If winds are in excess of 25 knots on the valley floor, you should seriously consider how essential the flight is measured against your mountain flying experience, the performance of your airplane, and the tolerance of your passengers for unusual attitudes.

If you start flight in the direction of the mountains on the wave's lee, the VVI merits constant attention. Downdrafts or zero climb command a decision. Go back to the area where downdrafts were not encountered and climb there until adequate altitude to traverse the range is reached. Though you may be reassured by the knowledge that downdrafts never go all the way to the ground, why test the theory? Your objective should be to safely climb to an altitude for flight over the range. The area of safe and efficient climb will probably be on the far side of the valley away from the range.

Let-down should also be initiated on the valley's far side. Let-down should not be continued into observed downdrafts, unless there is lower terrain ahead.

Turbulence is an inevitable factor on the lee side. Never let down or attempt climb in the vicinity of clouds known as "rotors," those swirling, churning cyclones of condensation and valley floor debris which mark the wave's greatest intensity. Save your acrobatics for controlled situations. Rotor activity has been known to invert a DC-3

Know your airplane's maneuvering speed, its full implication, and fly it. Flight slightly below maneuvering speed, suggests ATP-CFI Irene Leverton, who gained her Sierra Wave experience flying for the Forest Service, will produce a more pleasant ride. Caution should be observed for stall, however. The wave demands that you fly the airplane, not vice versa. You particularly must be in command of the airplane's attitude.

Any pilot who lives within range of a mountain ridge of whatever proportion should one day request the time of an experienced mountain flight instructor. Try to time your scheduling after the passage of a cold front, which will leave in its wake winds which challenge pilot skills. Lacking heroic mountains or savage winds, just start with some dual instruction over any little ridge where right-angle breezes make mountain waves tumble.

(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")

Stella Priest—San Antonio Chapter, on June 7, 1975. (Cause of death unknown.)

Friend of 99s

Joe Parsons, 49½ of Betty Jo Parsons, Tip of Texas Chapter. Joe and Betty built (photo) Aeronica Champ painstakingly, gathering parts from all over Texas over a period of twenty months. Hardly was it finished and test hopped than Joe entered the hospital with pleurisy pneumonia. Joe was a QB, and as they put it, Joe has "gone west", after a sturdy fight.

Betty Parsons, member of the Tip of Texas chapter, poses besides the Aeronica Champ which she and husband Joe spent his final days building into a successful commute aircraft.

Marjorie Stinson Comes Home

The ashes of Marjorie C. Stinson, a 99 Charter Member, were scattered from a 1931 Curtiss Pusher over Stinson Municipal Airport, San Antonio, Texas on June 3, 1975. Marjorie died on April 15th in Washington, D.C., after a lingering illness, and had requested that her ashes be returned to the flying field named for her famous family of aviators, and where they first achieved aviation renown. The flight followed a brief memorial service conducted at the Stinson Shrine, which was erected in 1964 at the Stinson Airport Terminal Building by the Order of Daedalians Stinsons Flight to honor the four Stinson pilots, Katherine, Marjorie, Eddie and John.

San Antonio is rich in aviation history, and has served as backdrop for a variety of aviation events of significance to women pilots, not the least of which were those initiated by the Stinsons. Here at Fort Sam Houston in September 1913, Katherine Stinson, who was the fourth women in America to be awarded the coveted Federation Aeronautique Internationale license, began flying her Wright "B" pusher. By the following summer, her younger sister, Marjorie, had become interested in flying, and after obtaining lessons at the Wright school in Dayton, Ohio she qualified as the ninth woman in America to receive an FAI license. She soloed after four and one half hours of instruction, and by October of 1914 she was performing as a professional exhibition pilot at fairs and air shows. In May 1915, she became the first woman air mail pilot with a 30-mile run from Seguin, Texas to San Antonio.

In the fall of 1915, the Stinson family leased land southeast of San Antonio to continue their flying operations, and this area is the present Stinson Municipal Airport. Since the need for civilian training of military pilots became critical at that time, the Stinsons decided to establish a flying school for this purpose. When the school opened that October, the faculty consisted of Marjorie Stinson. The first class, five Canadians, finished in November and obtained FAI certificates in December. They subsequently received commissions in the British Royal Naval Air Service as Canada had no air service at the time.

In all, the school graduated over 100 students, and Marjorie was credited with training 83 of them. After the U.S. entered World War I and began military training of pilots the Stinson School of Flying closed. Marjorie continued exhibition flying for some time, and then worked for the Navy Department in Washington, D.C. until 1945. She maintained a continuing interest in aviation, and after her retirement she devoted her life to research in aviation history, acquiring a significant collection of writings and memorabilia.

Following her death, the collection has been given to the Library of Congress with copies to the Smithsonian Institution. Marjorie Stinson's contributions to aviation, and to the role of women in aviation are noteworthy and will not soon be forgotten.

By Pamela Crane

Flying Australia

BY ROSEMARY COLMAN

A 1975 intrepid aviator flies under the Sydney Harbour Bridge in a Tiger Moth. (Sydney Morning Herald)

On May 12, 1975 just before midday a Tiger Moth was noticed flying under the Sydney Harbour Bridge. Radio stations interrupted programmes to announce the fact, and the following day one chance photo made the front pages. The pilot later said he had tried to draw attention to the passing of Pioneer Sid Marshall. Sid had created a record 41 years ago in flying a plane for the first time between Port Moresby in New Guinea, and Cooktown in Queensland, the aircraft was a Westland Widgeon parasol monoplane powered by a 90 h.p. Cirrus four cylinder motor.

Attention was certainly drawn to "under bridge" flying and for days letters to the papers were nostalgic for the days before regulations when it seems flying under the bridge was part of life.

But Sid's memory also brings to mind the great flying Australians of his time. Harry Hawker the first person to deliberately spin a plane to test his theory of recovery and live. His theory of nose down, opposite rudder is now learnt by every student before first solo. "Smithy" - Sir Charles Kingsford Smith whose record flights include: 1928 The First Pacific Crossing, San Francisco, Hawaii, Brisbane; 1928 First Tasman Crossing, New Zealand, Australia; 1930 England - Australia, 10 days record. Arthur Butler, founder of the one of Australia's first airlines. Sir W.H. Fysh who, in 1920, founded the Queensland And Northern Territory Aerial Services. The original Qantas fleet was an avro 504K, with a 100 Sunbeam Dyak engine, and a B.E.2 a modified two seater with a 90 h.p. engine. QANTAS Australia is now an overseas air line with a world reputation for safety and service. Harry Miller, one of the "magnificent men" in 1911-12 who received a dunking or two in the sewage farm at Brooklands, U.K. is now a partner in MacRobertson-Miller Airlines which serve Western and South Australia.

Little heard of is Mrs. Lores Bonney who in 1932 created a record flying solo from Brisbane, Queensland to Wangaratta, Victoria, a distance of 1000 s.m. in one day, with a crusing speed of 80 m.p.h. Later in 1932 she flew around Australia, the first woman to do so. In 1933 she flew to England from Australia. The first person to do so.

Flying Australia is flying the "big country", it is 2116 flying miles from Sydney on the Pacific Ocean to Perth on the Indian Ocean. Interstate travel is on the parallel air lines system, Trans Australia Airlines, a government concern, and Ansett Australia a company of Sir Reginald Ansett. Intra state flying is catered for by East-West Airlines, Air Lines of New South Wales, MacRobertson-Miller Airlines and Connair.

Connair, still affectionately called the "Bush Pilots Airways" by many serves more ports than Pan Am. This airline grew out of a request on 1938 to E.J. Connellan by the Government for a mail route from Alice Springs in the centre of Australia to Wyndham on the North West Coast.

To survey the routes, E.J. set out in an old Spartan aircraft. When other navigation was inadequate he landed and took a reading with an old sextant. Then, to take off again he had to hack away a strip, since the Spartan could land on much less ground than it needed for take off. He mapped out vast areas of the centre and north of Australia. Even today flying in the Northern Territory is not standard instrument flying, but a combination of instruments and local knowledge. The private pilot always takes a survival beacon. Flying in the centre and north is expanding as more people go to live there and more tourists arrive to see the primeval beauty of Ayres Rock and the centre. 99 Christine Davy is flying for Connair across

Sometimes it rains in sunny Australia. 49½ Merv Waggott leads a bevy of beauties including 99 Frances, to heave their Twin Comanche VH-TPO out of the mud, during a weekend Fly-In of Australian Women Pilots. (Photo-courtesy Layne Glanville-Williams)

The Corby Starlet, an all Australian design, in a bush setting with 99 Stephanie Day and 49½ John on the right and friends. (Photo - Layne Glanville-Williams)

The late Sid Marshall in his hangar which contained his collection of old planes. A friend of Amelia Earhart he presented a film of her 1937 take off in Lae to the 99s in 1966. (Sydney Morning Herald)

the Mount Isa route where temperatures reach 44 at midday. Accordingly the reliable DC3 aircraft are still in service and will remain so until a better aircraft can be found.

During the 1920's Australia was ahead of the U.S.A. in the growth of air lines. The Americans were having trouble finding a plane to go faster than those mighty trains.

An aspirant to fly with an airline needs at least 500 hours and his Senior Commercial subjects. His flying training is initially in the hand of flying schools and flying clubs. The restricted Private Pilot License is achieved after a minimum of 33 hours, then cross country exercises of 22 hours remove the restriction from the license. The Private Pilot License holder then, by various means, "builds up hours", does 10 hours instrument flying, 10 hours night exercises, 20 hours cross-country dual and solo exercises, 10 hours dual revision of Private Pilot sequences, and at 165 hours gets his Commercial after a 3 hour practical examination and six written 3½ hour papers.

Gliding is popular and the climate is ideal, especially at Waikerie, South Australia, where the World Championships were held last year. In 1970 Australian Sue Martin made a world goal and return record, flying 656 km from Waikerie to Balranald in New South Wales and back. She also broke the 100 km and 300 km speed records round a triangle above Waikerie between 1970-73.

Hang Gliding is gaining popularity especially from the steep cliffs near Wollongong, south of Sydney.

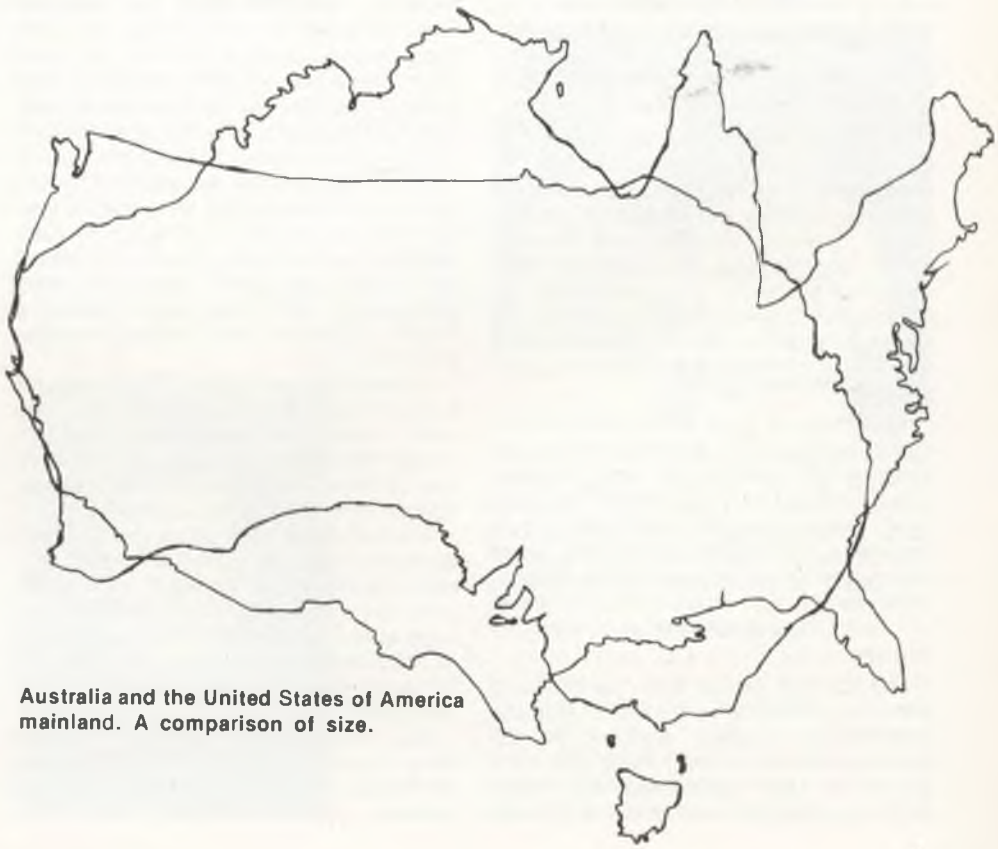
The Flying Doctor Service, now world famous, made its beginning in 1928, It was operated by the Australian Inland Mission using Qantas aircraft and personnel which enabled the dream of that great humanitarian, the Rev. John Flynn, better known as "Flynn of the Inland" to come true. This service together with the pedal wireless sets operated by the people outback, took away the fear of isolation in sickness and accident. Letters were also carried as a courtesy. The first lady doctor Dr. Jean White was stationed at Normanton.

There is also an Air Ambulance Service which lifts cases from the snow fields as well as remote areas.Probably the most exciting flying done today is by the men of the Royal Australian Air Force. They seem to know only two altitudes, either 50 feet and parallel to the ground or 40,000 feet. They flew over Vietnam, Korea, Malaysia, Burma, the Pacific, the Middle East and Europe. They flew in F1-11, BAC 1-11, Lockheed Orion, Macchi, Caribou, Mirage, Bell Iroquis, and so through history back to the first registered Airco DH 9A. A RAAF member today is Chief Tracking Officer at Cape Canaveral.

Australia is the ideal country for flying and flying is the best transport for many Australian conditions. The oil riggers on off-shore establishments travel from and to work each day by helicopter. The man on the land checks his fences and his stock from the air. Many do their mustering from the air assisted by motor cyclists. Every property has a strip for the agricultural aircraft which will spray the crops from the air. Clouds are seeded to make rain by meterological bureau planes. Many religious use aircraft to cover their large territories. Shark attacks are prevented on the beaches by warnings from shark patrol planes which cruise the coast. City traffic congestion is averted by aerial traffic patrols.

This is a land of few mountains, our highest peak is 7314ft AMSL. Rainfall is below 10 ins P.A. in the centre and west and below 25ins p.a. elsewhere. There are more sunny flying days p.a. than in any other continent or country. Planes are available for rent or charter.

Come Down Under and go up above some time soon.



Australia and the United States of America mainland. A comparison of size.

Early Bird Vignette

Esther Combes Vance
By Glenn Buffington

A 1933 picture of Esther Vance and the KR-21 Fairchild NC206V at Pocatello, Idaho.

The Pacific Northwest is represented by two pilots on the Ninety-Nines Charter Roster—Esther M. Combes Vance (license No. 3180), formerly of Great Falls, Montana, and the late Edith Foltz Stearns (5600) of Portland, Oregon, and later of Corpus Christi.

Esther Combes graduated from the University of Washington in 1925, majoring in physical education; she then returned to Eastern Montana, where she became reacquainted with Earl Vance, who, at that time, was Montana's best-known aviation barnstormer. In 1923, Vance, as he was widely known, headquartered his flying business in Sidney, her hometown, and Esther's introduction to flying was by her husband-to-be. Vance's approach was by interesting Esther's father, Billy Combes, in flying also, and it proved effective.

In 1925-26, as one of the pioneering U.S. flying couples, the Vances honeymooned and winged their way southeast flying at fairs and carrying passengers at various points between Montana and Florida. Esther accompanied her husband on a couple of years of barnstorming, during which she acquired a lot of flying experience, enabling her to become Montana'a first commercially licensed woman pilot.

Regarding the 1928 winter-garb picture, Esther writes, "It is representative of the years when utility, not high fashion, dictated what the well-dressed flyer must wear, which for my particular needs required a close fitting leather lined jacket with turned up lambskin collar, tailored breeches and high laced boots, all topped off with the indispensable helmet and goggles.

"At that time we had been barnstorming and headquartering at the North Montana Fairgrounds, located adjacent to the business district of Great Falls, but in the spring of 1928 established the Vance Airport on the flats north of the city, where the picture was taken." Relative to the Fairchild picture, she commented, "By 1933 I had found India type jodphur breeches and English style riding boots ideal for summer open cockpit flying."

(A more current picture of Mrs. Vance appeared in the May-June '74 issue of the 99-News in the Montana Chapter News).

Esther became the business manager and treasurer of The Vance Air Service, as it was called. They purchased a Stinson Detroiter, had the Waco sales agency for the area, and operated an airline from Great Falls to Billings. When the Vance Air Service facilities were destroyed by fire in 1931, Vance went to work as a pilot for National Parks Airways. The National Parks terminal at Great Falls was Gore Field, located south of the city. At times when Vance flew for NPA, he would start pilots off on their duties at Vance Airport, then Esther would ferry him over to Gore Field to make the run to Salt Lake City. It was on one of these occasions that the photo of the Vances was taken standing by the Fokker mail plane. There were subsequent moves in the Pacific Northwest and when the airmail contracts were cancelled in 1932, the Vances bought a Pitcairn autogiro and barnstormed the West with it.

Vance instructed in the CPT program for Bob Johnson at Missoula and then was called back to active military duty, so Esther followed as the base commander's wife at Walla Walla, Washington; Topeka, Kansas and Alexandria, Louisiana.

Another move took them to Colorado Springs where Earl directed search and rescue in the Rocky Mountain area. It was here Vance met an untimely death with a heart attack in 1944; then Esther returned to Missoula, where she was employed at the registrar's office at the University of Montana.

Now retired, Esther enjoys the role of being a genealogist and is busily tracing the lineage of both the Vance and Combes families.

A 1928 picture of Esther Vance in winter flying attire. "Time Flies, Why Don't You?" was the slogan of the Vance Air Service.

Esther M. and Earl T. Vance, by the National Parks Airways' Fokker Universal, suited up for winter operation in the Big Sky Country.

JUNE 7 MINI-DERBY RESULTS

BY JEANNE ABRAMSON

Sally Allen of Santa Paula, flying solo in her orange and white Citabria named "Jonathan", raced to top spot in the speed category of the third annual Golden West Mini-Derby on June 7. The round-robin Hayward race followed a 309-mile course over two checkpoints, Pine Mountain Lake and Auburn, which were monitored by members of the Happy Flyers, an aviation-oriented HAM radio operators group led by Janie Postlehwaite's 49½ Hart. She won over an entry of four in this category.

Aviation attorney Al Abramson (Jeanne's 49½) and co-pilot Tim Truett won the cruise-and-proficiency portion with the lowest computed time-fuel error score. Second place went to Juanda Bigelow and Joan Enos, who also won the special Hayward City Council trophy for best Hayward-based pilot. Bill Wren and Al Lina, one of the five all-male teams,

received the third place award. There were three all-female crews and seven mixed, of which two were husband-wife teams. Four solos were women. Final entry statistics show nineteen male and eighteen female participants, a considerable jump over last year, when only two of thirteen planes were "manned".

Twenty aircraft qualified to finish this year's race, with no untoward incidents. George and Joan Cassity had a baggage door pop open on take-off and had to come back for a restart. The "hard luck" Cassitys, who had a disastrous house fire last winter and more recently had a parked car totaled, placed 13th! A Peninsula Press Club entry, piloted by San Mateo Times writer George Golding and PPC president Dan Cook, took the next-to-bottom spot, but was responsible for lots of extra publicity, including the presence of TV cameras on the field on race morning. Dorothy Carroll came in last, but was consoled with a special "turtle" award for also being the last plane home.

Special thanks were expressed at the festive awards banquet by co-chairmen Carolyn Zapata and Geri Wiecks to the Hayward tower personnel, Air Terminal manager Jim Mummert, FSS representative Nancy Murdoch, and Ben Lucas for Wx briefing before take-off. Also warmly thanked were Golden West Chapter members and their 49½ers who did the "ground" work, and especially Barbara LaPoint and Pat Forbes who worked on the race committee on inspections and tabulating scores.

CRUISE and PROFICIENCY

Place Rank	Pilot/Aircraft	Est. Fuel	Fuel Used	Est. Time	Act. Time	SCORE
1	Al Abramson/Cessna T210	31.72	31.9	1:50:30	1:51:52	124.2
2	Jaunda Bigelow/C-172	19.6	18.7	2:53:00	2:52:38	394.6
3	Bill Wren/PA-24-250	28.4	28.2	2:22:37	2:16:15	430.0
4	Fran Milford/C-150	18.9	18.7	3:32:00	3:26:36	444.0
5	Bob Long/Beech C33A	26.1	23.5	2:08:50	2:08:11	587.6
6	Phoebe Peasley/C-172	23.9	23.0	3:02:10	2:57:52	618.0
7	Rae Gilmore/PA-24-260	20.0	21.8	1:54:27	2:01:33	841.0
8	Richard Steckel/C-150	15.7	14.3	2:46:05	2:48:27	982.0
9	Jane Postlethwaite/C-182	40.4	35.7	2:50:00	2:49:51	1235.7
10	Ron Siegel/C-182	27.6	33.4	2:15:00	2:13:58	1575.8

Speed			Score
1	1	Sally Allen/Citabria 7ECA	11.36
2	3	Kathi Wentworth/C-150	8.10
3	13	Vivian Harshbarger C-172	5.01
4	2	Vic Borgnis/PA-24-260C	1.95

Best Hayward-based plane (pilot and co-pilot) trophies donated by Hayward City Council were won by Race No. 24.

These are the final tabulations on our June 7, 1975 Mini Derby at Hayward, California, sponsored by the Golden West Chapter of The Ninety-Nines, Inc.

Your enthusiastic support and dedication made the '75 Mini Derby a resounding success for general aviation—keep up the good work! Looking forward to next year.

Carolyn Zapata & Geri Wiecks

Geri Wiecks, Carolyn Zapata, Pat Forbes planning 1975 Mini-Derby. Pat and Carolyn are flying (flew) the 182 pictured as TAR No. 34 in this year's PPD.

CHAPTER PERSONALITIES

Dr. Jo Ann Brown Hansen

Dr. Jo Ann Brown Hansen

Dr. Jo Ann Brown Hansen Tucson 99 has been awarded a postdoctoral fellowship by The American Association of University Women. A total of 85 fellowships were awarded nation wide to American women from a total of 960 who applied.

Dr. Hansen's research project will concern itself with an evaluation in eukaryotic tissue culture of the possible growth-regulatory properties of polyamines. The research will be carried out at the University of Arizona Medical College in Tucson.

Dr. Hansen and her husband, Gordon, own and fly a Cherokee 180 (88 Samantha) and she is currently working on an instrument rating.

Ann Welch

British Section's Ann Welch is awarded the coveted FAI Lilienthal Medal. Glider pilot author Ann Welch was awarded the Lilienthal Medal at the recent FAI Conference in Australia for her gliding accomplishments and unceasing work on behalf of others in aviation. She is the British Delegate to the FAI, and is a Vice President of the FAI. Ann was awarded the OBE by the Queen some years ago and has won many honours for her gliding and aviation work.

Ann Welch

Ida Van Smith

Aviatrix Ida Van Smith (R) honored "for her contribution to Society in the field of Aviation For Youth". Making the presentation is Mrs. Eleanor Gibson (L) of "Friends of Senior Citizens", Queens, N.Y. at Leonards of Great Neck, on March 21, 1975.

By Alice Borodkin

Once upon a time a little girl of three or four went to a small airport with her father to watch the planes. The little girl was Ida Van Smith who says that it was then she really decided to fly when she grew up. Her father having exposed his daughter to aviation, planted the seed in her mind that

Ida Van Smith and some of the members of her flight club in the Tower at the Islip MacArthur Airport. The Long Island Chapter 99s, which arranged the tour, also talked American Airlines into a ground tour and cockpit check-out for the boys and girls in a 707.

someday she would master those marvelous flying machines. And master them she did many years later.

Ida's first lesson in 1967 was at Butler Aviation at La Guardia Airport in New York. So new to the world of flying was she, that she had no idea there was any other place to fly from! It seemed to Ida that most of her time was spent waiting on the runway for jets to come and go - and her hard earned money as a teacher was being used up on the ground!

Summer was coming and Ida went home for the summer and had three more scattered lessons at an airport in Maryland. But as life sometimes has it, the dreams and realities often conflict. Marriage, more college and children interrupted. But the dream continued.

One day at an airport in Fayetteville North Carolina she began actually taking a series of flying lessons. She studied hard with her instructor Edward A. McCorvy. Again the dream was interrupted and back up North she came to resume her teaching career. But Ida's determination went on and so did the lessons the following summer. In 1970 the precious license was won.

But something else was going on in Ida's mind. Each time she took a lesson small children would press their tiny faces to the airport fence to watch the Black woman pilot.

They were fascinated by watching the plane and pilot in action. After each lesson Ida would stop to chat with the youngsters and was amazed by their interest. Soon these meetings became routine. This was actually the beginning of the Ida Van Smith Flight Clubs Inc. What a wonderful idea to expose children to the world of aviation! So Ida Van Smith began sharing her knowledge and enthusiasm with these children!

Now teaching in Jamaica New York at I.S.8, Ida has started the Flight Clubs on a steady basis. Classes meet once a week in their schools with guests in the field of aviation coming in to talk, show movies, even a little "hanger flying". Of course frequent trips to the airport are important so the children may see tower operations. Hopefully "may I take a ride?" is answered with "You bet!"

Is Ida a Ninety-Nine? You better believe it! The Long Island Chapter is fortunate in having her as a member. Now she has more help with the clubs! You know how Ninety-Nines are—we love to talk, teach, enthuse about flying.

If you think that's the end of the story, listen to this: Ida is an active member of Queens Borough President's Committee on Aviation, Alpha Kappa Alpha Sorority, National Association of Negro Business and Professional Women, Negro Airman International, and in her SPARE time she writes a column for a local newspaper.

As a Ninety-Nine, Ida is on the Chapter nominating committee and an active participant in every event.

Awards seem to be attracted to Ida like a magnet attracts steel filing. Among her most prestigious was the nomination for the Bishop Wright Air Industry Award in 1974 for her work with children.

The endless good seems just that - endless. This summer thru the Flight Clubs, a free lunch program was set up for the children in South Jamaica, N.Y.

Is that all? Not quite. Ida plans in the near future to start her instrument and Commercial rating - and by now you know what that means - The will to learn - the drive to achieve - and the ultimate success is in the bag!

That's our Ida! The Ninety-Nines are proud to have her aboard!

Hyperventilation

By Mary Foley

Hyperventilation is breathing in excess of the body's needs and is produced by increases in the depth and/or frequency of breathing. There are a number of conditions which may cause hyperventilation. In aviation, however, the most common causes are hypoxia and/or anxiety. Hyperventilation due to hypoxia rarely occurs below 10,000 feet. Without supplemental oxygen, as ascent continues beyond 10,000 feet the hyperventilation gradually increases.

Anxiety-induced hyperventilation can occur anywhere and under any kind of stressful circumstance.

Regardless of its cause, hyperventilation produces disturbances in the body's chemical balance. Hyperventilation, while adding very little to the oxygenation of the blood, "blows off" carbon dioxide (CO_2). This upsets the body chemistry as a certain level of carbon dioxide is necessary to maintain the acid-base balance. If the CO_2 level goes down, the blood becomes too alkaline. This affects the body in many ways. It disturbs the breathing mechanism as respiration is controlled primarily by the level of CO_2 in the blood. The alkaline state of the blood causes the blood vessels in the brain to constrict causing a decrease in the oxygen available to the brain cells.

The person who is hyperventilating, especially in a tense situation, is rarely aware that he is breathing too much. The symptoms of hyperventilation are numbness and tingling of the fingers, toes and face, tremors and jerking movements of the extremities. He may feel that his chest is constricted, and fear that he is having a "heart attack". If he continues to hyperventilate, mental confusion becomes severe and unconsciousness often follows.

Since many of these same symptoms occur with hypoxia, all pilots should be familiar with the symptoms of hyperventilation and be able to take corrective action early. This is simply breath holding.

If the symptoms the individual is experiencing are numbness and tingling of the fingers, toes and face and he is flying below 10,000 feet, the problem is almost certainly hyperventilation.

If the pilot is at an altitude higher than 10,000 feet, it is harder to tell whether the problem is primarily hyperventilation or hypoxia or a combination of both. The best action to take in this case is to descend as soon as possible to 10,000 feet or lower. The pilot should continue to use his oxygen supply, and try to keep his respirations slow and steady, and not too deep, and not more than 18-20 breaths per minute. Upon reaching the lower altitude, he can then try breath holding which will rapidly build up the CO_2 level in the blood and correct the problem.

One additional remark should be made regarding hyperventilation, although it has to do with swimming and diving rather than flying. Some individuals voluntarily hyperventilate before swimming or diving for a distance underwater. This practice may be dangerous, and has resulted in drownings. As stated before, hyperventilation does little to increase the oxygen level in the blood. Rather it decreases the CO_2 level — and when done voluntarily depresses the stimulus to breathe. Thus the person swimming underwater may become hypoxic, but feels no need to breathe because his blood CO_2 is low. He may not make it to the surface in time.

INTERNATIONAL BOARD MEETING

May 19-21, 1975
Ilovene Potter, Reporter

Your Board met in Oklahoma City at the Hilton Inn West. The hotel was a comedown from our quarters the last two meetings in the homes of our President and Vice-President. Pat saw to it we worked just as well in the hotel meeting room.

Our first session got under way at 8 A.M. Monday morning with Gene Nora Jessen from Boise, Idaho making her presentation of our new membership handbook. The proposed booklet is a clever arrangement of sketches and pictures along with a lot of questions and answers to meet the needs of the new members as well as a reminder to the older members. We all thank Gene Nora for the hard work and effort to make this available to our members.

Plans for the next three years convetions were reviewed with Philadelphia in 1976, San Francisco 1977 and our invitations to a

country outside of the USA in 1978. The requests from our foreign members will be presented in Coeur D'Alene in Aug. We expect Great Britain, India, France, Mexico and Australia to bid for this convention. We discussed the problem of the growing size of our conventions and a proposal was made by a professional convention service. If this could be worked out at no extra cost to our members it might be the answer. Further investigations will be made.

We next reviewed all of our committee reports SOP's, Powder Puff Derby, Nominations, balloting, DRF, APT, NIFA and Museum. We have dropped the 99s sponsorship of the DRF program, although members will continue in this service on their own as they like. Another small but important point was brought up: the 99s endorse only one womens' race and that is the Powder Puff Derby. The contest committee is a clearing house for setting up dates for races to avoid conflicting dates in each area. This is not a 99 endorsement of that race.

We adjourned at 6 P.M. for dinner and an evening communications session. Tuesday morning we started out with the new headquarters building budget and progress on renting our extra space. We heard the reports on carpets, drapes, landscaping and our dedication program Janet Green is an excellent treasurer and and she guards our funds. I was not 100 per cent for the building two years ago but have certainly changed my mind. **Thank goodness for the many members with such visions of the future they could overcome people like myself who held back at first.** Our building is beautiful and we are being recognized all over the area because of it. Come and see your new home in the near future.

We reviewed the 99 News and again thank Mardo Crane for doing such a wonderful job and we hope she will continue as our Editor. We reviewed the new By-laws and hope all the Chairman have done the same at their Chapter meetings. The Board endorses this project and looks forward to your approval at convention. Pat Jetton, Hazel Jones, Helen Wilke and Kathy Long worked hard and long on this project and we give them a vote of thanks. Susie Sewell gave her report on headquarters insurance. We are fortunate to have such a knowledgable person on our team. We approved two 99 articles for sale, a beautiful flight bag and a pair of bumper stickers. Lois Feigenbaum took time off to go to American Airlines storage area to look at items offered to us for our new headquarters building. American Airlines would also like to handle our domestic conventions. We will have a final report from Lois at a later date. Marilyn Copeland gave her report on the new roster costs. We adjourned early (about 5:30) for dinner and another comm session. Wednesday morning in the 99 headquarters at the airport, after a tour of our new building and a meeting with the contractors, Linda Hooker from the Golden Triangle Chapter, our Air Age Education chairman, presented her coloring book. This book is being done by professionals, Linda with the help of Marj Bentley and Ann Hoffman who are both artists as well as 99s and Lorna Kringle of the Puget Sound Cahpter who is doing the teachers guide to be used with the book. It will bring a long needed tool into the lower grades of our public schools. The book will be in print soon. We were all so impressed that this project will be endorsed by the 99s and thank you Linda for letting the Ninety-Nines be a part of the team.

Our request for bulk mailing permit has been turned down by the Post Office. We spent the remainder of the morning on questions and discussion of newly proposed projects. We adjourned at noon. The Board members who had to wait on transportation were put to work at various office tasks by Loretta Gragg and Darla Bullard, our very efficient headquarters secretaries. Who said being on the Board was all play???

NEWS BRIEFS

Attention

99 FBOs advertising copy is due now for centerfold.

MADISON—INTRODUCTION TO GENERAL AERONAUTICS, a home study course, is now available from the University of Wisconsin-Extension. It is a technical course covering practical and basic information about aeronautics. Instruction with 18 individually graded lessons is included.

Course topics include Flight Principles, Aerodynamics, Stability and Control, Navigation, Flight Instruments, and many others.

Further information and enrollment forms for INTRODUCTION TO GENERAL AERONAUTICS may be obtained by writing Professor C. Allen Wortley, Department of Engineering, Mathematics, and Applied Sciences, Room 729, University of Wisconsin-Extension, 432 North Lake Street, Madison, WI 53706; or call (608) 262-2061.

• • • •

WASP REUNION

Nearly 360 former WASPs (Women's Airforce Service Pilots) gathered in an annual reunion in Reno, Nev. the week-end of June 26-27-28-29. It was an enthusiastic group, meeting former flying "buddies", and listening to the expert gavel of President Nancy Crews in meetings. New Officers announced were Bee Haydu, Pres., Sarah Hayden, V.P.

Former WASP leader Jacqueline Cochran attended, with her husband and long-time booster of the WASP program, Floyd Odlum. The Governor of Nevada, Mike O'Callaghan gave a stimulating talk, mentioning especially how much he enjoyed the opportunity to talk to "Jackie" Cochran.

Outstanding WASP Dora Dougherty-Strother was honored by the presentation of a trophy for her outstanding and continuing abilities and service to aviation and the WASP.

"GREATS OF AVIATION" TO BE HONORED AT AT OSHKOSH EAA FLY-IN JULY 29 - AUG. 4

One of the new features of this year's Fly-In will be a special day during which some of the "Greats of Aviation" will be honored. Thursday, July 31, has been set aside to give recognition to many of those who contributed much to aviation in its adolescent years. Included will be famous pilots, designers, mechanics, engineers, publishers, and others who were highly active in the years preceding World War II. Some have continued active aviation careers up to the present day.

99s to be honored are:

Louise M. Thaden - High Point, North Carolina

Holder of several aviation records and winner of the Bendix Transcontinental Air Race, August 1936. The first woman to win the Bendix. Active in Civil Air Patrol in the past. Harmon Trophy winner, 1936. Founding and charter member of the Ninety-Nines, international organization of women pilots.

Blanche Noyes - Washington, D.C.

Learning to fly in 1928, Mrs. Noyes was one of the first women transport pilots in the U.S. Active in air racing in the 1930's she was co-winner of the Bendix Trophy race in 1936. From 1937 to 1972 worked for the Federal Aviation Administration where she served as Chief of Air Marking Staff. Mrs. Noyes has received many awards over the years from governmental and civilian organizations for outstanding service to aviation.

Edna Gardner Whyte - Roanoke, Texas

Starting in 1926, Mrs. Whyte has accumulated nearly 23,000 hours of flying time and has trained approximately 3800 students. She has also been air racing for 47 years and has won 118 trophies in competitive flying events. Now owning and operating an airport in Roanoke, Texas, she is still an active pilot and instructor at 72 years old. She also served as President of the Ninety-Nines, an international women pilots organization.

Phoebe Omlie - Indianapolis, Indiana

The first woman to hold a pilot's license, Mrs. Omlie barnstormed in the 1920's. Won the Aerol Trophy at the National Air Races in 1929. Mrs. Omlie was also active in government for several years, including the National Air Marking Program. Also won Women's National Air Derby in 1930. She has also been active in politics and presidential campaigns for many years.

Grace M. Harris - Kansas City, Missouri **Missouri**

Former Secretary of the National Aviation Trades Association and the National Aeronautic Association. Ms. Harris set speed records for women in closed course reacing in Cleveland in 1948 and 1949.

LADIES!
REV UP YOUR ENGINES!
BY MARDO CRANE
Is available by writing Mardo Crane
or AWTAR Hdqrts. Lovefield, Dallas, Tex.

What it's all about

COMMITTEE REPORTS

APT

Margo Smith, Chairman

You say you didn't receive an APT form with your membership renewal? Don't feel slighted - neither did anyone else. It was Murphy's Law again, "If anything can go wrong, it will". Hope you sent in the bottom part of the one you had, to HQ by June 30th.

Supplies of forms have gone out to all Section APT Chairmen who are hurrying to get them to individual Chapters. Anytime you are in a hurry, photocopy a form. (I hinted broadly for my very own photocopy machine for Christmas. Can't understand why I didn't get it though.)

As I mentioned last month, there has been a suggestion to terminate the APT Program because it has fulfilled its purpose, to a degree. There will be a discussion at the business meeting in Coeur d'Alene during which we will take a frank look at its future. There are only two sources of information on its value (1) from the total APT forms submitted (about 1300 in 1974) and (2) from the letters and cards 99s write me. The APT Program is the only program available to all 99s regardless of geographic location or money with the common denominator - their pilot skill, the same skill needed to join 99s. What do YOU think of the Program? Please write and tell me.

Those pretty, warm summer days are with us, in the Northern Hemisphere at least. Why not schedule an APT ride today? Do you gals in South Africa and Australia fly upside-down? You are on the other side of the world.

Flying Activities

Charlene Falkenberg, International Chairman

In spite of the rain in many parts of the country, with the days getting longer, flying activities are booming. Isn't it nice to get in the air again?

Many small races and poker runs as well as the Angel Derby are already past history. Standard Operating Procedures for the Poker Runs has been developed by International and I will be glad to send a copy to anyone requesting same.

Plans are being made by many for participation in the Powder Puff Derby and attending International Convention at Coeur d'Alene, Idaho. I was very happy to be able to meet and dine with Marjorie Wood and her 49½ from Lewiston, Idaho. The girls out there are really busy with plans for all of us when we get to Convention. Marjorie was in Chicago for a few days.

May I again remind all Section Flying Activity Chairmen that their annual report to me is due **now.** You don't want me not to be able to tell all about your many activities to International. We are all interested and also need the reports for gaining ideas to pass on to others.

There are so many flying activities planned for the summer that I am sure I will miss mentioning some of them. Be sure to send me a notice of your flying activities. A few to remember are:

15th Annual F.A.I.R. - Anderson, IN September 19-20-21.

Contact Sue Bathauer, Indiana Chapter, for further information.

Palms to Pines Air Race - August 15, 16, 17.

Pacific Air Race - October 4 - Sonoma County Airport

Michigan Small Race - October (?) Owosso, Michigan

Editor Note: As of Press time we haven't received the results of the Powder Puff Derby. Jeannie McElhatton, whose husband, Dave, is a well-known CBS announcer and radio personality on the west coast, always phones in her report each day to Station KCBS in San Francisco. (Jeannie and Pat Gladney are flying together this year, as usual). Jeannie's last broadcast gave Trina Jarish as unofficial leader with Mary Pearson, second.

The widely publicized court case in which the male who wanted to enter the PPD sought to get an injunction to have the race stopped because he had been refused entry, was mostly a nuisance. Fred Zimring of Dallas, and Paul Kennedy of Orange County, CA. were the attorneys (both QBs) who willingly represented AWTAR and ably convinced a Judge to deny this suit. The race went on through take-off with no more harassment from the determined male. (Since he so obviously wanted the publicity we think it reasonable to just not mention his name.)

Two friends of PPD deserve thanks for their individual efforts to promote the race. The oversized postcards provided free for AWTAR are the work of **Ernie Gentle**, whose Aero Publishers, Inc., is in Fallbrook, CA. The "father" of Snoopy, **Charles Schultz**, entertained his tremendous daily audience with the famous Peanuts comic strip, featuring the entry of the Sopwith Camel in our Powder Puff Derby.

Wanda Cummings had a good PPD article in the Women Sports magazine of Billie Gene King. This year the coverage has been great. NOW if only we can raise the necessary do-re-me to **keep** PPD going...

PPD Bi-Centennial 76

Thanks to you gals
who supplied the means
to support the ways
for the All Woman
Transcontinental Air Race.
Total received as of June 15th - $3858
WHY THE P.P.D.?
Quotes from girls who have flown.

"To me the PPD is the greatest flying event in the world and in the history of aviation."

"I learned more in preparing for and flying in my first PPD than I had learned from all my instructors and books preparing for the ratings which qualified me to fly."

"Makes me improve my skills and keeps my flying sharp."

"For many girls it is the only way to cut the umbilical cord."

"Once a girl has flown across the continent as pilot-in-command she will never again doubt her ability to occupy the left seat."

For the record, the PPD is the safest flying activity in existence and can boast zero fatalities in it's 27 years. True, there have been accidents due to mechanical failures, sudden weather changes and uncontrollable circumstances. The expertise of the pilots has always brought them home with minimal or no injuries.

Year by year the rules become more stringent, the desire to complete the course more enticing, and more and more women upgrade their ratings in order to compete. It is important to acquaint the public with air safety through the race so they know it isn't just a speed race, and the pilot must be a good navigator traveling a 2700 mile course in a well planned, well organized manner.

The 99s endorse the PPD. They must support it too or it cannot survive. It is a prime example of private enterprise. Private enterprise supports itself and doesn't ask for hand outs. The next 30 days are crucial. Without additional funds it is doubtful if there can be another PPD after the 1976 race scheduled from Sacramento to Philadelphia. If you cannot hold a PPD Day in time this year please do it next year, but sit down and write a check for this year's contribution, now.

Support the race; get involved in the race; fly the race. You do not have to bring home a trophy to be a winner. Not only flying the race, but the education and experience of working on it and meeting wonderful people from all over the world makes each one who participates in any way a winner.

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

Alberta Anderson
Emcee and
Reporter

Louise Prugh
Meals and Menus

A scene at Henley Aerodrome. Ready for the action—ROUND UP '75.

Gladys Buroker and
Sally Simundson
Barbeque and Jam

Gayle Heaton
Hospitality

Round Up '75

Helping It Happen!

Helen Shanewise
Air Education

Irene Anrode
Additional Ratings

Barbara Dunlop
Flea Market,
Favors

Leona Heberling
Convention Vice Chairperson

Meg Hatch
Transportation

Daryl Ann Kyle
Publicity

Lana Basler
Mailing

Millie Shinn
Convention Secretary

Pearl Manchini
Barbeque, jam

Margorie Wood
Flea Market,
Favors

Fern Lake
Convention Chairperson

Carolyn Love
Registration,
Information

Lois DeFleur
Programs

No Photo Available:
ROBIN ANDERSON—Maps
MINNIE BOYD—Door prizes
MAXINE LANGE—Thank you's

Lygie Hagan
Convention Treasurer

CHAPTER REPORTS

GET YOUR
CHAPTER REPORTS
IN ON TIME !

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

Evelyn Kropp and Jean Batchelder, upon arriving at Ti-Co Airport after taking part in the Angel Derby, in Jeans' Arrow.

CONNECTICUT CHAPTER
Vivian Utko, Reporter

Connecticut Cockpit Chatter (or triple Charlie), our monthly newsletter written by Secretary Peg Davidson, isn't just a newsletter. It's a few pages of business news, personal news, quips, calender of events, funny remarks, interesting places to fly to, and more, adding up to the 99 mail that we all look forward to receiving each month. Then there's this newsletter which leaves alot to be desired after reading Pegs', but bear with me.

Junes installation dinner and meeting was one to remember. Out going chairman, Evelyn Kropp turned the gavel over to our new **chairman, Nina Hetmanenko**. **Ruth Buckley** is **Vice-chairman**, and **Secretary Peg Davidson**, and **Treasurer Marcia Spakoski** are continuing their office. After a brief business meeting, dessert was served in the form of a large wedding cake to celebrate and congratulate the newly wed Laurie Spence to Ed Reeves, who are both pilots at Waterford Airport. Guests were Andrea and Jim Parker from Groton. Lorraine Bruck and her 49½ were with us as a transfer from the Greater N.Y. Chapter and we welcome them. High-lighting the evening was a group of slides which took us to Peru with Peter and Evelyn Kropp with Peter narrating in a very enjoyable manner. Flying in for the evening were Carol and Tom Phelps, Laurie and Ed Reeves, Claudia and Jim Stuart, the Parkers, and Sharon Luciani.

Evelyn Kropp took part in the Angel Derby as Co-pilot to Jean Batchelder of the Northern New England Chapter placing 28th in the race. Compass, radio, and alternator problems were with them; nevertheless they enjoyed taking part in the race.

AWNEAR, the All Women New England Air Race, found more of the Conn. chapter members racing. Evelyn Kropp and Mary Suisman took third place receiving footed silver goblets as their trophies. Laurie Reeves and Carol Phelps flying a Comanche and Nancy Tier with co-pilot Nina Hetman also took part in the race. Peg and Don Davidson were the chief scorers for the day and Bobbie Herbert took charge of the gas slips and the time sheets. Manchester, New Hampshire and the entire New England area were treated to a perfect summer flying weekend making AWNEAR 1975 successful.

EASTERN NEW ENGLAND CHAPTER
Lucille Flynn, Reporter

Event of the month was the AWNEAR, hosted by N.N.E., on June 21, at Manchester, N.H. 25 planes participated and many of our members helped on the ground. Harriet Fuller found the Magic Formula and "did us proud". Her score of .98045 earned her and Pat Thrasher the 4th place Trophy. Congratulations!

21 attended our business meeting on June 14, at Norwood Airport. Agnes Cattell and Jean Doherty were guests. Conditions prevented our scheduled airmarking but we accomplished a great deal. Officers for the coming year were elected: **Billie Downing, Ch., Lillian Emerson, V. Ch., Carol Stites, Sect., and Lucille Flynn, Treas.** The Scholarship Loan Fund Committee will be activated during the coming year.

Sue Linsley and Dot Butler flew in the Angel Derby, loved it and returned with the news that an Instrument Rating will be required of the PIC next year. Jean Doherty, soon to be a member, is working on her Commercial and Instrument! Sue Haselmann is accumulating students at Plymouth Airport and has received GADO permission to tow banners in a Citavria. Agnes Cattell is the new owner of a 1974 Cherokee Cruiser. In spite of radio and fuel difficulties, Carol Stites ferried a Cessna 150 from Atlantic City to Marlboro, Mass. Sherry Grobstein flew her Cessna 120 to Baltimore and back. Poor visibility complicated her 4 day trip.

A defective switch gave Jeanne Ohnemus the opportunity to try the Emergency Landing System in her Comanche at Hanscom Field, Bedford, Ma. A friendly instructor in a nearby plane flew alongside, observed the procedure and gave assurance that the gear was down. Lois Auchterlonie attended the WASP reunion in Reno, Nevada. Barbara Sexton is busy flying her children to Provincetown in her Lake Amphib. In between, she is secretary to the Bristol Air Service. Lucille Flynn has added a Commercial License to her Instrument Rating and is now the 6th one APT in E.N.E.

WESTERN NEW ENGLAND CHAPTER
Margaret B. Brown, Reporter

On May third, we had a special meeting for prospective members to which we invited area women pilots, thanks to the computerized list given us by President Pat McEwen at our Section meeting in April. We are very appreciative to all those responsible for obtaining it from Oklahoma City. A congenial group gathered at the National Guard in Westfield, Massachusetts for a tour of their facilities, a look at their F-100s and their museum, arranged for by Shirley Dunlevy, Vice Chairman. The program that we had requested for the talk session was about their low-altitude, high-speed training flights in our area. Shirley ran the meeting in the absence of Peggy Brown, Chairman, who was detained for a few hours at Wesson Hospital because of an automobile accident on the way to the meeting.

On May fourteenth, we co-hosted a Safety Seminar with our local GADO office. Over two hundred people showed up, including some of our prospective members. Barnes Aviation provided the food, which we dispensed. We held our monthly business meeting, concerned mostly with finalizing plans for the E.A.A. regional fly-in. Shirley Davis of Fort Lauderdale, Florida, was a welcome guest at the Seminar.

June eighth was the rain-date for the E.A.A. Fly-In to La Fleur Field, Northampton, Massachusetts, so various members had to keep the many hot dogs, hamburgers, rolls, etc., in their freezers for a week. Peggy Brown got back from participating in the Angel Derby in time to help. Joan Burley did all the planning and organizing, and her team of Ninety-Nines did a splendid job of feeding a hungry crowd all day long. Skippy Orlitzki had a table where she sold aviation-oriented objects, including antique airplane-print ties that she had hand-made herself. When she was sold out, she was asked to take orders for more.

Our showing at the annual National

Pilots Association meeting at Basin Harbor, Vermont, was not as good as in previous years, because of prior commitments and weather not condusive to VFR flying. Alexandra Taylor came up with her children, and Peggy Brown attended with Dot Butler (Eastern New England) and her 49½ Win, in their Cherokee 180. Their report, made everyone resolve to go next year.

The June business meeting was held on the fourteenth, at the Ground Round Restaurant in Chicopee, where new member Deborah Freedman was pinned. Results of the hard work at the E.A.A. Fly-In netted us over one hundred dollars. Elections were held. New officers are: **Chairman: Shirley Dunlevy, Vice-Chairman: Margaret Brown, Corresponding Secretary: Mary Koehler, Recording Secretary: Mary Shea, Treasurer: Joan Burley.**

One of the beautiful A.E. award medals was presented to Alexandra Taylor, our past Chairperson.

AWNEAR this year was held by the Northern New England Chapter and the day dawned CAVU, for the first time in months. Mary Shea, Joan Burley, and Ann Thibodeau flew to Manchester, New Hampshire to help with the start and finish of the race. Disaster-prone Peggy Brown, who had planned to help, woke up the morning of the race with chicken-pox.

Our last news is the best: Alexandra Taylor came in FIRST in the Garden State 300, a proficiency race run by the New Jersey Ninety-Nines. Congratuations, Alexandra!

New York-New Jersey Section
NEW YORK - NEW JERSEY

HUDSON VALLEY CHAPTER
Arlene Spiesman, Reporter

Congratulations to Nancy Moore on her recently acquired Instrument Rating. This is indeed a great accomplishment and marvelous feeling as I too have just realized. Nancy is working towards her Instrument Flight Instructor Rating.

Kay Staccio and Christine Gallop, our 66s, are new owners of a Cessna 172.

The old Rhinebeck Aerodrome museum and field was our meeting place for June 7. Cole Palen is a delightful host and a great time was enjoyed by all.

We are looking forward to our gala aviation day. This is our annual picnic for all pilots and their families at Mickey Duncan's, Hidden Valley Ranch on July 12.

Special get well wishes to our great leader Gertrude Felsen.

NEW YORK CAPITAL DISTRICT CHAPTER
Peg Weiss, Reporter

Many lasting friendships have been made as a result of membership in the 99s, and on Saturday, May 30, about a dozen of us gathered at the lovely Americana Inn near Albany Airport for lunch and an afternoon of good talk and hangar flying. It was a great opportunity to just gab and renew friendships with 99s we haven't seen for a while, and to get to know some of our newer members better. All agreed we should do this more often—and we shall!

June found us meeting once again at the Greenland School of Aviation, where the annual election of officers was held. Leading us for 1975-76 will be **Betty Elliott, Chairman, Betty Humphris, Vice Chairman, Sue Polsinello, Secretary and Mary Scher, Treasurer.** Our congratulations to the new officers who will be installed at the annual pool barbecue in September. And additional congratulations go to our vice-chairman-elect, Betty Humphris, who will become a mother in November. Another prospective 99?

The three classifications of membership were discussed at length, and for the most part, our members approve of the theory.

Detailed plans were made for several fun activities to be held during July and August, when no business meetings are held. We enthusiastically accepted Joan Gannon's gracious invitation for a fly-in to her summer home on Cape Cod.

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

BLUE RIDGE CHAPTER
Virginia Gilreath, Reporter

The May 25th meeting was a Fly-In to Wilson, North Carolina. Joyce Munford and Shirley Stell were hostesses under sunny skies.

The June meeting was another Fly-In to Greenville Aviation at Greenville, South Carolina!! Many projects were discussed for the summer activities.

On June 6-8 a group of our Chapter members attended the E.A.A. display of re-built and experimental home built aircraft in Orangeburg, South Carolina. Carol McKinney and her hubby proudly displayed their Mooney-Mike Airplane. They spent many hours of work to finish it in time for the show.

Dot Penney was invited to Shaw Air Force Base recently. She received the red carpet treatment by all the officers upon her arrival. Dot baked a cake for the base commander.

Joyce Cannon reported for work on June 9th at her new job as Air Traffic Control Specialist with Atlanta Center at Hampton, Georgia near Atlanta. The Center handles enroute air traffic. The Chapter is very proud of Joyce for taking on such a tremendous responsibility.

The Blue Ridge Chapter recently nominated and voted Virginia Gilreath to the South East Section ballot for Nominating Committee. This is indeed an honor.

Carolyn Pilaar and Virginia took an active part at the terminus of "The Angel Derby" in Titusville, Florida. They were on the Transportation Committee. The Spaceport Chapter did an outstanding job keeping everything running very smoothly.

Virginia attended "The All Ohio Chapter" meeting, and took an active part in the air marking project painting the taxie way at the Delaware (Ohio) Airport. The Chapter did a beautiful job.

A party was given in honor of Mary Rose Myers and Diane Shaw, TAR No. 31, and Virginia Gilreath and Carolyn Pilaar, TAR No. 14, in this year's Powder Puff Derby. Mary and Diane are members of "The Garden State Chapter".

Left to right: Pilot, Virginia Gilreath of Charlotte, North Carolina, and Co-Pilot Carolyn Pilaar of Greenville, South Carolina, were TAR No. 14 in the Powder Puff Derby. They flew a Cherokee Arrow 200, handicapped at 155 M.P.H.

FLORIDA SPACEPORT CHAPTER
Bonnie Quenzler, Reporter

May finally came to an end with Memorial Day Weekend which saw the Spaceport chapter hostessing the terminus of the A.W.I.A.R. Contestants relaxed, if that was possible while waiting for the final tabulations. Ellie Sterkey of Titusville did a fine job as chairman. Esther Wright of Thomasville Georgia and Joyce Akers were the winners. Spaceport's Angel Five, Betty Dodds and Bonnie Quenzler placed sixth and won the Best Florida Team and Best Rookie Team honors.

The best anecdote at this year's Angel Derby was related by "Today" news correspondant Louise Patry of Vero Beach. This actually happened. Her friend overheard two little ladies in the elevator of the hotel in Hamilton, Ontario before the start. One said, "What do you make of all these women dressed alike?" Whispered the other, "I don't know, but I THINK it's a convention of lesbians." We think all A.W.I.A.R. and T.A.R. contestants would get a kick out of that one.

On May 31, Spaceport 99s Shirley Osborne, Lovina Taber and Bonnie Quenzler judged Florida Institute of Technology's flying meet modeled after NIFA competition. In November our chapter plans to provide several judges for the Embry Riddle University NIFA meet.

We are all saddened to hear of Ann Walker's serious illness. Ann means a lot to us all.

At our June meeting at Skytel Restaurant on the field at Fort Lauderdale Executive Airport the following officers were elected: **Chairman: Norma McReynolds, Vice Chairman: Bonnie Quenzler, Corresponding Secretary: Jere Basler, Recording Secretary: Sharon Leavine, Treasurer: Shirley Osborne.**

Coming up on November 7 is the Deltona Derby. The race course is tentatively set for a start at St. Augustine airport and finish at Marco Island Airport. There will be a stop at Sanford. Any inquiries can be addressed to Bonnie Quenzler, race chairman.

MEMPHIS CHAPTER
Belle Hedges, Reporter

After a summer flight about the city with Carolyn Sullivan, her young male passenger was so euphoric he popped the marriage question to his long waiting sweetheart.

Gladys Estes and Dot Wilson returned from Florida, having had much fun as well as experience in their Angel Derby Race. The race was most demanding, but the friends and festivities at the finish were very rewarding.

Flying makes keeping in touch so much easier. Doug and Netta Holden flew to Baton Rouge for Mother's Day.

Alyce & Tom Guthrie made a trip to Cleveland Ohio in a Skyhawk and plan another trip to Kansas City. Alyce is also busy working on her instrument rating.

Belle Hedges received her instrument rating and put it to good use on a bumpy trip to Destin, Florida. She and Posey will be flying to San Diego with their children to attend the Flying Dentists meeting at the Hilton Inn. They will fly from there to Baja, California.

The Memphis 99s elected **Patricia Kellett chairman, Carolyn Sullivan, Vice Chairman, Jean McCarthy, Secretary, and Ann Thrash, Treasurer.**

MISSISSIPPI CHAPTER
Jenny McWilliams, Reporter

Our June Meeting was a festive Happy Birthday Party for our Chapter; we are 14 years old. Southeast Section Governor Bee Reid flew in her Bonanza from Chattanooga to join us. Chapter Charter member, Ethel Radzewicz was the only one of our Charter members able to make the meeting so it was she who blew out the candles and cut the Birthday Cake following our Luncheon. Prior to the luncheon, Ethel arranged and regulated a Spot Landing Contest for our members and guests. We have a revolving silver tray as our trophy, won last time by Ethel, and this time by our newest member, Sara Willis, in her Cessna Skyhawk. Cindy Bass placed second in her Bonanza.

Other guests at our meeting included two prospective 99s: Dr. Madge Pfaffman, a research scientist who made 93 on her Private Written, and Suzanne Case who won one of the door prizes. Our adopted Duo, MSY 99s Glorice Wills and Ede Brandon, flew up in Glorice's brand new 300 horse taildragger—a Cessna 185. They stopped off in Ocean Springs to pick up Janet Green, International Treasurer and MS member, which further added to the "top brass" on hand.

Gifts for the first and second place winners in the Spot Contest, favors, and the door prizes, were furnished by The Champion Spark Plug Co., The Don Horn Co., and North Jackson Aviation, Inc. Great supporters we have!!

Charter member, Bernice Kelly, had to be in Arizona at the time of our party. However, she arranged for the most breath-taking, fantastic program before going out of town. Our entertainment was: BELLY-DANCERS! Bernice is in an advanced belly-dancing class at the Jackson YWCA, and promises to teach the rest of us how to do it. Peggy McCormick has a head start in that she accepted the offer made to us at the end of the program for us to come "on stage" and try the steps for ourselves. We have a photo of Peggy doing the belly-dancing. Because your reporter intends to enjoy continued good health, the photo does not accompany this report. We found a non-99 Private Pilot among the group of Belly-Dancers, and she was invited to our next meeting.

Our youngest member, seventeen year old Michelle Clunan, passed her Multi-Engine Land check ride in early June. She took her training from your reporter's 49½-er Don, in a Cessna 310Q. Michelle's father, Mr. Clyde Clunan, took his Multi Training during the same time from the same instructor—he passed also, but Michelle got hers FIRST!! Mr. Clunan will be remembered as the recipient, last year, of the MS Chapter's Certificate of Appreciation.

Harriett Hall received her Masters Degree in May in Physical Education, Cindy Bass has the helicopter "bug", Dot Etheridge flew in the Angel Derby in May, Margaret Shipley flies in to Jackson to do business.

Our Air Age Education Chairman, Peggy McCormick, conducted three one-hour sessions in May in eighth grade occupational orientation at Greenwood, MS. The wide range of careers in the aviation industry was outlined for them, followed by a question and answer period.

More good work on our new Scrapbook by Cindy Bass. Our book is truly beautiful with the 99 compass rose silk-screened in 99 blue on a white background. Its contents start with our Chapter Charter and covers events up to the present time.

NORTH GEORGIA CHAPTER
Lois Lacy, Reporter

Hearty congratulations go to the first place winners of the twenty-fifth All Women's International Air Race. Pilot, Esther Wright and co-pilot Joyce Akers. It could not have happened to two nicer gals. All are proud of their performance.

Our June meeting was held at the home of Kay Guice's mother in Atlanta and we elected our officers for the coming year. Incoming are **Doris Engerrand, Chairman, Carolyn Baker, vice-chairman, and Carolyn Upton, secretary.** This should be another good year with such loyal members at the helm. Doris drives about one hundred miles each way to meetings and hasn't missed one in ages. We can all try to follow her example and make a better effort to get to the meetings.

We are hosting the Fall Southeast Section meeting and information has been mailed. North Georgia is pretty in Fall and we have planned a relaxing flexible weekend.

Middle East Section
DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA

CENTRAL PENNSYLVANIA CHAPTER
Mary Galbraith, Reporter

Our geographical area has been plagued with low ceilings, fog, haze and rain showers this past month. Needless to say it hasn't been a desirable time for flying activities.

June saw our auction held at Bellefonte in the showroom at the former location of Marian Garberick's garage. The girls of Williamsport, Lock Haven and State College areas worked hard in its preparation. All items were donated and a professional auctioneer was hired. It was our biggest money maker of this year.

A course in troubleshooting an aircraft piston engine was held recently at Williamsport by Avco-Lycoming. This course was unique as it consisted of all 99s. Attending from our chapter were Martie Pool, Ann Turley and Mary Galbraith. Others came from the Washington and Maryland chapters and thoroughly enjoyed our discussions and practical experiences on disassembly and reassembly of a cylinder as demonstrated by our instructor, Thomas Baier.

On one occasion while attending these classes we were the guests of Avco-Lycoming for lunch and were joined by Boots Husted, Helen Sheffer, Flo Shirey and Mary Hull.

Kay Martin is now relocated in Victoria, Australia where she will remain about a year and a half to teach in the elementary school system.

Congratulations to Georgene Peters on receiving her glider rating and to Ann Turley for receiving her commercial and instrument ratings. Betty Parthemer made her first parachute jump just two days before leaving to participate in the Powder Puff Derby.

Martie Pool recently flew medical supplies to Parkersburg, West Virginia and at the same time delivered a tree for the International Forest of Friendship in honor of Amelia Earhart.

MARYLAND CHAPTER
Paulette Jones, Reporter

Airmarking Aldino-Churchville was lots of fun for MD99s. We found we only had to paint ALDINO, on the taxiway instead of

the roof! We also held a bake sale during the painting.

The June issue of **Pilot's Preflight** had a marvelous article on the 99s. The July issue will make 99 Ginny and 49½ Steve Vogel's airplane famous. Their Lake Amphibian will be featured on the cover with an article and more pictures inside. We are all anxious to see it.

Flying vacation plans are in the making. Barb Feader will fly through California on her way to Convention. Rene Birch will be flying while Doris Jacobson and Joan Bates will be taking a motorhome.

Babs Shankman's son earned an ITT scholarship in Belgium. A fly-in is planned at St. Mary's County for the next meeting. Sally Williams just returned from the Southwest and June Hanson and Kay Bays will be leaving soon for the Northwest.

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

FAY WELLS NAMED D.C. "MVP"

Fay Gillis Wells has been named the D.C. Chapter's Most Valuable Pilot (MVP) with a citation of honor for "distinguished service to the Chapter and to women pilots throughout the world."

The award, presented at the annual dinner meeting, takes its name from the coveted Most Valuable Player award in professional sports. It was established by the Chapter with the stipulation that it will be presented rarely and only to honor unusual or particularly outstanding performance in aviation or aviation-related activities. This stipulation was more than met in the award's inaugural presentation to Fay, a charter 99 who has probably done more than any other single individual to preserve Amelia Earhart's place in history and to stimulate interest in all women's aviation achievements. While Fay was cited for her local as well as national and international efforts for 99s, the award was a very personal expression of the admiration and warmth her own Chapter feels for her.

Maureen Long and Doris Canter arranged this highly successful dinner meeting and it was Blanche Noyes' inventiveness that pried Fay from her White House duties to attend. We said "goodbye" reluctantly to Francine Bowman, now enroute to the Ivory Coast on a State Department assignment. Francine wrote, edited, published our newsletter "AVIATRICKS," as well as helped to establish the successful "Mechanics for Pilots" course. Julie Dearth, one of the most diligent students in that course, now reaps its benefits by doing much of the allowable work on her airplane's annual inspection — it cuts costs a bunch.

Nancy Miller, Chairman of the Memphis Chapter, was a special guest at the dinner. It was great to see Adele and Jack Cotton again. Irene Wirtschafter, just back from flying the Angel Derby, brought a friend with a money-making idea for the Chapter (and it is now officially Captain Irene Wirtschafter, USNR).

Our June fly-in to Hershey, Pennsylvania, featured a CAVU day and a fine FAA Safety Program. "Pete" Pederson of FAA's General Aviation Safety Coordination Division spoke first about airborne emergencies and how to avoid them, followed by Joe Nix of FAA's Oklahoma City Medical Division, who "Survived" a five-hour search for our meeting to teach us some fine points of survival on the ground. Our SRO audience very much appreciated their briefings.

Our great turnout included Betty Hicks from California, Jan Curtis, Mary Ellis and Pauline Carico. Vickie McQueen, Kathy Lehman and Mary Perry were voted to membership.

North Central Section
ILLINOIS - INDIANA - IOWA
KENTUCKY - MICHIGAN - MINNESOTA
MISSOURI - OHIO - WISCONSIN

ALL OHIO CHAPTER
Charleen Mehaffie, Reporter

We had our poker party on June 21 and the hazy weather kept our registration down. Joanne Repik had the winning poker hand. Delaware County Airport was the terminus where a spot landing contest was held after the poker party closed. Vi Blowers came in first in her Cherokee 140, John Young was second in his Piper J-3 Cub, and Doris Gill was third in her Cessna 150. Bonnie McSwain and our other volunteer workers put this together and manned our five stops.

Cam and Andy Stomberg flew their Cherokee 180 to California for two weeks to visit relatives.

Martha Velesky and Charles Wetrich, flying a Citabria, won a bomb run held at Greene County Airport.

Bonnie and Tim McSwain are the proud owners of a 1946 Aeronca Champ, and Lois and Dick Taylor have purchased a Cessna 150.

We're sorry to hear that we will be losing Doris Gill, our chapter secretary. She and her husband Bob operate the Clinton County Airport, Wilmington, and will be moving to New Mexico in early July. We all wish her a safe trip and good luck.

CAPE GIRARDEAU CHAPTER
Sue Long, Reporter

We recently had a lovely luncheon inviting twelve area women who are either student pilots or whom have just recently obtained their license. The twelve women and our members really enjoyed themselves and we hope that most of them will join our chapter.

Sue Long helped out at the Carbondale, Illinois airport in June with an airshow in which the Navy's Blue Angel and the Red Devils put on a fantastic exhibition. Over 30,000 people attended.

Next month we look forward to a relaxing meeting at the cabin of Gene Williams with our husbands and children attending. Happy Flying.

Pictured above is the 99 door handles that are placed on the front doors of the new headquarters building. They were donated by the Cape Girardeau Area Chapter.

Aldino Churchville Airpark should be easier to find since the Maryland 99s airmarked it with the help of two prospective 99s, a 9 year old 24¾er, and three members of Joan Bates Bel Air H S Flying Club. Babs Shankman was Airmarking Chairman.

CENTRAL ILLINOIS CHAPTER
Joan Boyd, Reporter

Officers elected for 1975-76 are: **Chairman, Libby Kaiser; vice-chairman, Joan Boyd; Secretary, Ruth Ritter; Treasurer, Bobbye Kesterson; Reporter, Ruth Teel.**

It was voted to send $50.00 to Jerrie Cobb in South America to be used to buy seed corn. Jerrie is working with the Indians in the Peruvian area of the Amazon jungle.

The IlliNines Derby was a huge success and Mary Waters thanked everyone for their help and co-operation.

Welcome to new member Mary Groesch of Springfield, Ill.—Mary was born in Springfield, attended Ursuline Academy and just graduated from Sangamon State

University. In 1946, she married Joe Groesch and they have 7 children, 5 boys and 2 girls. Her flying began in 1970 while a Civil Air Patrol Member—in a Citabria. Now she mostly flies a Cherokee 140. Glad she found time to join us!

Congrats to Joyce Cooper on her new ratings of MEL, Instrument rating, and CFI! Also congratulations to our new 66s, Barb Parker and Betty Huffman who have both passed their private written.

Paris airport will be airmarked soon. This is the new Edgar County airport. It is a fine hard surface east-west strip about 5 miles north of Paris, Ill. It is on neither the St. Louis sectional nor the Illinois sectional, so please take note of its location.

Jean McLaughlin and Kay Martens will be flying a Cessna 182 in the Powder Puff this year, Awtar No. 19.

As a culmination of a flying unit, Ruth Teel takes her sixth grade students for rides on nice calm evenings. They also had a fine field trip to Capital Airport at Springfield.

Former member Sarah Alexander Duarte visited Libby Ann Dunseth recently. Sarah is not flying just now because of complications with a 2 year old child.

Martha McMahon's husband gave her a fine birthday surprise—a trip to Costa Rica! She had a great time and is also glad to be attending our meetings again after surgery and a busy year as president of the Business and Professional Women's club.

Joan Boyd and husband John recently flew to Minnesota for a few days fishing a fine trip but not many fish!

Happy Flying!

CHICAGO AREA CHAPTER
Sandy Klock, Reporter

The Illi-Nines Air Derby is now history, but May 24th was an exciting day down at Willard Airport in Champaign. The weather to the west looked threatening, but luckily held off for the complete running of the 217-mile race course, CMI-Dwight-Tremont-CMI. Winners were announced in the last news. A big pat on the back to the Derby Board, and to those who made this year's Illi-Nines a success.

Our chapter staged a mini poker run in May, and the high hand was drawn by Gail Goldthorpe.

Polly Gilkison reports the No. 1 school this year in the NIFA competition was Oklahoma State University at Stillwater. Polly and 49½er John worked as judges in Santa Fe, New Mexico on April 17th with 99s from Albuquerque and Fresno. Polly helped with the spot landing competition, and John was check pilot for one of the men finalists in the U.S. Precision Team x-c competition who made it on the 4-man team. Now the Gilkison's are talking about going to Sweden to watch the world competition in September!

Sandy Klock and Madeleine Kimotek attended an International Aerobatic Club judges' school at Casa de Aero on May 31st, and learned some of the finer points of judging contest aerobatics.

Welcome to new members Frances Huritz, Pat Clark, and Joyce Thomas bringing our roster up to 139!

Chairman Ellen O'Hara missed the May meeting—she was down in Texas touring Bell Helicopter (Fort Worth), guided by past Chicago Area Chapter chairman Dr. Dora Strother, who is Chief of Bell's Human Factors Group.

Rita Adams, our 99s jewelry lady, advises that we also sell the chapter chairman's pins, if anybody out there is interested. They're nice!

GREATER KANSAS CITY CHAPTER
Sherry Quinlan, Reporter

Election of officers took place at the May meeting. The very able team of **Marge Engelmann, Chairman; Jean Wilson, Vice-Chairman** will again be leading us with **Virginia Pacey, Recording Secretary; Sherry Quinlan, Corresponding Secretary; and Treasurer, Karen Ballowe** assisting them.

The new officers were installed by Kathy Zimmerman in a lovely candlelight ceremony at our June meeting, which took place at the Black Angus Resturant in Merriam, Kansas. Seven new members who had joined the past year were introduced. Guest speaker for the evening was Mr. Ray Arvin, Director of Aviation for the State of Kansas. A very deserving, Jean Wilson was the receipient of 'The Blue Maxine', our annual Achievement Award Trophy.

Fly-Out Chairman and lady physician, Pauline Clendening was recently interviewed on the Tela-Cable T V program, "Take A Good Look". The show likes to spotlight active women in the community and Pauline is one of the most active gals around, as a doctor and a Ninety-Nine.

The K. C. Area Antique Aircraft Association held an old-fashioned airshow in Atchison, Kansas the first week-end in June and several members and 49½ers were there enjoying the antique planes as well as selling sweatshirts, balloons, sunshades.

Our June Fly-Out was a huge success due to the efforts of Pauline and B. J. Hoff her Co-Chairman. Eleven planes landed on the private sod airstrip of Grimes Spillman, President of the Home Exchange bank of Jamesport, Missouri. On hand to greet the arrivals was the Mayor of Jamesport, Mrs. Frances Scott who presented the Ninety-Nines with an honorary citizenship plaque. Two Kansas Chapter girls Lee Kensett and Dorothy Dickerhoof of Chanute, Kansas joined us. We ended up with over 50 99s and guests boarding a bus for the ride to Simmons Cedarwood Resturant for a delicious Amish luncheon. Then the group was driven on a tour of the surrounding Amish farmland. B. J. Hoff celebrated the successful checkride for her Commercial License the day before.

Loretta Jones and co-pilot Helen Hamilton are in the Powder Puff Derby.

Received word that Lois Willy is in the hospital. We wish her a quick recovery.

GREATER ST. LOUIS CHAPTER
Jan Pocock, Reporter

Chris Poster is the proud owner of a Commercial license. Georgianne Crommie isn't resting on her laurels just because she passed her Instrument rating, she's hard at it working on her multi-engine! She and Nelda Lee joined a group of 30 people in 7 airplanes for a flight to Ft. Walton Beach, Fla. over Memorial weekend and the same group is working on plans for a flight to the Bahamas, later on!

Large group of our ladies planning to attend the Round-up in Coeur-d'Alene. Ruth Lake has asked me to fly co-pilot with her in the Sky Lady Derby, so will miss it.

Our June meeting was strictly business, concentrating on the revised bi-laws, instructing our delegates on voting at Convention, and plans for the Fall Sectional in St. Louis.

In July, we'll honor our Life Members: Lydia Dunne, Del Scharr, Laura Sellinger, and Loretta Slavick at a dinner to be held in the brand new dinning room at Alton's Civic Memorial Airport. August 9th will be our installation luncheon at Sunset Country Club in St. Louis County, with our current officers turning the controls over to: **Alice Jackson, Chairman, Nelda Lee, V. Chairman, Virginia Kunkel, Secretary, and Ruth Schueler, Treasurer**. That's so we can clear the decks for Sept. 26-28 weekend when we hope to entertain all of you North Central Section ladies in St. Louis. Plan on it! You'll be glad you did! Be sure to register early and often! Bring the family. St. Louis Metro area is an exciting place to tour and they can have fun while you work!

We all know the most exciting way to travel is by air - but I heard something on the radio the other day that changed my mind! Fella says "the most exciting way to travel is with one bare foot on a cake of wet soap!" Think about it, you pilots! See you in St. Louis, in the Fall.

IOWA CHAPTER
Annetta Haack, Reporter

Weather was not 100 percent cooperative for our June meeting at Iowa City. This reporter tried to get there, but after much zigging and zagging, made the proverbial 180 and returned to Omaha. Reports are that several planes were able to arrive IFR, and other members and guests arrive on 4 wheels, so there was a good group in attendance.

We welcome Dr. Linda Weir of Des Moines as a new member, and Ruth Robb of Northwood as a new 66. Ruth is a student of 49½, Lem Ellingson, and hopes to get her license this summer.

Dr. Burns Byrum of Marengo had some problems getting the films he had planned for our program. He made a special trip to obtain a very interesting-impressive film of EAA at Oshkosh. Dr. Byrum, a P51 owner, also told us about the joys and tribulations of owning a P51. He is also a former Beech Staggerwing owner, and has flown in several Reno Air Races. A very interesting program.

Pat Borup has received 6 APT reports, and presented Phyllis Barber her card at the meeting. We were happy to have Linda Arnold of Cedar Rapids at the meeting,

and to hear that she plans to reinstate. She is working for IOWA AVIATORS JOURNAL, a new publication geared to Iowa Aviation News.

Phyllis Barber flew to Oklahoma City to attend Cooperative editors conference. Over Memorial Day weekend, she took 49½, Harold, and daughter, Jeanne & husband, Larry to Torrington, Wyoming, and Minden, Nebraska.

Carolyn Rowney and Jeanne Bedinger attended FAA Flight Instructor Refresher course in St. Paul, Minnesota in early June.

Jeanne Bedinger passed the Instrument Flight Instructor written. Marcia Grismore took her DC-3 check ride.

Our July meeting will be at Cresco with the Minnesota Chapter joining us for a big day. The airport is to be rededicated and names the "Ellen Church Field". Ellen Church was the world's first stewardess, native of Cresco. She flew for Boeing Air Transport, predecessor of United Airlines. Ann Pellegreno, 99 from Ames, will be the speaker.

LAKE ERIE CHAPTER
Helen Keidel, Reporter

The only Ohio entry in the Powder Puff Derby this year is Bernice Barris who will fly a Grumman American "Tiger". Departure from Cuyahoga County Airport on June 26th was anything but VFR, so we're hoping for better weather for the actual race. Bernice flew the 1972 Powder Puff, but her co-pilot, Lydia Rogers, passed her private pilot's test just 9 months ago and has gone on and passed the instrument written. By the time she gets back from the race, she'll have enough hours to take her check ride. There plane is No. 100 which means they'll be the third last plane to take off.

LAKE MICHIGAN CHAPTER
Evelyn Borst, Reporter

Ruth Kersten left the first week in June for Anchorage, Alaska, to live for a year. She and her hubby, John, flew their Cessna 182. Ruth Eiseman will be traveling to California, Hawaii and Alaska this summer. Maisie Stears, Eloise Smith, Mary Gardanier, Margaret Borchetti and Marian Eggleston attended the North Central Sectional meeting at Lake of the Orzarks, Missouri on May 2-3-4. There were 130 present at the Saturday morning session. Part of the program was a presentation by Maisie and Eloise on The Kalamazoo Airport. It was very well done, in fact, it was described as "better than the Professionals". Eloise also gave a good report on the Spring Sectional meeting.

The June meeting began as a Poker Run. The weather was great and we had a good turn out and lots of prizes and money were given away to the 'lucky' ones. A prospective new member is Linda Lucyshyn of Homer, Michigan. Welcome! Eloise Smith has retired from her Examiner's Rating to spend more time in her garden and travel a bit. Maisie Stears and Esther Bennett finished 7th in the Angel Derby and are TAR No. 10 in PPD!! Marie Emery has just written an Activator's Guide for Alcohol Counter Measures and Traffic Safety. She'll be teaching at work shops around the State of Michigan to teach how to use the Guide. The new slate of officers are - **Chairman, Mary Creason, Vice-chairman, Nancy Stewart, Secretary, Marian Eggleston, Treasurer, Myrna Stephens.**

Maisie Stears, our out-going Chairman, deserves Cheers for her efforts as Chairman of our Chapter for the past two years when we were just getting started!!

The July meeting was at Maisie's home with the meeting at 11:00 A.M. to discuss By-Laws and etc.

Mary Clark and Jean Reynolds flew the PPD in Mary's Cherokee 235. Maisie & Esther flew a Comanche 260.

QUAD CITY AREA CHAPTER
Judy Hodges, Reporter

June 14 was the date of our Airmarking in Galva, IL. We had a very good turn out, luckily, because the Heavens opened up right after we finished and it really poured. By that time we were enjoying a nice lunch together.

Congratulations to Carolyn Pobanz who is sporting a brand new instrument rating!

Gina Millar departed June 21st for several weeks in France where she will study the French language.

Ellen and Bob Thiel have returned from a three day trip to Esterville, Iowa to visit relatives and to St. Paul, MN to visit Bob's brother, who was involved in an accident. Ellen also has taken a group of Campfire Girls on a tour of the Davenport Airport recently. They were able to tour the National Guard Hangar while they were there and tour two of the helicopters.

At our last meeting we elected officers for the coming year as follows: **Chairman; Von Alter, Vice-Chairman; Judy Hodges, Secretary; Gina Millar, and Treasurer; Clara Gilbert.**

Our July meeting will be to fly to Guttenburg, Iowa where we have been invited to the Rathe's for a luncheon and meeting. Then in August we will be hard at work again at our Annual Plane Wash. Anyone in the area who would like to have their plane washed just let us known, we'll be glad to do it. HAPPY FLYING!!

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

ALBUQUERQUE CHAPTER
Becky Lutz, Reporter

The following officers have been elected to serve for the coming year: **Kathy Fox, Chairman; Joyce Buehler, Vice-chairman; Rita Elliott, Secretary,** and **B.J. Slawson, Treasurer.**

Roz Kinlen and Claudia Beckner were guest speakers at University of Albuquerque's Aerospace Education workshop. Roz represented the New Mexico Flying Review of which she is editor, and Claudia spoke of the 99s and women in aviation. Claudia has also been busy preparing for her Double I check ride.

Kathy Fox recently attended a three-session seminar Operation Raincheck sponsored by the Air Route Traffic Control Center. The course covered the total ATC environment—ATC facilities and services.

June was Aviation Month in New Mexico and a number of activities took place at various airports and F.B.O.s. Several of the girls attended the Las Vegas Fly-In and the Farmington Fly-In.

The chapter is looking forward to sponsoring a spot landing contest at Mid-valley Airpark on August 24. Mid-valley is having a big Fly-In to celebrate airport improvements and have asked the various aviation groups to assist.

ARKANSAS CHAPTER
Marguerite Nielsen, Reporter

Ramonia Mitchell and Jim hosted the Arkansas Chapter this month with a delightful swimming party and picnic. Among the visitors were Wisconsin 99 Peggy Mayo and Imelda Hicks, student pilot who is nearly ready for the check ride.

Arkansas Aero Club held the annual Air Race in Hot Springs with Aline Kay Newth serving as race chairman. Ninety Nine Lois Broyles of Leonard, Michigan was best female pilot in the race, thus earning that trophy. Charlene Poe was very happily flying co-pilot in a Bellanca.

Susie Roll is staying very busy towing gliders with her Clipped Wing Cub.

Emmy Hall and husband have returned from a flight to New Orleans for scuba diving.

Arkansas Chapter officers were elected this month as follows: **Chairman, Linda Hargraves, Co-chairman, Camelia Smith, Secretary, Bonnie Anderson, Treasurer, Marjorie McLean; Public Relations, Ruth Gray; Membership, Aline Kay Newth;** and **Marge Nielsen, Reporter.**

CHAPARRAL CHAPTER
Mary Wooten, Reporter

The Chaparral 99s are really excited about their future. Our membership total has always been a very small number, but things are looking up. We recently added a new member to our ranks, Janie Floyd. Janie is a hard worker and a real asset. While we have been feeling good about having Janie with us, we have had a few more nice surprises. Pat Martin who was a member of our chapter a few years ago has returned and will be joining us again. Plus—two new pilots, Ann Curtis and Lucy Mathis, have only paperwork for membership standing in their way before they increase our role.

We have been busy increasing our numbers, but also busy with other things too. Mary DeKinder has held two tours for young children through our local airport, and was joined in the effort by Pauline Hall.

We have had a safety seminar which was well attended and two airmarkings.

Hank Hallinan turned a nice flight to Denver into a memorable event this past week by stopping off in Pueblo, Colorado for her 35th class reunion.

The Chaparral's have another reason to be extra pleased this month. Rene Hirth will be flying in the Powder Puff Derby. She will be joined by D'aun West as co-pilot. D'aun is a new pilot and hopefully will be a new 99 soon.

DALLAS CHAPTER
Jerry Melton, Reporter

Dallas Chapter Air Age Education projects include participation in a YWCA Chareer Opportunities Day, and an upcoming Safety Seminar in July also sponsored by Golden Triangle Chapter and the Dallas Jr. College District. The Dallas-Ft. Worth metroplex chapters participated in the FAA Flight Instructor of the Year banquet for this region. 99 proceeds were used to provide landscaping for the new 99 Headquarters Building in Oklahoma City. To add an international flavor, New Zealand 99 Pam Lock visited Dallas recently while flying the aerobatic circuit in the U.S. Dallas 99, Mary Kitchens, is now living in the ancient town of Tieti, Italy, for the balance of the year. Our chapter is happy to welcome two new members, Marge Watson and Sherry Jones. Congratulations to Sue Maddock on her new Seaplane Rating!! Happy Flying!!

EL PASO CHAPTER
Norma Kudiesy, Reporter

Marian Banks, AWTAR Chairwoman, and Wanda Cummings, Secretary of the Board of Directors stopped in El Paso during their survey and checkout of the PPD race route and were guests at a delicious covered dish supper held at the home of Evelyn Underwood. Other guests included Rene Hirth and D'aun West, with husband Bert, No. 82 entry in the PPD, and Mary DeKinder of the Chaparral Chapter. Rene and D'Aun were presented with a little expense money to help with their PPD adventure. Sim and Cathy Lindley, and Johnny Hickey flew Johnny's plane to Las Cruces, N.M. to airmark the Westside Airport. Dennis Noon, classical guitar player, along with his wife Elzie attended several selections. Our chapter is sponsoring him in a program being held at the Chamizal National Monument. Our chief timer for the derby, Lois Hailey, attended a WASP reunion in Reno June 22 weekend. Ruth Fleicher, a former EP member, also attended and reminisced about their WWII flying days.

FORTH WORTH CHAPTER
Jean Bishop, Reporter

The big newsmaker in our chapter this month was Edna Gardner Whyte. Edna has been so busy, it is hard to keep up with all her activities. She was a 1975 inductee in the OX-5 Aviation Pioneers Pilots Hall of Fame at Hammonsport, New York. She said it was a great thrill to be the only woman this year, and to unveil and see the engraved picture of herself.

Edna was guest speaker at a 7 AM breakfast for the Mens Sertoma Club at the Blackstone Hotel June 19th. She spoke on the contributions of women to aviation. Edna was also interviewed on the Powderpuff Derby on WRR radio on the Kay Johns Program. Once again she spoke on women's contributions to aviation.

Carol Wheeler and Edna just returned from enjoying the International Air Race from Canada to Titusville, Florida. They placed 24th out of 55 planes. They both report that the entertainment and hospitality this year was very good.

Auleen Hall has been airport hopping around Texas with one of her favorite passengers, her sister visiting from Washington, D.C. Auleen also jetted to LAX for...a garage sale!!

Tom and Jean Bishop are involved in the aerobatic activities. They flew to Mississippi for a contest. That's not so far unless you are flying a J-3 Cub with a 100 hp engine and you have to stop for fuel every hour!

NEBRASKA CHAPTER
Sharon Meyer, Reporter

Pick up the timer—check on the lunches—brief the workers—display the proclamations—the last minute Powder Puff Derby Must Stop details are keeping us hopping. We're eagerly awaiting the July 4th weekend. Betty Alfred and Evelyn Sedivy have done a tremendous job co-chairing the Must Stop Committee. The last planning meeting was held on Monday, June 23, with Trailblazers, Marian Banks and Wanda Cummings. All efforts will have paid off by the time this goes to press.

Nebraska Gov. J.J. Exon and Lincoln Mayor Helen Boosalis have proclaimed July 5 as Powder Puff Derby Day. The proclamations were prepared by Diane Bartels, Public Relations Chairman.

Congratulations to the recently elected 1975-76 officers of the Nebraska Chapter! They are **Diane Bartels, Chairman; Dawn Parkening, Vice-chairman; Nancy Alley, Secretary;** and **Val Darling, Treasurer.**

Nancy Alley, Airmarking Chairman, rounded up a group of painters, and now two more Nebraska airports are displaying big yellow letters on roof tops. Scribner and Superior have both been airmarked.

The Lincoln Aviation Explorer Post is participating in a ground school. Sally Clark spent several weeks carefully explaining aviation weather to the Explorers, and now Sharon Meyer is in the midst of a navigation unit.

Soggy weather sent us to our usual alternate, the Flying V Restaurant at Utica, for our June meeting. Hopefully, clear skies will allow us to fly to Hastings in July.

OKLAHOMA CHAPTER
Marjorie Hudson, Reporter

After a very successful CFI Refresher Clinic in April, the Oklahoma Chapter members sponsored a FAA Safety Fair in May. A crowd of over 1500 attended the first annual safety fair at Wiley Post Airport. The fair was opened by remarks from Sam Prince, SW-GADO-9 Accident Prevention Specialist, and then on to the festivities. Breakfast was served from 9-11 to 750 hungry visitors, and free coffee and tea was served all day, compliments of the Insurance of North America, whose representative Mr. Gene Netjek attended the fair.

Explorer scouts from Post 12, Wiley Post Airport, sponsored by FAA Aero Center, were of much help. The counselors provided movies and slide presentations throughout the day and were monitors for the preflight contest out on the line. The 99s manned the gates at the aircraft preflight area and worked the booth grading the contestants' answer sheets. Cash prizes donated by the Wiley Post Airport FBOs were awarded to 1st and 2nd winners of each student, private, commercial, and ATP categories. Marge Hudson coordinanted the 99s efforts for this event. During the day we had a beautiful hot air balloon from Fort Smith, Ark. and a real interesting Vertigon demonstration provided by CAMI.

At the close of the day winners were awarded prizes by Sam Prince who also had the pleasure of crowning and being kissed by the Fair Queen, flown in by a beautiful jet. The Fair Queen was **Hoyt Walkup,** husband of our own Arlene, dressed in appropriate beauty queen garb, and was a real smash. The throw rugs from the terminal served as the red carpet and nobody seemed to mind that the gate wouldn't open and the queen had to climb the fence! The stunned look on the face of the queen's escort, a uniformed highway patrolman, when he learned the supposedly "blond beauty queen" was a big burly man, combined to make this a most memorable day and an absolute success.

Our June meeting was combined with airmarking the runway, & "Weatherford, Ok!" on the ramp. Lunch was provided by the local FBO and local flying club. Sixteen members and 7 guests were present.

Jeanne Young hosted a dinner at the Young's ranch for a group of Stillwater 99s in June.

A write-up in the Daily Oklahoman has this to say about our Carol Collins: Quickie Quiz: A Carol Collins is a (1) a tall drink; (2) a woman golfer; (3) a flight instructor; (4) a PR gal or (5) an Enid homemaker. Answer yes. Carol reached the 20th hole of the Sate Women's Golf semifinals last week—while, at the same time hosting the press and calling 5 television stations daily. For 10 years now, she has been the WGA's liaison gal with the press. She's always ready with facts, figures and a friendly smile, About the drink, Carol doesn't drink, so she has the bartender make her a tall drink that "looks" like a real one, and it's called a "Carol Collins".

Powder Puff Derby entrants from Oklahoma Chapter, Jan Million and Nancy Smith, Flying a Cessna Skyhawk II TAR No. 66.

Channel 13 Telethon volunteers from Oklahoma Chapter: (Starting at center, left to right): Maxine Albright, Jan Million, Arlene Walkup, Dorothy Taylor, & Ann Catlin.

SAN ANTIONIO CHAPTER
Pamela H. Crane, Reporter

Plans for summer activities were the highlight of the lively business meeting of the San Antonio chapter held at the airport (Gen-Aero, Inc. meeting room) at noon on June 14th. Ten members present learned that our membership has increased to 29 with the addition of Dorothy Colvard.

We welcome Dorothy who is demonstrating her aviation interest by flying in the 1975 AWTAR with chapter member Cynthia McGary as co-pilot. Dorothy, who is Public Relations Chief for Alcor Aviation, San Antonio, brought attention to women in aviation and to the Powder Puff Derby when she starred in a recent Career Girl Supper Style Show at Joske's of Texas (major department store). Dorothy took to the fashion runway as Model of the Month in the "Flight to Fashion" show which emphasized themes of "Take Off", "Soaring Sorcer", and "Down to Earth". Chapter members Cynthia McGary and Ruth Nichols attened the show.

Membership chairman Saralda Ross announced that she is awaiting contact from two transfer members who will join our chapter soon.

Congratulations to our new chapter officers, elected by mail in time to be announced at the June meetings: **Dorothy Novarro, Chairman; Betsy Hogan, Vice-Chairman; Fran Wehman, Secretary;** and **Laura Richter, Treasurer.**

Acting Chairman Saralda Ross announced that the July meeting (date to be announced) will focus on a visit to Kelly AFT, to include a tour of the awesome C5A. Plans for the July "Meet New Members" annual picnic at the Hogan Ranch were discussed. Tentative date if July 27th—and a good time will be had by all.

San Antonio Chapter welcomed another 24 ¾er who arrived on May 12th—Wendolyn Robyn, daughter of Katherine Sellers and 49½er Ralph.

One sad note at the June meeting was the announcement of the death of chapter member Stella Priest on June 7th. Stella was dedicated to aviation and all things related to it in any way. She was active in many aviation organizations, and enjoyed hangar-flying with fellow pilots long after her active flying days had ended. She will be missed by many, including our chapter members.

SOUTH LOUISIANA CHAPTER
Betty Jones, Reporter

Our June meeting included a conducted tour through he HILTON where the Spring 76 Sectional will be held. We are tremendously pleased and plan to bring slides with us to Aspen so that "hopefully" you too, will have an opportunity to preview the plush facilities.

Eleanor Lowry informed us that the FAA had inspected the components of the wings for her RV-3, OK'ed closure of both flaps, ailerons, leading edges, gas tanks and skinning of one side of wing. That takes her up to the final inspection...and she expects the materials for the fuselage and tail soon. She will be flying the little jewel very soon.

Liz Cunnard attended her second meeting...we look forward to adding another new member to our chapter.

Mary White is back from El Salvadore...and is busy with plans for our next meeting...sounds like fun...and a great idea for a JULY meeting...we'll be boating down a river.

Eleanor was scheduled to fly for her instrument rating the week following our meeting...she made it!

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

ALASKA CHAPTER
Margaret Wagon, Reporter

At the June meeting the new officers were elected. **Joyce Bergstrand, chairman; Betty Rogers, vice-chairman; Anita Benson, secretary;** and **Edy Miller, treasurer.** With every member supporting our new officers, we should have another busy and productive year.

A 99 car wash is our next money making venture. It isn't every day people can have women pilots wash their car!

Marion and Bill Zaegle flew two Super Cubs up the highway. Blanche Krager flew her second Super Cub for this spring up in May. George and Ruby Pappas flew the highway in more comfort. They brought a new Cessna 185 to Alaska.

The calendar says it is June and summer time, but the weather doesn't seem to have gotten the message. So far it has been rainy, windy, and chilly. At least the lakes are open now, and the float flying season is in full swing.

GREATER SEATTLE CHAPTER
Carol Cansdale, Reporter

Friday Harbor was the site of our June fly-in, as guests of Ernest and Dodie Gann at their beautiful island ranch home. Upon our arrival at Friday Harbor airport, we were met by Dodie Gann and taken to the Gann ranch on a hayride. Following a tour of the grounds and a sack lunch, the regular meeting was held, and was followed with a hayride back to the airport. Despite a loose hay trailer, we arrived safely after unhitching it and hopping onto the truck. A fantastic day was had by all.

Congratulations to Joanne Burnett, who recently passed her seaplane checkride. She is now on a flying trip with her husband to Anchorage.

Best of luck to Ilovene Potter, who is making plans to leave for the Powder Puff Derby. She is flying co-pilot with Jan Gammell from Denver, Colorado.

See you soon at Intl. Convention!!!!!

IDAHO CHAPTER
Gene Nora Jessen, Reporter

Idaho 99s are moving into high gear in preparation for the Section Meeting we host at Coeur d'Alene immediately prior to International. It's proving interesting putting one on 400 miles from home.

Dr. Jane McKewen and former 99 Laura Conner are off to the Derby carrying a large quantity of the chapter's good wishes and luck. Ann Stott has been gathering up all the ground instructor's ratings. We've been wondering lately about Joy Lou Waite's navigational abilities upon discovering she was in New Zealand.

Our last formal meeting was a work party for sectional at Eula Logsdon's newly remodeled and lovely home. Chapter member Lucille Taylor was responsible for its perfection, the decor that is.

Gene Nora Jessen made a trip to Oklahoma City for the Board of Directors meeting and squeezed in a reunion with former fellow flight instructors and some former students at the University of Oklahoma. Fun.

The News deadline catches us two days prior to our annual fly-in-breakfast density altitude clinic. We've held it at Smiley Creek for the past five years but moved it to McCall this time. We've had an unusually cool and wet spring and it's thought that there won't be much practical application of density altitude information at this year's DA clinic.

Our expert back country pilot, Lyn Clark,

has been flying the mail run into the Middle Fork of the Salmon River.

Governor Cecil Andrus of Idaho proclaiming convention week WOMEN IN AVIATION WEEK IN IDAHO. Receiving the proclamation on behalf of the Northwest Section Ninety-Nines are: (left) Idaho Chapter Chairman Ann Stott representing hostess Eastern Washington Chapter and (middle) Vice Governor Gene Nora Jessen representing Governor Lygie Hagan.

MT. TAHOMA CHAPTER
Janet Penner, Report

The last several months has had our members scurrying around the area. During May we participated in "Aviation Days" at the Lewis County Mall between Centralia and Chehalis. We made two static displays, one about Amelia Earhart and the other one with information about our own members. Everything came off just great except for some over enthusiastic male pilot help, but hopefully we introduced ourselves to the non-flying public and even found a few "old timer" women pilots.

Our June meeting was held on Vashon Island. Perhaps for those not acquainted with ferry schedules, flying there could have been alot easier. We had a great meeting, met several pilots and welcomed a new member, Marge Finden, who received her license in March.

With summer here, but that's always questionable in the Northwest, and schools out, we've suspended meetings for the summer except for fly-in lunches and hope to see everyone again in the fall with our newly elected officers.

RAINIER CHAPTER
Cindy Knechtel, Reporter

Our June 1st meeting at Judy Nesland's apartment consisted of eleven of our fifteen members and Janna Imlay's two guests, who work with her at Washington Aircraft on Boeing Field. Elli Cunningham brought a good report to the group on the details of her Bonanza travels in May. She and her flying companion, Dan McElroy, logged 52 hours of flight time. Elli also reported that Dan proposed to her westbound, near Oshkosh, at 9,000 feet. They will be married June 27, 1975. Elli will be busy as a full time CFI and CIFI at Aero Dyne, in Renton, for the summer.

Marcia Warner acquired her Sea-Plane rating in the minimum required flight time for a C-172 on floats at Kenmore Air Harbor in May.

Congradulations to Peggy Verger's husband, 49½er, Verge, on recently getting his medical back. It is especially nice since they own a well established fleet of aircraft including a Staggerwing Beech, an open cockpit Fairchild, a Bellanca, two Sea Bees, an Aeronca Chief.

June 21st we had an APT picnic at Elli Cunningham's home at Crest Airpark. The weather allowed Jan Markey to give us a very throrough FAR lesson that proved to be an excellent review. Juanita Loftus and Juanita Morrison completed their APT rides when the clouds lifted a bit. Following the indoor picnic a group of people including the two Juanitas and Jan Markey flew to a fly-in, camp out at Winthrop, Washington in Juanita Loftus' Cherokee 180 and a Cessna Skymaster.

Southwest Section
ARIZONA – CALIFORNIA
HAWAII – NEVADA – UTAH

FRESNO CHAPTER
Gwen Blomgren, Reporter

PINCHHITTER COURSE PLANNED

The Fresno Chapter 99s are planning a pinchhitter course for the fall. Chairman Kathie Muller has tentative dates set for two weekends in October. It provides a needed service, and adds a little to the treasury.

At our installation banquet June 7, we installed two-for-the-price-of-one. Betty Martin was installed as our president, while her husband, Walter Martin was enthusiastically acclaimed Mr. 99. For years he has provided our trophies and helped in many other ways. Betty had quite a time sneaking his Mr. 99 trophy by him at the shop.

Maria Munoz was surprised, and excited when presented with a flying scholarship to get her started into the air. She is a local college student who has helped up on many of our projects, and already has ground school started.

Other officers are: **Vice President, Eleanor Linenbach; Secretary, Elva Ehrlich; Asst. Secretary, Dixie Harper,** and **Treasurer, Joanne Allred.**

Lois and Jerry Beeler held an open house June 19 so that we could meet a 99 from Australia—Arlene Battle, and her husband, Arthur. Arlene was surprised to find that the Fresno Chapter has almost as many 99s as Australia does all together. We had a little trouble sorting out each other's accents, but the flying stories were **very** similar!

GOLDEN WEST CHAPTER
Melba Erickson, Reporter

Kathy Wentworth, the only Golden West 99 to place in the June Mini-Derby, was installed as **chairman** for 1975-76, this month.

Kathy took second in the speed portion of the non-stop race sponsored by Golden West. The race, which went from Hayward Air Terminal to Pine Mountain to Auburn and back, had 21 entries, most from the bay area.

Sally Allen, Santa Paula Chapter, won first place and Vivian Harshbarger, Bay Cities, took third in the speed portion.

Men outnumbered women as winners in the cruise and proficiency portion of the race with the first 3 spots taken by Al Abramson, Jaunda Bigelow, Alameda Co. and Bill Wren, respectively.

In the middle of the min-derby turmoil, Carolyn Zapata, earned her Instrument rating. Carolyn is our new V.P.

Other G.W. officers installed included **Pat Palmer, secretary,** and incumbent **Eldris Shogren, treasurer.**

Fran Grant, life member, Rae Gilmore, past chairman, and Janie went to International-1975. They are actively working with 7 other bay area chapters on International-1977, which is scheduled at the Hyatt Regency in San Francisco.

Kathy and Rae will represent G.W. in the Palms to Pines race this month.

This reporter is saddened to leave Golden West chapter after such a short membership here. She was made to feel welcomed from the beginning. She is, however, looking forward to meeting the 99s of Bakersfield Chapter, who have a very active group. Farewell and Hello.

LONG BEACH CHAPTER
Jean McConnell, Reporter

In spite of high gas prices and weather that left alot to be desired the past month, flying activities have been booming. Margaret Callaway's Comanche has been busy, taking Margaret and Fran Bera to Mammoth on a ski trip late in May and then flying off to Florida for the Angel Derby Banquet with Delores Reed and Margaret aboard. Linda and Ken French, Pat and Jean Schiffman and son Franz, Bonnie Zrust and prospect Georgia Roew flew out to Apple Valley to attend the Physiological Training at George Airforce Base. Gene FitzPatrick and Delores Reed flew to Reno for the WASP reunion and spent several days catching up on the past years news. They had a great time.

Pat and Jean Schiffman flew to Lincoln (just north of Sacramento) to attend an all day air show. Beautiful weather, lovely country up there, but IFR in and out of the Los Angeles Basin. Jean and Bill McConnell escaped the gloomy coastal weather on a weekend trip to Lake Havasu City, where the temperature was in the high 90s.

The Long Beach Chapter awarded two $100.00 scholarships at the California Aerospace Education Association in honor of Youth Day. Fran Bera and Joyce Failing screened the many applications and on May 31st, Mary Pinkney and Joyce presented the awards. The girls scholarship went to Sasiratana Vidhayashirinun, a student from Bangkok, Thailand who is training at Santa Barbara. The boys winner was Edward Dubois, from Redondo Beach High. Our chapter also made a donation to the National Collegiate Flying Association.

As July 4th approaches, symptoms of

Powder Puff Derby Fever become more and more obvious...eagerness and anxiety on the part of those who have their numbers, envy and resignation on the part of those who are "going to race next year!" This year from the Long Beach Chapter will be Jean Schiffman and Karen Sherman in No. 75 and Dorothy Waltz and Bonnie Zrust in No. 57. Fran Bera will be flying Pat McEwen's plane, since Pat has had to drop out due to an accident in her family.

LOS ANGELES CHAPTER
Grace McGettigan, Reporter

Members of the Los Angeles Ninety Nines joined other members of the general aviation community to honor newly appointed FAA Western Regional Director, Robert H. Stanton, at a banquet held at the Proud Bird Restaurant May 21st. The Chapter thereafter received a letter of appreciation from him thanking us for the warm welcome and expressing his desire to meet with basin area licensed women pilots to discuss pertinent matters. An ex-Navy lieutenant, Stanton previously served as Director for the Eastern Region of the FAA. In his new position he will be responsible for California, Arizona and Nevada.

The LA Chapter provided cookies and punch for the Santa Monica GADO Safety Meeting July 1st and acted as hostesses. All those attending the Safety Seminar had their names entered in the drawing for a $40,000 airplane to be awarded to some lucky winner later this year.

Congratulations to Norma Futterman and Virginia Showers for winning the trophy for "Best Female Team" in the Fullerton 99s Shirts & Skirts Air Race June 7th! A few weeks earlier they stopped at Jacksonville, Florida, on their way home from the Angel Derby in which they placed 18th out of 54. Minutes after they landed and tied down their bird a ferocious storm hit with winds clocked at 83 M.Q.H. and more than four inches of rain fell in less than an hour. The radar at JAX tracked the cumulo nimbus to a height of 60,000 feet and it was still climbing!

Rachel Bonzon and Dorothy Limbach enjoyed a recent weekend visit with Lynn Coulthard of the El Cajon Chapter in her lovely new condominium located on the downwind leg to Runway 26 at Gillespie Field.

The LA 99s were represented by three teams in the Powder Puff Derby...Norma and Virginia...Jeanne Rumm and Jan Dreyfus...and Berni Stevenson.

Robert H. Stanton, new Director of the Federal Aviation Administration's Western Region.

ORANGE COUNTY CHAPTER
Sharron Temps, Reporter

This month we are featuring the Powder Puff Derby Start, and since so many 99s have worked long hard hours doing the decorations, making phone calls and attending meetings, the list of names for full credit will have to appear elsewhere. Suffice it to say that the real drama of the Derby has been in the quiet dedication to a myriad of details handled by the committee members.

We have a few winners already in connection with a Derby event. On June 9 a drawing was held at the Air California corporate headquarters for two free trip passes on the airline. Winning a round trip for two to San Francisco was Lynn Greer; also our busy Co-Chairwoman for the Start. Not present but still lucky at numbers was Steve Crockett of Bellflower, who won the trip to Lake Tahoe. Orange County chapter 99 Kay Stewart took the ticket to him, and was treated to a cup of coffee by the delighted Mr. Crockett. Margo Smith and Thon Griffith carried off the door prizes and Dorene Christensen was surprised with winning a free glider ride. The registration refund drawing was ton by TAR No. 44, Veda King Mapelli.

On June 16 Dorene took her free glider lesson out at El Mirage, during the first stages of our (by now) famous sandstorm, and got some IFR practice coming back to Orange County Airport.

Through the efforts of our chapter members and their families we have raised over four hundred dollars for the Start Fund.

Entrants from our chapter to AWTAR this year will be Shirly Cote and her sister Joan Paynter, Thelma Mickelson and Dorene Christensen, and Trina Jarish going it solo.

Among those who have upgraded their aviation skills is Joan Sanborn who has just received her Basic Ground Instructors rating. New member Noreen Kilborn has taken on the responsibility for selling all the rest of our cookbooks. They go over really well when placed in her beauty salon.

At Margo Smith's request I submit this plea for your response in the form of letters or postcards. Please write Margo and give your personal and frank opinion of our APT program. She needs this feedback from a majority of 99s in order to evaluate the program.

PHOENIX CHAPTER
Natasha Swigard, Reporter

A borrowed Sopwith Camel, Peppermint Patty, and a girl named Marcia made a valiant attempt to beat everyone in the PPD—but the real winner from it all was the 99 organization. We all owe Charles Schultz a hug and a kiss for all the publicity.

Our chapter has two gals who were in the PPD—Vicki Bruce and Pam Marley. They made the trip in Pam's C182, and were sponsored by Robert Wachs of Southwestern Aviation at Scottsdale Airport.

Phoenix-Litchfield was an official non-mandatory stop. Jan Edens was chairman of the organized activities at the stop; Melba Beard was official time checker; and some others in our chapter along with some from the Tucson chapter helped with the other festivities on July 4th. The Tucson provided quick lunches for those who had to stop for fuel.

We airmarked Chandler—there were 14 99s and 3 resourceful children that helped do the painting. Many thanks to John Blackburn (manager of the Chandler Arizonian) for providing a great breakfast. Caroline Reibert is our airmarking chairman, and has more painting for us to do—but hopefully when it cools off!

Wally Funk - a Long Beach 99 and an FAA investigator for NTSB was in Phoenix for a short time. Unfortunately it was the crash of a super Constellation that brought her here. Several of our gals had breakfast with her, and found her to be open and very informative.

Heard from Bruni Bradley in Germany (she's Phoenix's member-at-large world representative). She went to the Paris Air Show—touched the wind of an F16!! Had a cockpit check-out in a Sabre Liner 75A; talked with Bob Hoover; and luncheoned with Sergei and Sigrid Sikorsky—He's the son of the inventor, and she's a 99 member-at-large in W. Germany. Bruni and a couple of others are still trying to establish a chapter over there.

Martha Pearce - a Virginia 99 - will be visiting with our chapter for 2 years while she goes to ASU. Marilyn Brafford is moving to Michigan, and Betty Engstrom is moving to California. Two different chapters shall benefit from their moves. And we've added Clare Ellis and Mary McPherson to our list of those who are APT.

SAN FERNANDO CHAPTER
Virginia Rainwater, Reporter

Our chapter had a successful CFI clinic refresher with 113 in attendance. Shirley Thom chaired the program with Audrey Schutte working as co-chairman. Those who served to make it a success were Michele Naples, Delores Pynes, Doris Totans, Beverly Woodward, Ely Richabaugh, Dolores Mathews and Susan Greenwald from Long Beach chapter. Those in attendance from our chapter were Audrey Schutte and Lola Ricci. Our regional FAA has nominated Audrey Schutte for FAA instructor of the year.

Our "Wing Scout Program" sponsored by our chapter and organized by Shirley Thom has two new girl scouts and one 99 daughter starting the program. Coralee Tucker teaches the ground school with Liz Dinan and Lola Ricci teaching the flight.

Marjory Robbins and Beveraly Mahoney from Chino flew the Angel Derby as a team, Lorri Blech flew solo.

Members of our chapter seen at the Mojave air race were Lorrie Blech and Virginia Rainwater. Perfect weather.

Two trophies were taken at the "Shirt and Tails" round robin race at Fullerton. Marjory Morong with 49½er, Norman and Audrey Schutte with 49½er, Ray won the

trophy for Man with Woman as co-pilot and one trophy for Woman with Man co-pilot. Either way we are winners. Right!?! Right.

SAN GABRIEL VALLEY CHAPTER
Betty Skiles, Reporter

Fly-in to Napa Valley was our May activity. The ceiling was low and the clouds were lower and the only ones to get off the ground at the proposed time were the Marriotts and the Winters, followed later by the Cooks, the Dobbins and Sherry Salveson and friends. The flight to Napa Valley and the beautiful country surrounding it was great. The group toured some of the winereies with the favorite being the Sterling Winery.

The fly-in for this month was Lake Tahoe. It was bright and sunny and in the mid-eighties, (a good lesson in density altitude). We all arrived on Saturday, after a breathtaking view of the mountains surrounding the Lake Tahoe Airport. One almost hated to land, it was so beautiful, with snow still on the tops of the mountains.

Seems like the weater inspired everyone to enjoy the outdoors, either fishing or just admiring the beautiful scenery and the lakes, waterfalls, and mountain greenery. Great Fly-In!

Our annual Installation Banquet was held June 21. The newly elected officers were: **Eve Hunt, Chairman; Joan Winters, Vice-chairman; Amanda Whisenand, Secretary; Portia Cornell, Treasurer;** and **Sherry Salveson, Fly-In Chairman.**

A red rose was presented to new members Helen Blanchard, Sherry Salveson, Vi Dobbins and Betty Skiles.

A well deserved congratulations to Joan Winters on receiving Pilot of the Year. Eve Hunt was also congratulated on acquiring her commercial license this past year.

Sgt. John Hunter, of the San Bernadino Sheriff's Dept. (aviation Division) was our after dinner speaker. Sgt. Hunter explained the many areas in which the helicopters are used in law enforcement, rescue and crime prevention. The public sometimes is not informed of the great job these men are doing with the aid of aviation. Question and answer session after speech was very interesting and informative.

SANTA CLARA VALLEY CHAPTER
Betty Hicks, Reporter

Maureen Mahoney and Evelyn Lundstrom earned Santa Clara Valley Chapter plaudits as they were named "Pilot of the Year" and "Service Award" winners, respectively, at the spring awards banquet in Cupertino. Maureen's accumulation of flight time over the awards year, and her addition of the second "I" to her CFI, merited her the name-engraving on the perpetual plaque. Evelyn, long known good-humoredly as the font of chapter information, has spent many serious hours tub-thumping for the salvation of general aviation, and has also served the chapter in several official capacities.

Southwest Section Governor Marion Barnick emceed the meeting. Marion highlighted announcements with the proclamation of San Jose Mayor Janet Gray Hayes that the week was to be "Women in Aviation Week." What festivities, ceremonies or other traditional methods of observing these seven days were planned was carefully concealed, however.

"IBM has been done," announced Airmarker Sally Rohlfing. Her reference was not to the demise of this conglomerate in another anti-trust war, but to the marking of the roof on this prime San Jose reporting point...Mary Ann and Bob Penson are rebuilding a Cessna 140...Marilyn and John Howard have a new-to-them C35 Bonanza...Chapterite Janet Hitt has completed her five weeks of training at the FAA Academy in Oklahoma City and is now a fully qualified general aviation operations inspector, assigned to the Seattle GADO.

CAVU skies have lured many chapter members into the air these spring and early summer days, in every compass direction except west...Nancy and Ed Rodgers listed Santa Ynez as their destination on a holiday recently, from which that delightful ground transportation (the fleet of 1958 Chevvies the airport FBO purchased from the county) whisked them off to Solvang, where gourmets can enjoy open face sardine sandwiches at innumerable Danish restaurants...Pat Roberts, Nancy Rodgers, Jackie Petty and Pat Rowe Azteced to Pat's condo in Sun River, Oregon...A chapter fly-in to Sun River is on the August calendar...This reporter may never make SCV Chapter fly-ins, but did Cherokee out of Manassas, Virginia into Hershey, Pennsylvania in late June, with DC Chapterites Joan Barriage and Nona Quarles as passengers. It was the Washington chapter's first fly-in of the summer...Grandma Vera Arnold, with 49½er Sid on the right, flew to Van Nuys recently for a visit with the five grandchildren...Logging IFR to Monterey was Susan Sosnow last month...Pat Davis and 49½er flew their Cherokee 150 to Santa Monica twice over spring holidays...Janet Maitus acquired her multi-engine rating one late spring day in an Apache, the better to aid 49½er Richard in his business flight activities.

One of the biggest crews ever to dip rollers into paint buckets splashed brilliant buttercup yellow onto taxiway Bravo. What the buttercup proclaims, of course, is that this is San Jose. Gathering at Santa Clara Valley's largest civil airport for the artistic efforts were 28 99s & 49½ers. Chairman Sally Rohlfing prodded the crew into continued action.

Jackie Petty and Mardo Crane winged to Reno for the WASP convention to join more than 300 ex-Airforce women pilots in swaping stories.

SANTA ROSA CHAPTER
Ruth Foster, Reporter

Our Chairman, Aliene Lee, has been filling many different shoes in the past few months and now a change has been made. In April Aliene started a new and exciting venture, but one that demands all of her time. Aliene purchased a flower shop and is now literally up to her ears in green stuff. The shop in Healdsburg is under the name of Decker Florist. After a couple of months of trying to fill the needs of both the business and the Chairmanship, Aliene asked to be relieved of the chapter obligation. With regret the membership granted Aliene's wishes and voted to have Joan Robbins, Chairman elect, take over. Thus Bev Crownover, Treasurer elect, assumed the duties as of the June meeting, the post vacated by Joan Robbins. Aliene has done a tremendous job for the chapter and will continue to do so, but with one less "pair of shoes to fill".

Ginny Wegener obtained the film "A Man, a Plane and a Dream" for the June meeting. A fascinating story of Elgin Long's flight around the world.

For the AWTAR there is one change in the group. Pauline Goslovich will be flying with Lynn Barthel instead of Sheri Knight. Pauline has flown the Derby before, and has a list of ratings that put many of us to shame.

A commendation for our chapter was received from the Santa Rosa Chamber of Commerce for "the wholesome promotion of aviation" and pledging the support of business and individuals. Its taken time and effort to gain this recognition, so this was good news!

We have four members planning to attend the convention in Coeur d'Alene. Joan Robbins and Sandi Petersen are the official delegates, with Joy Reinemer and Bev Crownover joining them.

We are working on plans for a special "welcome home, job well done" dinner party for the seven PPD entrants upon their return in July. Guests and 49½ers will join in the celebration and hear in detail the experiences of the racers.

Fran Johnson, chairman for the terminus of the P.A.R., has everything under control.

Our local newspaper, the Press Democrat, ran a full page article on our Jean Schulz and her mother Pamela Vander Linden from the Palomar chapter. The story, including pictures, told of their participation in the Powder Puff Derby and gave a little of the background on the 99s as an organization. Again recognition is coming our way!

Australian Section

AUSTRALIAN CHAPTER
Rosemary Colman, Reporter

The most exciting news of the month is that Governor Christine Wills, together with Des and Marguerite, will be attending the Convention at Couer d'Alene. Christine will present an invitation to the Delegates to hold the 1978 International Convention in Canberra, Australia's National Capital. The 99s can be assued of a very warm welcome to "Down Under", if the heartfelt invitation is accepted.

At present Christine and Des are working hard towards the launching of the "Gove Flying Club Inc." in the Northern Territory. It was incorporated in April and the Flying School License approval from the Department of Transport has arrived. A Cherokee 140 should have arrived by the time this goes to press.

In September we will be welcoming our new Governor for 1975-76, Helen Blackburn. Helen is keenly interested in the prospect of a 99s Convention in Australia. She and her 49½ Justice Blackburn own a Cessna 172 which they flew recently to the Willsallens' property. They took the opportunity to give UH-BHB a good scrub, the lovely fresh grass on the strip made it almost a pleasure to lie on one's back and remove gunk from the plane's underside. They also had a week-end flight to Mallacoota, the fishing and weather were marvellous. After a few days in South Australia they plan to fly north in July as far as Thursday Island and Cape York, where Helen will no doubt add to her shell collection. In between times Helen manages to achieve an incredible amount of entertaining.

As I write this Mrs. Susan Martin is spending a week in Poland competing in the Second World Gliding Championships at Leszno. Susan came second at the First Championships in 1973. Susan is a member of Walkerie Gliding Club in South Australia where her husband is Associate Manger. Her Husband, Robert, has flown to Poland with her to act as ground crew. Her seven year old daughter, Julie is also a keen glider, but has stayed with her grandparents both of whom are gliders.

Nancy Bird-Walton, O.B.E. was recently the guest of the Leader of the National Country Party, Mr. Doug Anthony and the Tweed Shire Council at the Opening of the Murwillumbah airstrip. Over 50 aircraft arrived for the pageant. People she met included the Premier of Queensland, Mr. Bjelke Peterson, and his pilot Beryl Young. The Hon. John L. Waddy, O.B.E., D.F.C., M.L.A., Minister for Police and Services (N.S.W.) and well known radio personality and flyer John Pearce; 99 Sandra Logan; Lores Bonney, M.B.E., a famous flier of the 1930s. During the Pageant Nancy flew with Cynthia Nolan in Cynthia's Tiger Moth. It was the first time Nancy had flown a Tiger in 20 years. She still thinks they give the greatest pleasure, but says she would not like to go a great distance in one.

In a Baron, lent by a German Engineering Company, Nancy Bird-Walton flew to Central Australia with the Castells. He was a pioneer Lufthansa pilot in China before the revolution. A peasant trip with most interesting company.

Christine Wills. Governor. Australian Section 1973-4-5. Who is visiting Couer d' Alene for the 1975 Convention.

Helen Blackburn. Governor Elect. Australian Section.

ROSTER ADDITIONS

AUSTRALIAN SECTION
Philpott, Glenda (Albert A.)
23 Huntingdale Avenue
P.O. Box 102, Miranda
NSW 2228, Australia
522 8709

SOUTH CENTRAL AFRICA SECTION
Rhodesian Flame Lily
Needham, Phoebe Ann (Robert J.)
16 Chipping Way,
Burnside, Bulaway
Rhodesia, Southern Africa
Byo. 88411
Sheldon, Roseanne Margaret
10, Old Catton Road
Salisbury, Rhodesia
Southern Africa
38451

EAST CANADA SECTION
First Canadian
Brownell, Christine Irene
285 N. Service Rd.,
Mississauga, Ontario
Canada
416 270 9827
Ross, Wendy F. (RI)
General Delivery
Grimsby, Ontario L3M 4E9
Canada
416 684 7758
Eastern Ontario
Oyen, Judith Miriam
1 129 McLeod Street
Ottawa, Ontario K2P 0Z6
Canada
613 236 3097 237 3444
Montreal
Griffiths, Monica M. (Anthony)
P.O. Box 518
Perth, New Brunswick E0J 1V0
Canada
506 273 2884
Buch, Georgette P. (Alfred)
156 Davignon Drive
Dollard des Ormeaux H9B 1Y5
Montreal, Quebec, Canada
514 683 9879

WESTERN CANADIAN SECTION
Gtr. Winnipeg
Candlish, V. Elizabeth (John)
857 Oakenwald Avenue
Winnipeg, Manitoba R3T 1M9
Canada
204 474 1822

NEW ENGLAND SECTION
CONNECTICUT
Luciani, Sharon Dean (Edward)
61 Louis Circle
Torrington, CT 06790
203 489 3271

NEW YORK NEW JERSEY SECTION
Western NY
Creighton, Mary Elizabeth
291 Mt. Vernon Road
Buffalo, NY 14226
716 839 3177
Hake, Dorothy A. (George H., Jr.)
770 Stolle Road
Elma, NY 14059
716 652 7302
Mozgawa, Margaret Ann
10921 Bennett Road
Dunkirk, NY 14048
716 366 6991
Andrews, Laurie Anne (Robert L.)
8969 Griffon AvenueNiagara Falls,
NY 14304
716 283 5473
Gtr. New York
Havey, Agnes Stewart (RI)
(Ambrose S.)
777 Jeffery Street
Boca Raton, Fl 33432
305 392 7736
NY Capital Dist
Cheles, Barbara Elizabeth
57 Norwood Avenue
Albany, NY 12208
518 438 1744
Palisades
Nelson, Geraldine Inese (Rolf)
775 Bloomfield Avenue
Montclair, NJ 07042
201 744 6120

MIDDLE EAST SECTION
Central PA
Parthemer, Berry Dover (Richard)
4612 Custer Drive
Harrisburg, PA 17110
717 232 7169

Eastern PA
Smallwood, Jean Lois
West Point Pike, Box 511
Landsdale, PA. 19466
215 699 4743
Worth, Anna Elizabeth
850 Brintons Bridge Rd.
West Chester, PA 19380
215 793 1966
Lemmon, Ann P. (RI) George B.)
1663 Lafayette Road
Gladwyne, PA. 19035
215 527 1895
Gtr Pittsburgh Area
Grechen, Mary Ann
6262 Heberton Drive
Verona, PA 15147
412 793 0766
Studley, Susan Jane (Enoch S.)
185A Bruch Creek Rd.
RD 6
Irwin, PA 15642
412 863 6077
Maryland
Helt, Dale Gilham
13119 Superior St.
Rockville, MD 20853
301 949 7594
Virginia
Carwell, Patti Lynn (Glenn R., Jr.)
3529 Daffodil Crescent
Virginia Beach, VA 23456
804 427 5200
Waldrop, Kathryn Ross (Charles P.)
173 So. Fir Avenue
Virginia Beach, VA 23452
804 486 7966
Washington, DC
Canter, Doris Madeline
315 Sugarland Run Drive
Sterling, VA 22170
703 450 4735

SOUTHEAST SECTION
Blue Ridge
Wheeler, Gary Ann
418 Curtis Street
Simpsonville, SC 29681
803 963 4615
Carolinas
Ragaz, Susan Annette
138 North Garden
Marion, NC 28752
704 652 4731
Fla. Goldcoast
Forood, Marjorie Davis (RI)
2730 Burning Tree Drive
Ft. Lauderdale, FL 33308
305 563 7030
Fla. Suncoast
Auld, Elizabeth Martenson (Robert G.)
5340 71st St. North
St. Petersburg, FL 33709
813 544 0793
Mississippi
Bearss, Karen Leslie
206 River Cove
Jackson, MS 39211
601 956 6008
Dickerson, Ruby Smith (John W.)
902 Dogwood Drive
Clinton, MS 39056
601 924 6860
North GA
Parker, Saundra A. (Edward J.)
5177 Legendary Tarn
Acworth, GA 30101
404 926 3941
Tennessee
Wright, Rosemary Jane (James R.)
P.O. Box 514
Lebanon, TN 37087
615 444 8644

NORTH CENTRAL SECTION
All-Ohio
Goodman, Betty Jeanne (James C.)
6485 Teakwood Court
Cincinnati, OH 45224
513 681 5402
Repik, Shirley Joanne (Thomas)
5309 Stoneridge Drive
Springfield, OH 45503
513 399 7033

Blossom, Marion Alice (John)
415 N. Pleasant
Montpelier, OH 43543
419-485-3819

Chicago Area
Clark, Patricia Louise
1446 Brown Avenue
Whiting, IN 46394
219-659-2858
Huritz, Frances
6551 N. Francisco Avenue
Chicago, IL 60645
312-761-6356
Thomas, Joyce Ellen
452 Gertrude Street
Elgin, IL 60120
312-741-7515

Lake Erie
Buchholz, Gloria Lynne
25061 Randall Drive
No. Olmsted, OH 44070
261-777-8735/672-5537
Kuyon, Sandra Rose
171 Forest Drive
Bedford, OH 44146
216-232-4325
Thomas, Maureen O'Rourke (Frederic C.)
271 Grand Avenue
Akron, OH 44302
216-836-3710

Central Il
Allen, Sarah Catherine
4706 Rosemead
Peoria, Il 61614
309-691-8943
Hughes, Marjorie Ann (Donald O.)
RR No. 1
Sparland, Il 61565
309-469-3841

Gtr. St. Louis
Scott, Christine Marie
7331 M. Normandie Ct.
Hazelwood, MO 63042
314-831-0179

Indiana
Shull, Rosemary
RR No. 2
N. Manchester, IN 46962
219-982-2953

Iowa
Stone, Nancy F. (Irving E., Jr.)
1911 76th St.
Des Moines, IA 50322
515-276-7234
Wells, Stephanie Ann
440½ Welch
Ames, IA 50010
515-292-4549

Michigan
Olsen, Janet
22401 Sunnyside
St. Clair Shores, MI 48080
313-774-9857

Minnesota
Ayers, Lee Leger
2933 Manning Avenue No.
Lake Elmo, MN 55042
612-770-3167
Nagel, Kay Ann (Richard W.)
8115 Bryant Avenue So.
Bloomington, MN 55420
612-884-2657
Sexton, Carol Ann (Thomas)
360 Rehnberg Place
West St. Paul, MN 55118
612-222-6962
Porter, Dorothy Janis (Jerome K.)
5320 Lee Circle
Excelsior, MN 55331
612-474-7926
Strovas, Jane (Nancy)
3121 Chowen Ae. So. No. 225
Minneapolis, MN 55416
612-922-2985

Quad-City Area
Gresham, Janice Anita
304 - 17th Avenue E.
Milan, IL 61264
309-787-6976

SOUTH CENTRAL SECTION

Arkansas
Anderson, Bonnie Louise (James M.)
Rt. 1, Box 101
Hindsville, AR 72738
501-789-2443
Smith, Camelia Morrow (William F.)
Route 1
Hindsville, AR 72738
501-789-2441

Chaparral
Martin, Patricia Griswold (RI) (James T.)
Route 2, Box 339
Las Cruces, NM 88001
505-526-2754

Cimarron
Durbin, Nellie Mae Dee (Eldon H.)
P.O. Box 1531
Liberal, KS 67901
316-624-8297
Baird, Marian Reed
925 E. 5th
Kinsley, KS 67547
316-659-3322
Collins, Linda Gay (John L.)
Rt. 1
Rush Center, KS 67575
913-372-4276
Harkness, Gladys Elizabeth (Lloyd E.)
402 North Third
Garden City, KS 67846
316-276-6864

Coastal Bend
Easley, D. LaNell (John A.)
Rt. 2, Box 391A
Wharton, TX 77488
713-532-4681/648-2628

El Paso
Williams, Cindy A.
1408 Honeysuckle
El Paso, TX 79925
915-778-3088

Ft. Worth
Brainard, Leslie Dale
6817 Dwight
Ft. Worth, TX 76116
817-731-2230
Stell, Ulean (E.E.)
5800 El Campo
Ft. Worth, TX 76107
817-737-0767

Golden Triangle
Moore, Patsy Cox (James G.)
372 Westview Terrace
Arlington, TX 76013
817-265-6596

Kansas
Clark, Chavela P.
1127 N. Jackson
Wichita, KS 67203
316-265-7503
Brantner, Barbara Jean (Ted R.)
8728 E. Harry
Wichita, KS 67207
316-683-6035
Heathman, Lenora Ash (Jack H.)
13420 East Harry
Wichita, KS 67230
316-733-1602

Lubbock
Richardson, Elizabeth Knowles (John D.)
4100 Tanglewood Ln, #253
Odessa, TX 79762
915-366-1678

Oklahoma
Deeble, Beverly Quinci (Kenneth)
1810 Rupe
Enid, OK 73701
405-233-9547

South LA
French, Janice Mary
4587 Mimosa Drive
Baton Rouge, LA 70808
504-343-0824

Space City
Belfield, Jean Ailsworth (Donald J.)
730 Seaway Drive
Seabrook, TX 77586
713-334-1214
Bethard, Lucille (Kenneth L.)
Rt. 4, Box 192
Alvin, TX 77511
713-581-2360
Covin, Judith Miller (Bonnie M.)
4532 Luella
Deer Park, TX 77536
713-479-1965
Davies, Patsy Gayle (RI) (Dr. Jim)
834 Chevy Chase
Sugar Land, TX 77478
713-494-5452
Glowczwski, Janice Lee
2818 Greenbriar
Dickinson, TX 77539
713-337-1864
Hanna, Judy Kay (RI)
11425 Calico Lane
Houston, TX 77024
713-464-3997
Jackson, Helen Jean (Roy)
Rt. 1, Box 41
Sealy, TX 77474
713-885-3268
Kirby, Jacquelyn (RI) (Ralph F.)
4716 N. Cashel Circle
Houston, TX 77069
713-444-9496
Peyton, Gwendolyn
P.O. Box 7207
Houston, TX 77008
713-444-2124

Texas Dogwood
Duncan, Dorothy Leifeste (DeWitt D.)
720 Trenton
Tyler, TX 75701
214-561-3162

Wichita Falls
Stilley, Sue York (Delton)
217 Carolyn Road
Nocona, TX 76255
817-825-4461

NORTHWEST SECTION

Alaska
Quinlan, Clarissa M. (RI)
3640 W. Dimond Blvd., # 3
Anchorage, AK 99502
907-344-2200

Eastern ID
Ellsworth, Jeanenne H. (Donald M.)
984 Syringa Drive
Idaho Falls, ID 83401
208-523-2612
Laird, Sharon Harris (Edward W.)
1616 Charlene St.
Idaho Falls, ID 83410
208-522-5634
Davis, Jean Managhan (Frederic)
1812 Center Street
Walla Walla, WA 99362
509-529-3584

Eastern WA
Davis, Jean Managhan (Frederic)
1812 Center Street
Walla Walla, WA 99362
509-529-3584
Hinrichs, Janet Delores (Bob)
Rt. 2, Box 472
Pullman, WA 99163
509-567-6411/882-4440

Idaho
O'Brien, Patricia Katherine
P.O. Box 834
Southlake, TX 76051

North Dakota
Ram, Judith Franzblau (Cecil)
208 - 7th Avenue, SE
Minto, ND 58701
701-838-0908

Southern OR
Carl, Barbara Ann
1881 Harbeck Road
Grants Pass, OR 97526
503-476-6124

SOUTHWEST SECTION

El Cajon Valley
Ross, Roberta Judith (Jack D.)
931 Davis Street
Ramona, CA 92065
714-789-2027
Whitlock, Ann Kristine
13610 Avenue Del Charro
El Cajon, CA 92021
714-443-5425

Inland CA
Hoffman, Janice Norine (Ronald A.)
5849 Deming Court
Riverside, CA 92506
714-787-9796

Las Vegas Valley
Langlois, Mary Ann (Robert)
4450 E. Viking Road
Las Vegas, NV 89121
702-451-5619
Stephan, Val B. (William K.)
1960 Papago Lane
Las Vegas, NV 89109
702-735-6011

Long Beach
DeAngelo, Rosemary Theresa
6542 Ocean Crest Dr. B210
Rancho Palos Verdes, CA 90274
213-541-4455
Moote, Janette Lynnd (Albert S.)
3960 Palos Verdes Dr. No.
Palos Verdes Estates, Ca 90274
213-375-1529

Los Angeles
Firth, Mary Louise (James A.)
6619 Sheltondale
Canoga Park, CA 91307
213-346-8657
Katz, Susan E.
2643 Centinela Avenue, No. 40
Santa Monica, CA 90405
213-450-2797

Marin County
Sheridan, Esther Bonilla (Philip M.)
5050 Paradise Drive
Tiburon, CA 94920
415-435-1600

Orange County
Goss, Robbie Jane
P.O. Box 3474
Orange, CA 92665
714-998-7796
Lawton, Peggy Sanders (Thomas J.)
1212 Hillside Drive
La Habra, CA 90631
213-697-2720

Palomar
Morthland, Constance A. (Andrew)
165 Moss Point
Laguna Beach, CA 92651
714-494-4119

Phoenix
Anson, Sandra Sue (Bruce)
2833 E. Beryl Avenue
Phoenix, AZ 85028
602-992-9823
Hawes, Maris Thomas (Ernest, Jr.)
Route 1, Box 153A
Lakeside, AZ 85929
602-336-2348
Marley, Pamela Sue (Kemper, Jr.)
17646 N. Tatum Blvd.
Phoenix, AZ 85032
602-992-8120
Moreland, Priscilla C. (Clark M.)
825 N. Alamo Circle
Mesa, AZ 85203
602-834-4640
Trudeau, Marie Andree (Raymond L.)
147 W. Tam O'Shanter Dr.
Phoenix, AZ 85023
602-942-6481

Redwood Empire
McGeehon, Katherine Beaver (William)
40 Garron Court
Walnut Creek, CA 94596
415-935-5463
Meyer, Wendy Ann
655 Byrdee Way
Lafayette, CA 94549
415-229-3219

Sacramento Valley
Abbott, Lynn Beth (Russell)
2249 Dunlap Drive
Sacramento, CA 95821
916-922-7455
Williamson, Nell Yvonne (Roy Lee)
3612 Milton Way
No. Highlands, CA 95660
916-331-2094

San Diego
McHenry, Eva Laura (Scott K.)
4285 Altamirano Way
San Diego, CA 92103
714-295-1543
Anderson, Linda Carol (Meredith I.)
6087 Hughes St.
San Diego, CA 92115
714-287-5623
McCormack, June (James H.)
9122 Olive Drive
Spring Valley, CA 92077
714-469-5253

San Fernando Valley
Mathews, Mildred Dolores (Floyd E.)
4309 Natoma Avenue
Woodland Hills, CA 91364
213-340-4225

San Luis Obispo County
Smith, Lois Frances (Leonard W.)
North St., P.O. Box 251
San Ardo, CA 93450
805-627-2454

Santa Barbara
Shidler, Linda Jean
P.O. Box 1063
Goleta, CA 93017
805-967-5453/963-1584

Santa Paula
Fruchey, Beth Brown (Richard)
2938 Grove Street
Ventural, CA 93003
805-648-6573

Utah
Nicholson, Alberta H. (RI) (Walter E.)
3450 Cleveland Circle
Salt Lake City, UT 84109
801-467-4705