

APRIL, 1965

Ninety-Nine News





APRIL, 1965

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Read, discuss, and send the FAA your comments, pro or con, on proposed rule makings or administrative policy changes. Remember — it's your blue sky and freedom to fly that may be affected.

President's Column

This year the Ninety-Nines will celebrate its thirty-sixth birthday. Compared with some organizations, we are still in our infancy, but compared with others, we've reached a ripe old age. Time and age are relative things. How old are we?

Our parents, the charter members who conceived us, look at us now and compare us with the small group we once were. They are the ones who nurtured us in our infancy, who helped us take our first faltering steps, who kept the vigil during those dark periods when the breath of life was faintest.

Our teachers, those members who were elected by us to guide us during the formative years, look at us now and compare us with the almost social group we were then. They are the ones who pointed out to us the value of the Amelia Earhart Scholarship, the worthiness of a Wing Scout Program, the importance of an Air Marking Program and the necessity for the many other activities and projects of Ninety-Nines.

Our friends, those individuals and other organizations in aviation and industry who have stood patiently and watched our growth, look at us now and compare us with the relatively sparse membership of then. They are the ones who have been ready with the helping hand, always extended, always there, strong hands lifting us over the more difficult times, capable hands that brought our goals more nearly within our reach.

Time and age are relative things . . . how old are we? Is not the crucial test that of maturity? Is the proof of our maturity not that of our ability to assume responsibilities?

The infant will live and continue to exist, yet still remains completely dependent on its parents for continued existence.

The child begins to develop the skills and abilities that will serve it throughout its future life, but still is completely dependent on its tutors to direct it in the development of its innate abilities.

The adolescent, though grown to full stature physically, has not yet grown

tall enough to see, in the proper perspective, the place it must fill in the adult world. The lack of coordination and emotional instability makes the adolescent completely dependent on their parents for continued existence.

The mature adults, during their childhood were completely dependent on their teachers to develop the innate abilities with which they were born.

The mature adults, during their adolescence were completely dependent on their mentors for direction and guidance on major issues.

The mature adults, in their maturity, utilize the heritage from their parents, utilize the skills developed with the help of their tutors and utilize the proficiency of dealing with problems they gained from their mentors.

The mature adults, in their maturity may still accept the help of others, but they are no longer completely dependent on others for their achievements.

The final proof of maturity is one's ability to become the parent, to take on the reproductive responsibility of continued existence for others. One's willingness to become the teacher and provide the leadership that is needed by others, and one's readiness to extend a hand in friendship, in compassion, and in trust to others who are needful of that wisdom and that experience.

Time and age are relative things. How old are we?

Sincerely,
Ruth Deerman, President
Ninety-Nines, Inc.

AIR MEETS

AWNEAR

Burlington, Vermont, is the host city for the 1965 AWNEAR (All-Woman New England Air Race) to be held May 15th. The 300-mile round-robin "proficiency" race (meet fuel and gas handicap) is sponsored by the New England Section. Trophies awarded for the first five places. Entries are accepted up to May 1, 1965. Write Alma Gallagher, Box 40, Lalonia, New Hampshire, for AWNEAR Information packet (50 cents).

NOTAMS

TO ALL NINETY-NINES . . .

Dear Member:

Regarding the Aero Club Tour to Europe, I have outlined, in the following, a rough draft on the schedule and cost of the trip:

The price from the West Coast is \$1,208.00; from Chicago, \$1,021.00; and from the East Coast, \$953.00. This price includes the air fare (based on 21-day excursion fare), hotels (includes twin-bedded rooms with bath), special luncheon or cocktail party with aero club, sightseeing, transfers from airport to hotels in Europe, and a professional courier from European arrival to departure. The definite price will be announced at a later date, upon completion of arrangements with the European Aero Clubs.

The schedule is as follows:

Mon., Aug. 30 NEW YORK
Tues., Aug. 31 BERGEN, NORWAY
Bergen has been added to the Tour at no additional cost — arrangements will be made for those who wish to enjoy a relaxing Sauna Bath and lunch at Floien Restaurant, where you will have a spectacular view of Bergen and the Fjords.
Wed., Sept. 1 EDINBURGH, SCOTLAND
Fri., Sept. 3 LONDON, ENGLAND
Mon., Sept. 6 ROME, ITALY
Fri., Sept. 10 ZURICH, SWITZERLAND
Mon., Sept. 13 PARIS, FRANCE
Fri., Sept. 17 COPENHAGEN, DENMARK
Mon., Sept. 20 LOS ANGELES or NEW YORK

I know this is very rough, but by the next issue, we should be able to fill in the particulars.

Sincerely,
Aileen Saunders
El Cajon Valley Chapter 99's

Our Chapter Members

Two more Charter Members have been located—plus a new address for **Phyllis FLEET**:

Thelma BURLEIGH Johnston (Donald)—29268 Marsh Road, R. 1, Mount Lehman, B. C., Canada

Jean Davis HOYT — 17 East Lake Street, Skaneateles, New York 13152

Phyllis FLEET Crary (Gerald C.) — P. O. Box 588, Sedona, Arizona 86336

Coming Events

April 23, 24, 25, 1965

North Central Section Meeting,
Springfield, Missouri

April 23, 24, 25, 1965

Southwest Section Meeting,
Arizona Inn, Tucson, Arizona

April 30 - May 2, 1965

South Central Section Meeting,
Lake Texhoma Lodge,
Kingston, Okla.

April 30 - May 2, 1965

Southeast Section Meeting,
Ashville, North Carolina

May 15, 1965

All-Woman New England Air Race
Burlington, Vermont

May 26, 27, 28, 1965

IAR. Impound Inspection May 24.
Awards Banquet May 29.

June 12, 1965

San Diego - Fallon Fun Race

July 3 - 7, 1965

AWTAR from El Cajon, Calif.,
to Chattanooga, Tennessee.

July 8, 9, 10, 1965

INTERNATIONAL CONVENTION
Chattanooga, Tennessee.

September 1965

Southwest Section Meeting,
Salt Lake City, Utah.

September 24, 25, 26, 1965

South Central Fall Section Meeting
Wichita, Kansas

March 11, 1965

Dear Ruth,

The reason for my long delay in answering your letter of January 3rd is I have had a dreadful cold of long duration. Over it now and feel I'll live for a long time.

The news your letter conveyed was a delightful surprise and I am sure all the Charter members so honored are as proud and pleased as I am. A very fine thing for the Ninety-Nines to have done. My sincere thank you to each and every one of you.

Sorry I don't know the address of any of the other Charter Members. This is because I have not kept in touch with women flyers for many years. Just co-pilot for my 49½'er.

My husband, license No. 1808, and I plan on leaving for Miami Beach on the 15th. Will be flying our dark blue and orange Navion N3345K. And as they say in Europe, "We have owned her ever since she was born." You can see she is part of our lives.

We have other interests, mine being raising orchids. Have two hot houses crowded with orchid plants and my husband, Milton, is an H. O. Model Railroad builder. Has a third of the barn taken up with track, etc. At the present time he is building a replica of the Georgetown Loop. Part of the railroad that ran between Georgetown and Silver Plume in Colorado. So you see we keep busy.

Hope we have the pleasure of meeting in the near future. If you ever land at Van Nuys Airport be sure to let us know. Our five acre plot is just three blocks from the north end of runway 16, going west.

Cordially yours,
Adeline Fiset Anderson
(Milton)
17431 Roscoe Blvd.
Northridge, Calif.

March 15, 1965

Dear Ruth,

Thank you so much for your kind letter welcoming me back to the 99s, and my heartfelt thanks too to the International Convention for changing the Club's constitution to include Charter members.

It is a real honor to be a member, and I only regret that I'm not still actively flying and in a position to con-

tribute anything worthwhile to the organization.

Yours sincerely,
Olivia Keet MATHEWS
Maugham (Ralph)
Kelseytown Road, RFD 1
Clinton, Conn.

—o—
February 17, 1965

Dear Ruth,

Please forgive me for not writing ages ago to acknowledge your wonderful letter of last November, informing me that as a Charter Member I have been made a Life Member of the Ninety-Nines. One should never be too busy to acknowledge a letter that calls for a very big THANK YOU. Thought my flying days are over, it is a wonderful feeling to know one is still remembered among the women who are flying today, and to be able to keep in touch with old associations. Also I thank you for your clever Christmas card and the Ninety-Nine publications I have been receiving.

When I qualified for my Private Pilot License (issued March 16, 1929—No. 5847 after 3½ hrs. instruction) my first husband, Louie Norman A. Goddard, USNR.AV, and I were operating the Palo Alto School of Aviation on Stanford University campus. (Some facts about us appear in the paper-back book by Lesley Forden — "GLORY GAMBLERS," the story of the Dole Air Race to Hawaii in 1927 — Norman cracked up on take-off). We had a number of women-flying students at Stanford, and I have kept in touch with several but am uncertain whether they all were Ninety-Nines. I notice one among the Charter Members listed in your Membership Directory — Madeline B. Kelley—but it does not show her married name—she was the wife of Capt. "Bill" Royle, well known as Master of Ceremonies at countless Air Shows. Her present address (if you do not have it) is 126 Elm Street Apt. 208, San Mateo, California.

Another of our women-flying students was Janet Zaph Briggs (who is a Doctor of Metallurgy, associated, I believe with the Climax Molybdenum Co. of New York). Her address is No. 320 E. 42nd St., New York 17, N. Y. Do not recall if she joined the 99s.

I received an inquiry from a Mr. H. Glenn Buffington of Seattle, who, as a member of the American Aviation Historical Society, is helping the girls to track down missing 99s. He was on the track of "Meg" Willis, who was issued

her Private Pilot License about the same time as I received mine—I referred him to the Alumni Secretary at Stanford University.

Other old flying friends of the Bay Cities Chapter seem all listed in your Membership Directory. I think it would be interesting if each name was also followed by the Pilot License Rating and No. as to the Charter Members.

Looking forward to an opportunity of meeting you one of these days, and again thanking you and the Ninety-Nines for remembering me in your Life Memberships.

Sincerely,
Phyllis GODDARD
Penfield (Thomas F.)
218 Alvin Ave.
Santa Maria, Calif.

Members At-Large

Bruxelles, Belgium

Dear Ruth,

Thanks for your letter of the 5th.

For the time being, I have nothing special to tell you as far as flying is concerned.

The winter has been particularly foggy, so that VFR flying has been difficult.

I took advantage of this to have a short holiday at Swiss winter sports.

When I resume flying, I shall write again.

In the meantime, kindest regards and good wishes.

Jacqueline Cousin
42 Boulevard de la Cambre

OUR PENDING BRITISH SECTION By Janet Ferguson

We should have news next month of more airline jobs for our members. At the time of writing they are not quite finalised and so we cannot rejoice until we are certain. There is a fantastic shortage of pilots in England now — quite unprecedented — and it presents a wonderful opportunity to "the girls" to get in while the going is good.

A most successful meeting in February was the visit to London Airport by a group of Ninety-Nines and their guests, including Sheila Scott, Yvonne Pope, Betty Cones, Freydis and Tim Sharland, Elizabeth Overbury, Lady Huntly, Dawn Turvey, Joy Elliott, Ian Fairhurst and Bill Myers. The group was shown round the BOAC passenger building, VIP lounges, passenger handling systems, the Control Tower (for

a bird's eye view of the Airport), Approach Control Radar, and Southern Air Traffic Control Centre, where they were told how traffic is regulated from the northern boundary of the London Flight Information Region across to the Continent. The visit was completed by dinner in the Central Restaurant at the airport, where a bar had been set up specially for the Ninety-Nines!

I missed out on the London Airport visit, but for a good reason. I was lucky enough to have another ferry flight from Belgium to Tripoli — a de Havilland Beaver again, and most enjoyable.

Two other occasions attended by Ninety-Nines were the Tiger Club dinner-dance on February 26th and the annual dinner of the Air Transport Auxiliary Association on March 5th. The ATA was the wartime ferry service whose members included many American girls as well as English, and the three Ninety-Nines who attended the dinner were all ex ATA pilots — Freydis Sharland, Diana Barnato Walker, and Joan Hughes.

No more news this month so . . . happy flying and all the best from the Pending British Section.

—o—
February 3, 1965

Dear Alberta,

I must thank you for your kind letter of welcome to the Ninety-Nines. Since your letter arrived, I have received a large envelope of information about the organization and the pin which I am proud to wear, although my limited experience makes me feel a bit unworthy.

Oakville is about 20 miles west of Toronto on the shore of Lake Ontario, so close to the United States that I must confess our longer trips have been over your country, not mine.

We have been flying a Luscombe Observer but are now awaiting delivery of a Cessna 180 with amphibious floats (not new) and are looking forward to seeing more of the bush and small lakes to the north.

According to the membership list there are now about four or five members within 100 miles of Toronto—as well as others who might be interested in joining. Next time I see Edith Denny in Toronto I will talk to her about this.

There is a small grass strip in Oakville, but both Toronto and Hamilton are close by so if you should get close to this part of the country I would like very much to hear from you.



British Ninety-Nines visit to the British Aircraft Corporation and Wisley Aerodrome to view the VC-10 and BAC One Eleven. From left to right: Dagma Heller, Margot McKeller, Freydis Sharland, Diana Barnato Walker, Lady Lemina Gordon, Beryl Sanders, Betty Cones, Sheila Scott, Lady Pamela Huntley, Yvonne Pope, Gillian Gazalet and John Motum. (Picture by BAC Limited, Weybridge Division).

Again thank you for your warm welcome.

Sincerely,
 Jean E. McDonald
 3515 Lakeshore West
 RR 2, Oakville, Ontario
 Canada

(Submitted by Alberta Nicholson, Intn'l Membership Chairman)



Brandon, Manitoba, Canada

Dear Ruth,

Your letter received asking about the 99s in our area was very welcome, and as the most recent member from Brandon I was very flattered to receive it.

In Brandon there are four members-at-large. Ruby McDonald, Georgia Kraeling, Dorothy Rosenman and my-

self, and we all do quite a bit of flying — generally with our husbands. Ruby and I took the MacDonald Travelaire to Swift Current, Saskatchewan, last October for our first 99 meeting with the Montana group. It is about 360 miles. Ruby has her twin rating and is working on more advanced flying at the moment. She and her husband Jim and son have just returned from an Acapulco holiday. Georgia and her husband Mery have recently been to Toronto. My husband and myself have only this week returned from Acapulco where we accompanied our local flying Doctor Bill Sykes and his wife Kay (also a private pilot) in their Aztec. Dorothy also has her twin rating and she and her husband Vic make

many trips together in their twin Comanche. Their eldest son has just joined C.P.A. and is on the run from Vancouver — Mexico — Lima and return.

I took my training at our local Flying Club on the Cessna 150 and completed the required 35 hours between January and May of 1964. We must have at least 10 hours solo of the 35 hours. I now fly the family Navion. Our written examinations are quite stiff and they worried the girls more than the flying itself.

Ruby and I certainly enjoyed meeting the girls at Swift Current and look forward eagerly to attending future gatherings.

Sincerely,
 Marjorie Stevenson
 2710 Princess Ave.

Brandon, Manitoba, Canada

Dear Ruth,

We are gradually coming out of the deep freeze and looking forward to the warm spring days when once again we can take to the air.

Our cold weather hampers pleasure flying, although many of our members have enjoyed piloting their own aircraft to warmer climates this winter. My flying has been limited to tagging along with son Simon in the twin Comanche while completing his commercial course. He is now flying for Canadian Pacific Airlines.

There are now 19 privately owned aircraft based in Brandon airport, seven of which have been added this past year. We have eight lady pilots and a few co-pilots. I thought perhaps you may be interested to know that the idea of the co-pilot course was introduced in Brandon in 1962 and developed from the original suggestion of Mae Binkley, one of our lady pilots. Many husbands had difficulty persuading their wives to take part in their flying and the original idea was not so much one of safety as of interest, but also to be completely qualified to take over in case of an accident or illness which disabled their pilot during a flight. There is no license involved, simply because there is no intention of producing a licensed pilot from the course. Costs are low and co-pilots receive a total of five hours dual instruction, of which three are devoted to practicing landings. To make the course interesting a schedule of ground school lessons are alternated with flying. Many of the co-pilots decide to continue with their training and all the time goes into their log books and can be used toward their private license if so desired. And after a wife has her license, who's to say she can't enjoy a little back seat driving?

We enjoyed meeting Betty Miller, who was our guest speaker for the annual Wings Presentation—1964. I had the pleasure of flying to Winnipeg with her, where she was to make connections for her trip home to Santa Monica, California.

Although our club, as far as lady pilots are concerned, is still in its infancy, we hope to have, in the future, a chapter. Meanwhile, we read with interest the many things our sister 99s are doing.

Yours sincerely,
Dorothy Joan Rosenman
3313 Rosser Avenue

Little Long Rapids,
Ontario, Canada

Dear Ruth,

It was flattering to receive a "Memo from the President" recently—my first reaction was, "What is there to tell?" I have done little or no flying for many, many moons—then I wondered how many other 99s there are throughout the world who keep licenses renewed, membership valid, retain a keen desire to fly, interested in its progress, but, for one reason or another, are mostly "earthbound" — not actively flying now, but always feeling the opportunity will arrive, and in the meantime participating in the revolution of progress in other fields, with some satisfaction.

Presently, I am associated with the Hydro Electric Power Commission of Ontario, more simply called Ontario Hydro. This is a huge organization which has spread throughout the whole large province of Ontario, from its initial start with the harnessing of power at Niagara Falls in 1910. We are with the Construction Division, the builders and pioneers in new fields and areas. With the insatiable appetite of industry

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and communities for electric power, it has been necessary to explore the fields of thermal and nuclear, as well as continue the hydraulic generation.

If you remember, or can refer to, a map of North America, we are located about 100 miles southwest of James Bay; as Engineers describe, "on the edge of the Pre-Cambrian Shield"—in the wilderness. We are here to build 3 generating stations (hydraulic) on the Mattagami River, linking up with a transformer station about 25 miles away, and then the power to be conducted over extra heavy voltage lines, with their beautiful modernistic V. towers standing one hundred and thirty feet high in the air, stepping steadily over muskeg and all manner of prohibitive terrain, until the current final-

ly will reach the industrial areas, hundreds of miles south—back in **civilization**—the transformer station is also the remote control nerve centre for the operation of various other stations and sluice gate diversions. It is a little "awful" to see a single operator controlling the complex of power production and transmission merely by flicking a button here and a button there, but how quickly "miracles" become every day "routine."

The weather here, where one goes "down" north (we are north of the Artic Watershed) is severe. Right now we have over 40 inches of snow on the level, and in the self-contained community of steel, one story structures, and trailers with lean-tos which accommodate supervisors, families, staff and workers, there are banks of snow piled 10 to 12 feet high. Temperatures range below zero most of the winter—it has been as low as 55 degrees below this winter, but 30 degrees below with a 25 to 30 m.p.h. wind has greater chill factor than 55 below in calm air. The short summer can be extremely hot at times with temperatures up to 90 or more degrees above—this I have yet to see—it rained a great deal last summer, with no high temperatures.

The community of close to 2,000 people contains its own schools, hospital, groceteria, cafeteria, laundry, recreation hall, commissary and churches. No permanent structures. It is the type of thing that has to be seen to be appreciated.

The projects are spread over many miles and to facilitate supervision, a helicopter, another section of Ontario Hydro under Operations Division, is stationed here. Needless to say, we talk "flying" with many of the various pilots and engineers whose duty is rotated in two or three week stints, usually. A number of these fellows have worked on the DEW Line (Distant Early Warning—radar), and on the very rim of the Artic: they enjoy giving the impression that this is "south."

Last summer I had the opportunity to visit Moose Factory in James Bay, one of the very first settlements set up by early explorers from Europe — gravestones there date back to 1600's — as I rode in the freighter canoe, powered by an outboard motor and operated by a native Indian, from Moosonee across the bay to Moose Factory which is on an island, I had the strong feeling of having been there before, even though I knew I had not — suddenly I realized that this was the

area (or very similar) where part of the film "Captains of the Clouds" with James Cagney and others, must have been filmed. Indians, Eskimos and their families were down to the Trading Post for their summer visit. They were on the steep banks and little narrow plank docks along the shore, in the same manner shown in the film. Bush pilots are still operating, but they now have radio and I.F.R.—the "seat of the pants" flying day has practically passed.

The population, over hundreds of square miles in this area, is sparse indeed, but I am sure if the world remains sufficiently peaceful, in 30 or 50 years it will be settled—with residents no longer isolated — air travel will be within ordinary individuals' reach — industries will be developed — we, who are here at the beginning of this development, will class ourselves as a type of pioneer. Most of us have no desire to stay beyond the completion of the project presently undertaken by Ontario Hydro, scheduled to be sometime in 1966, however, I am sure in years to come, it will be looked back on as a memorable experience, in those years when we expect to get back flying, occasionally, somewhere in the world, and possibly in space if only in the capacity of passenger!

With very best wishes to all 99s everywhere,

Doris Ann Taylor
c/o Ontario Hydro

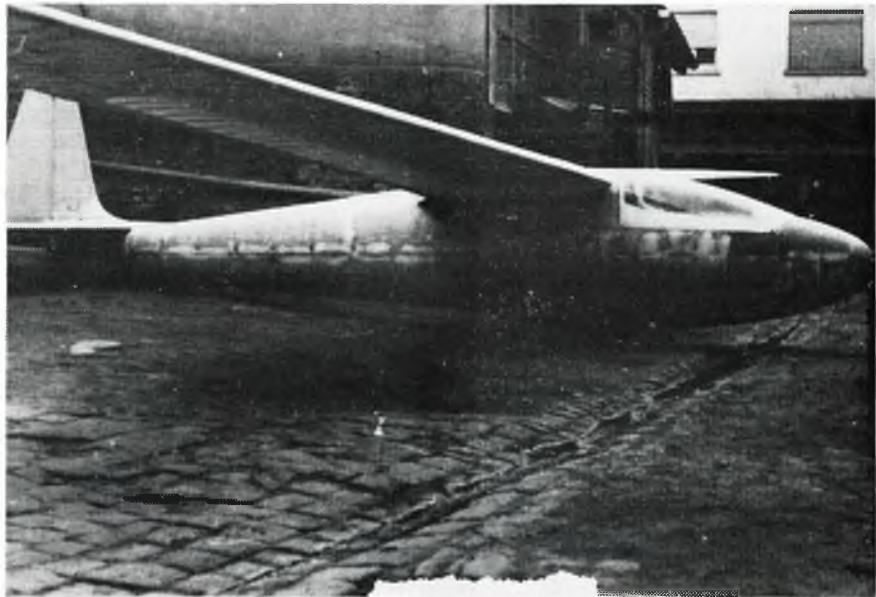
—o—

Lamprechsts 11, Germany

Dear Mrs. Deerman,

I received your letter and will now try to give a short report about my work and flying. Please excuse that I'm writing in German, but I don't know enough english for a letter like this.

I have been flying since 1951, and lived through the rebuilding of the German flying sport. It took very long and was a hard task. At the time we didn't have any money to buy airplanes, therefore they decided to build their own. Every person who wanted to learn to fly had to work a certain number of hours to get a license. I am familiar with sailplanes and most motor planes as well. In 1956 I went to a convention for Leaders of Airplanes Manufacturers and I got a commission to build airplanes myself. In the following year I built several sailplanes and one motor plane. In 1960, I received a license and now wanted to reduce expenses to build an aeroplane,



Plane built by Uta Renate Kienle of Germany.

but times changed quickly and to the pilots who were idealists came many people who learned to fly airplanes because it was popular. They didn't want to fly airplanes any more that they built themselves, it had to be expensive airplanes. In sail flying the development was similar. We did not have enough airplanes to do a lot of flying. People did not want to work anymore and therefore it came to a stop. Only those with enough money bought a glider.

I flew in a motor flying contest and got several awards. After that I remembered my ability to build airplanes and two years ago I found a small place near my home where I could build airplanes. Together with my former flying teacher and another friend we bought an old airplane that had been wrecked. It took us nine months to rebuild it.

Wing span 7½ metres. We were very proud and happy that after nine months we had our own airplane which was flying very well. The next summer we were flying often but in the fall we realized we needed a lot of things, oxygen, instruments for blind flying, parachutes and radio equipment and many other things we couldn't build ourselves.

We didn't have the money to buy, but we had time and decided to buy a workshop where we could build some of these things ourselves. Last January we had built a two seater.

We built a little trailer where we



Uta Renate Kienle of Germany,
Member-at-Large

could transport it and we earned some money to buy the other things. Now we only need the radio equipment and plan to buy it later. We are spending every minute in the work shop building gliders. We didn't have enough time to build motor airplanes.

I have my license to fly motor airplanes. This year I hope I can practice some more and probably will participate in the German flight and perhaps I'll be going to England for the Glider Championships. This April we

are repairing an Emerrande, then we'll be flying that airplane.

During the summer we don't work a lot, we only fly and participate in National and International championships and visit foreign friends who are flying too.

Our next goal is to have our own motor plane, which we could use to launch the gliders. For instance a Piper PA18.

Since to achieve a lot we're interested in the development of "Lee Welle" (axel) because you have to have an airplane to launch. We always have to go to the Alps or to the Rhone Valley to do it, but since I am optimistic I only hope that you know something about my flying. I am willing to write again about special parts of my work, but now I have to close. The negative is of me.

Sincerely,
Uta Kienle
Karlsruhe-Durlach

—o—

Commessaggio, Mantova, Italy
Dear Ruth,

I got your message. If I have not written til now for the Ninety-Nine News, it is because I spent all the past year trying to get the Commercial License that in my country is a very difficult thing also for men. Now I have finished the written examination (that are the most difficult because is the same of the Air Line Pilots).

Next week I'll go to a Military Airport to fly with the Air Force for some more hours and I hope to arrive at least to finish my license. After it I'll write to you something about me and my plans; because I'll begin to work like a pilot a thing enough strange and absolutely new for Italy. If it is possible I'll go to the Bologne Aero Club, but I am not yet sure and also we have an old idonistic sentence: don't say "cat" till is not in the sack! But I am near now at the conquest!!!

Pardon my awful English.

Tanti con saluti,
Grazia Sartori

—o—

Deventer, Netherlands

Dear Ruth,

At last here is some more news about my activities you asked for. So sorry you had to wait so long, but I could not find the time.

First about myself: flying is a leisure time hobby. I am now a medical officer of health at Deventer for schools. Before then I specialized in illnesses of the lung. I had different jobs at

hospitals and sanatariums where I was acting medical executor.

Was in the neighborhood of an airport, Fenge. At one of my very few free weekends I got an invitation to have a look there. As my residence was in the middle of woods I was happy to see the wide space of the airport, instead of all those trees. Having been born and living for a quarter part of my life near the seashore, those trees oppressed me often. So I did come back and I was asked by the chairman and instructor of the aero club to go up with him. And that was the beginning of it all. In the air I was told to fly myself and I was thrilled. After the landing he asked me why I did not learn to fly. I told him that being not so young (42) any more I did not know if I could master it. The answer was after 3 dual lessons he

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would sincerely tell me which he did after the first already. The result was I got my license thought it took me rather a long time partly because of lack of time, partly because of a whole summer with bad weather conditions. So every time still I am thrilled and happy when I could go up in the air.

At that time the whole airfleet consisted of one Piper Cub stationed at Fenge by the N. L. S. for lessons and an old supercruiser ordered by ten clubs and 6 gliders. The supercruiser was more in repair than in the air and his last days came in sight.

Then ten members decided to buy a new aeroplane. The choice fell on a Gopal Ambassadeur, with which I flew some 99s when they were on a trip to Holland. After that things moved quickly. Another private plane came and another and so on. New hangars had to be built. Now the still growing fleet consist of 20 motor planes. The N.L.S. gave 2 Piper Cubs for lessons. The airfield itself has a good drainage sys-

tem so it can also be used in the fall and winter when it often was swamped before Custom facilities have come.

For this all the club has to thank their chairman, my former instructor, for his guidance. I don't know how it is in the USA, but here all aero clubs are always short of money. But somehow he knew to get the money necessary for all those things. This summer even the club house has been enlarged. Formerly the club house and airfield were empty from November until March or April. There was no flying. Now the weekends the club house is crowded and on the airfield depending on weather conditions there is plenty of activity. The long winter evenings are used for several courses: radio, IFR, theory course for the first time this winter.

You will understand that I am happy to join all those club activities as far as my time and work permit me. And next to them my other hobbies. My Irish Setter raising and growing orchids.

I was very glad to get in contact with the British through Shelia Scott. Though I could not accept their kind invitation to come to their Thanksgiving day party as my work did not permit me to go. I hope to meet Shelia Scott the next time she comes to Holland. Perhaps she can help me in getting a Holland Section formed. Next time I hope to tell you more about trips I made. Til then.

Sincerely,
Lucie Wymans
Rembrandt Kade 179

—o—

Paramaribo, Surinam, S. A.
Dear Ruth,

I am very glad that you made up my mind for me. I have been busy already, but each time my 49½er said that my stories were not of much interest.

First of all, I have been a flying fan ever since I can remember, actually I received my license in 1963. We started our Aero Club here, where I took thirty hours which took me about a year because we are short of instructors. We had to rely on the local airline pilots who are busy most of the time, but in 1963 while I was in Europe I decided to finish the course in Hilversum, Holland. In Surinam I started taking lessons on a Piper Super Cub (PA 18) and in Holland in a Piper J-3. In about two weeks time I made my test, which you get before the cross-country trip.

After this x-country trip which has to be three hours of continuous flying, I received my Private - pilot's license, which is my only rating and I guess the only one for the time being, unless I go somewhere else to get my instrument rating which I would like to have very much.

John and I own a Cessna 170B and as we are both pilots, it is very hard for me to make many hours, but I have a lot as co-pilot (200) and 80 as captain.

The cost of flying is very high. Tax on gasoline is 125%, which we try to abolish through the Aero Club. Here are only four private airplanes. Lessons can only be taken via the Aero Club. The costs are: f-200, share, f.10, monthly dues plus f 30, per hour flying hour with instructor and f 22.50 solo. If we could get some help of our Government with tax-free gas, we might be able to get more members and expand the club.

Surinam is situated on the North-Eastern coast of the South American continent, with an area of approx. 55,143 square miles and a population of 328,000, including 38,000 Amerindians and bush-negroes, living in the forests. The rest are Creoles, Hindustani, Indonesians, Europeans, Chinese, Libanese and two Puerto Ricans (my sister and I). The capital Paramaribo is situated on the Suriname River with a nice view on the river and a small airstrip on the outskirts of town (3000 ft). The official language is Dutch, but each nationality has their own, so it is not difficult to learn more than one language, besides my English and Spanish I learned negro English and Hindi.

As you can see on the map, Suriname is 95% bush and swamps and savannah's. The Government built several strips in the jungle (Operation Grasshopper) to develop the interior. Besides flying there we go to French Guiana, British Guiana and when we have some more time we go to Trinidad. Furthermore, we have here a group of American missionaries who own a Cessna 172 and fly to the Indians. I hope that this letter gave you an impression of our activities and I am looking forward to seeing some 99s come to this country, whose people are very nice and hospitable. You are welcome!

Best regards
Myriam Ziel
3 Commewijnestraat,
Zorg en Hoop

In Memoriam

JOAN MERRIAM SMITH

AMELIA EARHART MEMORIAL SCHOLARSHIP FUND

Checks Payable to Ninety-Nines — P.O. Box 99
Oklahoma City, Oklahoma

TRIXIE - ANN SCHUBERT

SCHUBERT SCHOLARSHIP FUND

Checks Payable to
L. A. STATE COLLEGE FACULTY WIVES CLUB
c/o Mrs. Emmitt Greenwalt, President
324 N. Rosemont
San Gabriel, California

Amelia Earhart Memorial Scholarship

51-20-5-3. These numbers represent the process of elimination through which the final scholarship winners are being selected.

Fifty-one Ninety-Nines applied this year, the largest number we have ever had. The Section Scholarship Committees, after careful screening, submitted their quotas to the trustees. The resulting twenty applications (another record) were sent to each of the five trustees for individual evaluation and rating. The top five, so selected, are now in the process of being scored by the three Honorary Judges, each of whom is prominent in a different field of aviation and has no connection with the Ninety-Nines. Their decisions will determine the Three Winners of our 1965 Scholarships, each worth \$700.00, which will be awarded at our International Convention in Chattanooga in July.

The accomplishments and aims of each of these applicants have been of such high caliber that the process of elimination has been most difficult all down the line, and everyone involved in the judging process has spent much time in reaching a decision.

While we are delighted to be able to give three scholarships again this year, we are looking forward to the day when it will be possible to give even more help to these deserving Ninety-Nines in their chosen careers in the field of aviation. It is your contributions that will make this a reality.

Chapter contributions are split 50% to the Trust, 50% toward current year's Awards. Memorial donations are applied 100% to the Trust Fund.

Checks or money orders should be made out to the Amelia Earhart Scholarship Fund, and we would appreciate it if you will send them directly to Betty Gillies, Treasurer—P.O. Box 625 — Rancho Santa Fe, California 92067, and indicate how they are to be listed.

Deedo Heise
Chairman, Trustees

AWTAR

POWDER PUFF DERBY

Ways and Means

- DO YOU KNOW: that EVERYONE seems to be ANTICIPATE - DROOLING over the 1965 and 1966 Powder Puff Derbies
- DO YOU KNOW: that the interest in this year's race is the greatest ever AWTAR Headquarters has already sent out more kits than ever before . . . 116 through March 17th.
- DO YOU KNOW: that this indicates that the Ninety-Nines realize what they almost lost . . . and that there is considerable activity towards the up-grading of certificates . . . to instrument or commercial . . .
- DO YOU KNOW: that this is the kind of interest that made it necessary to raise the requirements for safety's sake . . . and so that the AWTAR would remain a RACE and not become a "DULL AIR-TOUR AND A SAFETY HAZARD" as it was called after the 1961 race when there were 101 planes . . . and WEATHER
- DO YOU KNOW: that when the AWTAR Board decided that they had to restrict THE RACE because it had become OVER-POPULATED, that the Powder Puff became an event in which ELIGIBILITY ITSELF CONNOTES A MARK OF ACHIEVEMENT
- DO YOU KNOW: that one-third of the entries are postmarked on the last day
- DO YOU KNOW: that the Board is always open to suggestions
- DO YOU KNOW: that complacency can only be construed as a silent assent and criticism WITHOUT an alternative or suggestion is destructive
- DO YOU KNOW: that the handicap chairman would welcome any information about new models and also welcome donation of PLANES FOR HANDICAPPING for time trials . . . this is a necessary expense that must be met each year in order to keep current
- DO YOU KNOW: that the handicaps are computed by working with the results of the timed trial runs, manufacturers' specifications, past performances in TAR's and the range factor
- DO YOU KNOW: that the horse power was upped in 1964 because there had only been one plane of less than 140 horsepower entered in a five year period . . . it was felt that maintaining this handicap was an unnecessary expense . . . AND THERE WERE NO WRITTEN COMPLAINTS TO THIS DECISION
- DO YOU KNOW: that as of February 1st the handicapping committee had already test flown 18 makes and models for the 1965 race
- DO YOU KNOW: that this column is trying to do more than just ask for money it is also being used to answer questions sent to this committee and to AWTAR Headquarters and to inform others as to the different decisions and aspects of THE RACE
- DO YOU KNOW: that the costs of this race, as with most businesses, have been increasing about ten percent per year, just to maintain status quo
- DO YOU KNOW: that every year the AWTAR Board has to repeat last year's job of asking for money and expensive donated services from the same firms who help finance the race along with the Ninety-Nines every blasted year
- HAVE YOU THOUGHT that members of a Chapter or Section might work individually getting small sponsors, and pool them . . . in order to send a team from that Chapter, then holding a drawing to determine the winning members. This would create a great amount of publicity for the participating firms and stimulate an unbelievable interest on the part of the press in addition to giving desirable coverage for the Powder Puff THINK ABOUT THIS, THE POSSIBILITIES ARE ENDLESS AND FUN
- DO YOU KNOW: that those interested in flying this year's or the 1966 race can write to AWTAR Headquarters for a very interesting three color brochure with pertinent information re the Powder Puff to give to prospects for possible sponsors it'll help also it would help defray expenses if you send a dime.
- DO YOU KNOW: that reading the NEWSLETTER is even more of a pleasure than usual when this committee SEES the variety of money raising projects that the Chapters are undertaking specifically for the 1966 AWTAR
- DO YOU KNOW: that this committee feels that those CHAPTERS who have the start, stops or terminus on this race should be acknowledged as having made contributions equal to or more than the largest monetary Chapter contribution there is no way of recording the man hours or money spent on these important parts of the Powder Puff. (See Official 1965 Program)
- DO YOU KNOW: that here also the TIME PASSES TOO QUICKLY, already we're behind in our thank you letters isn't it wonderful has the time also passed so quickly for you that you haven't put your check into the mail for the RACE THAT ALMOST WASN'T.
- DO YOU KNOW: THAT IF YOU'RE THINKING 'I'LL DO IT TOMORROW WHEN I HAVE TIME'
- THAT THE TIME IS NOW**
- THE TIME IS NOW TO MAKE CHECK PAYABLE TO "AWTAR, INC."**
- THE TIME IS NOW TO PUT THEM IN THE MAIL TO:**

Lorraine C. McCarty
Ways and Means
Powder Puff Derby
1112 Pinehurst
Royal Oak, Michigan 48073

POWDER PUFF DERBY

By Marion Andrews Lopez

It may be June in January if you are in love, but it has been July in March for Marian Jepsen, Route Director, and Gertrude Lockwood, her assistant, who have already completed the Initial Route Survey for the 1965 Powder Puff Derby. While they were about it, they dropped in to chat with big-wigs in Clearwater, Florida, where the Chamber of Commerce has presented an enthusiastic bid for the Terminus of the 1966 Air Race. The start of which, as you know, has been pinpointed at Seattle, Wash. Advance indications have all the ear marks of a big, big race come July. Requests for the information kits to date, are running ahead of 1961—the biggest race year in the history of AWTAR.

Carolyn Currens, who for the 14th year will again be in charge of the Ham Radio Operators, dropped in at Air Race Headquarters to discuss plans for setting up the wires to get the info through by wireless. Did you ever see a wireless Ham? They always seem to be surrounded by them. Anyway, we wouldn't know what to do without Carolyn and her wireless wires.

A report from Lorraine McCarty, Ways and Means Chairman looks promising. She has received an anonymous donation of \$1000.00. \$1300.00 total thus far for '66. Chapter donations should be in by July 1st to be included in the AWTAR report at convention in Chattanooga. You know how nice it is to hear your Chapter name read for all to hear, so don't delay—mail it today.

Anesia Pinheiro Machado, our very active Brazilian member, has twisted the arm of Varig Airlines for a nice prize, which she will come up from Brazil to award personally. If you were in Atlantic City last year, you may recall that Anesia surprised us by presenting a beautiful topaz from Brazil to the Fourth Place winner, who happened to be Merle Chalow, flying solo.

Entries for the Nineteenth Powder Puff Derby open April 15th and close with the postmark of June 1st. Entry applications will be numbered for start position in order of their arrival with the exception of those postmarked with the opening date. Place positions for entries with the April 15th postmark are determined at a public drawing.

Powder Puff Derby posters for your local airport are available from headquarters upon request.

A kit containing all pertinent information for the 1965 Race can be yours by sending 50c to:

All Woman Transcontinental Air Race
Teterboro Airport, Teterboro, N.J.

Committee Reports

AIR MARKING

This month brings reports from two hard working Sectional Air Marking Chairmen, Marilyn Schulz, South Central Section, and Frances Peacock, Southeast Section. Both have been working under the same handicap—i.e., lack of response from their chapters. Too busy air marking, I guess!

Marilyn has heard from three of her eighteen chapters:

HOUSTON—has completed one marker and has eight airports interested in the program. How about trying for those eight towns, gals?

AUSTIN—new chapter and has not instituted a program as yet. Any plans?

ABILENE—has marked three towns this year with the help of a Wing Scout Troop.

Frances reports on Georgia:

The 99s have been working on their program for one year now and have interested the state to such a degree that they are preparing a bill to give the Department of Industry and Trade, Aviation Division authority to carry on the program. The 99s, with the help of the CAP Cadets, have completed three markers and have great hopes for 200 more under the state program. Congratulations to all you Georgia Peaches!

Muriel Dykema, Chairman

MEMBERSHIP

It's Spring Fever time, alright, which means just one thing — it's time to get out and fly and start the biggest bang-up membership drive ever. When I saw in The Editor's "Keeping Up" column (Feb.) that there are 20,012 women holding medical certificates and 2,047 in the 99s, I had to do a double take. We have work to do!

Are you taking the time to tell women pilots you meet about the 99s—and then following up by stopping by for them

when you go to meetings or to the airport?

Are you asking about the gals who fly when you land at other air strips in the area?

How about your members who didn't renew — they were too busy on meeting night. But how about a luncheon date to talk it over with them. The personal touch will work wonders.

We have a new brochure coming out. Order some from Headquarters and send them to your prospective members. You are too busy? Then appoint yourself a committee to help. A committee working together can do a lot of typing, folding, telephoning for an hour or two a month. It's more fun working together, anyway, while talking flying and having a cup of coffee.

You are doing a good job, as Ruth's Scoreboard will show. For you info, here are the increase in membership for December, January and February:

| | |
|-----------------------|----|
| British | 1 |
| New England | 4 |
| N.Y.-N.J. | 3 |
| Middle East | 1 |
| Southeast | 6 |
| North Central | 15 |
| South Central | 13 |
| Northwest | 11 |
| Southwest | 35 |
| Australia | 1 |
| Member-at-Large | 1 |

91

Alberta Nicholson,
International Membership
Chairman

PROJECT MAP

Local Chapters are urged to "stimulate" and/or "instigate" and/or "promote" state interest in the development of airstrips in state parks. Ninety-Nines can be of great help in "selling the need" for an airstrip and in selecting suitable sites and making specific recommendations to aviation commissioners, state officials, and governors.

Many 99 Governors believe that behind nearly all new or improved airports or airstrips — a 99 has been working in some capacity, however silently! Your able assistance is essential and pertinent!

Of interest to all 99 members planning a flight thru the Southwest is the opening of the Grand Canyon Airport—three Arizona Chapters participated in the opening ceremonies!

Lois Auchterlonie,
Chairman

ATTENTION!!
Section and Chapter
Scrapbook Chairmen

SECTION SCOREBOARD

PERCENTAGE OF CHAPTER PARTICIPATION PER SECTION
IN NINETY - NINE ACTIVITIES

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This is the page
in the Scrapbook
waiting for YOUR
Chapter's article.

Send to: Charlotte Dodson
9231 SE Tenino Court
Portland, Oregon 97266

| SECTION | N.E. | N.Y. N.J. | M.E. | S.E. | N.C. | S.O. | N.W. | S.W. | AUST. | BRIT. | TOT. | AVG. |
|---|-----------|--------------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|------|------|
| NUMBER CHAPTERS | 3 | 2 | 3 | 7 | 13 | 18 | 11 | 22 | 1 | 1 | 81 | |
| 49 ¹ / ₂ er Program | 2 66% | 1 50% | 2 66% | 4 57% | 11 84% | 11 61% | 6 54% | 16 72% | 0 0% | 1 100% | 54 | 61% |
| Candidate for A.E. Scholarship | 0 0% | 2 100% | 2 66% | 3 42% | 8 61% | 6 33% | 6 54% | 5 22% | 1 100% | 1 100% | 34 | 58% |
| Contributing to the 99 News | 3 100% | 2 100% | 3 100% | 7 100% | 12 92% | 17 94% | 10 90% | 22 100% | 1 100% | 1 100% | 78 | 97% |
| Average Contributing to 99 News per issue | 6 33% | 8 66% | 13 72% | 31 73% | 53 68% | 65 60% | 35 53% | 94 71% | 3 50% | 4 100% | 312 | 66% |
| Average Overall Participation | 49% | 79% | 76% | 68% | 76% | 62% | 63% | 66% | 62% | 100% | | 71% |



SOUTHWEST SECTION

BAKERSFIELD CHAPTER By Rhoda Thompson

The Ninety-Nines and Aviation in general have suffered a great loss through the tragic deaths of Joan Merriam Smith and Trixie Ann Schubert. We were all proud to know such a courageous woman as Joan, and everyone who knew Trixie Ann was a recipient of her warm-hearted personality.

Bakersfield 99's met for luncheon at Meadows Field in February with a nice attendance. Sometimes it is good to have a meeting just a little light on business so you can take time to enjoy each other.

Our project 66's is coming along well. Eunice Dicky arranged a get-acquainted meeting for 99's and 66's, she invited our airport director, Mr. Reg Schmidt, to speak on his aviation recollections. We found much interest in this project and a need for it, and with Eunice's enthusiasm and guiding hand, it will be a going organization.

We have a new member already as a result of this meeting, Judy Faulstick has turned in her membership application. Her husband is a pilot, always a good arrangement, we think, and we'll tell you more about her as we get to know her.

June Edwards says the most exciting things she has had happen in a long time is her visit in Los Angeles last week with Harriet Porch and Nancy

Nimitz, both research economists for Rand Corporation. Both are experts on Russian agriculture, and Harriet Porch is a specialist on agricultural aviation in Russia and China.

A news reporter really should not write about themselves, but I must tell you of my own interesting trip in the trusty old Cessna 182 to the mainland of Mexico. My husband and I have this import gift shop, and why do you think we started it in the first place? You guessed it! So as to have an excuse to travel more in Mexico, of course. This time our travels took us way down the west coast to the very busy port city of Manzanillo, where it is very tropical and they grow sugar cane and pineapples and all those exotic things. Then on to Colima, where they are digging up all kinds of artifacts thousands of years old, and where it never rains at this time of year, but something awfully wet fell out of something that looked like clouds and kept us on the ground for three days, then on to Guadalajara and Mexico City. We had more weather to contend with this time than on our previous trips, but found services much improved and faster than on our other trips. One of Mexico's biggest industries is tourism, and it is beginning to show in much improved services and facilities. This time we did not find as much astonishment at seeing a woman at the controls as we had previously. I am afraid, though, that my husband will never cease to tease me about landing on the end of that long, long runway in Mexico City

and having to taxi almost two miles to the terminal.

Soon it will be time for Spring Section meeting in Tucson, and the San Diego-Fallon Race, and lots of good weather for flying. Doesn't it sound like fun coming up? See you all there!

COACHELLA VALLEY CHAPTER By Eleanor Wagner

Our chapter "trip of the month" for March is a specially arranged tour of an aircraft carrier, the USS Oriskany, and the U.S. Naval Air Station, North Island, San Diego, Calif. We are looking forward to the tour which has been the result of our very active chairman, Ilia Mae Marosell. Alternate date in case of weather is March 28.

Members, 49¹/₂ers and guests are to be "on deck" at Lindbergh Field by 10 a.m. Transportation to a brunch with the San Diego Chapter will be furnished by their members and the choice of a restaurant also to be theirs. Many pleasant surprises are in store, we are sure, thanks to our San Diego contemporaries.

Hosting us on board the Oriskany will be Capt. B. J. Connolly and Ilia Mae tells us that our thanks for the fly-in also go to Mr. Bob Dale of Channel 8 TV, San Diego, and Commander "Hap" Hill, public information officer.

Looking back to the Coachella Valley Chapter activities over the end of the old year and beginning of the new, we picked a local Palm Desert restaurant,

the Par Five, as a spot for our Wright Brothers Day dinner in December. The dinner meeting was combined with that of the Desert Aero Club, a chapter of the National Aeronautic Ass'n. It was well attended and we enjoyed immensely two movies — one on flights of the X-15 at Edwards AFB shown by George Rasmussen. The other showing was actually a series of slides from some of our earliest aircraft through the B-70 as well as interesting slides taken at the Reno air races last September. Roy Russell of Palm Desert Country Club Estates boasts the latter collection and has taken most of the pictures himself. We hope for bigger and better Wright Brothers Day celebrations in the years to come.

Some of us joined other Southwest Section members (and our President, Ruth Deerman) at the Carefree, Arizona fashion show fly-in. Ila Mae was there with some of the staff from her beauty shop and, as an added attraction, demonstrated some unique hair styles. Also joining the group from our chapter were Eleanor Wagner flying the Pink Poodle (Cessna 170) and friends Betty De Loretto and Leonard Combs.

Otherwise, C.V. Chapter members—where are you? We need you at all times and especially when Ila Mae is going to call an important business meeting on the last Sunday of some month very soon! We must get up-to-date on finances, flying, and fun!

EL CAJON VALLEY CHAPTER

By Boo Christensen

Isabelle McCrae, chairman, was welcomed home from her fabulous five months tour of Lisbon, Barcelona, Naples, Athens, Beirut, Alexandria, Port Said, Suez, Bombay, Colomba, Singapore, Bangkok, Saigon, Hong Kong, Inchion, Yokahama, Honolulu aboard the floating university ship—the M.S. Seven Seas—by a potluck dinner at the home of Ida Gay. SD Chapter members joined ECV viewing the spectacular pictures taken by Isabelle and her son, Mike. Ann Bledsoe, whose own trip crossed Isabelle's in Hong Kong, was also on hand.

The Sheriff's Aero Squadron held a movie night for the chapter in March. Movies featured travelers meets air control and the private pilot. Originally scheduled for an earlier date the squadron postponed the first date to fit in with the chapter's busy schedule.

Also in March the chapter joined the Coachella Valley Chapter and others

of the Southwest Section for a tour of the Aircraft Carrier USS Oriskany and the U.S. Naval Air Station at North Island.

Two-Penny-Pound Highlights . . . We would not have been able to fly nearly 90,000 lbs. at our February flight had it not been for the unselfish dedication of fixed base operators and pilots backing us in this movement. The Antique Flying Club static display fascinating as always to non-flying and flying members. The horseless carriage tour which ended at Gillespie Field for an added treat. And a nameless 300 lb. driver who took lots of ribbing when he weighed in and flew as a passenger. The wonderment and thrill of first flights captured by our Polaroid camera photographers — now in the scrapbooks of these youngsters who will have a visible remembrance of the "little" planes. The coverage by TV, radio and newspapers.

Beverly Buckwalter and 49½'er, Dale, Mooneyed to Santa Rosa Tesa Poco. In the state of Sonora, Mexico, to work

NOW IS THE TIME TO ACTIVATE PLANS SO THAT YOU WILL BE

at

INTERNATIONAL CONVENTION

JULY 8, 9 and 10

CHATTANOOGA, TENN.

with the Pan American group aiding the natives with dental and medical care.

And Powder Puffers — besides lotsa flying we have Sea World, two Cinema theaters, the Pacific, and us—see you at the AWTAR start.

FALLON CHAPTER

By Joyce Beal

Our meeting of Feb. 20 was held at Fallon. We were anticipating a fly-in from the Santa Clara Valley Chapter, however due to flyer's arch enemy lousy weather, the time was changed to next month. We had a good local turnout in spite of the weather, however. Attending were Ora Destree, Carson; our new member, Jane Janssen, Sparks, Dee Baer, Dorothy Stauff, and student pilot guests, Lois Brown, Elaine Brown, Lois Williams and Ethel Harrington, all of Reno. Clara Aldrich, present of Carlin, Nev., and belonging

to the San Diego Chapter, was a surprise guest; and then of course Mary Little, Pat Henning, Joyce Beal and Fran Gustavson of Fallon.

After convincing their wives, Lois Brown and Ethel Harrington, the weather was too rough to fly and putting them on wheels, Mr. Brown, 4½ year old Galen Brown and Mr. Harrington arrived in the Brown's twin Comanche at the exact time the girls car arrived at the Fallon Airport. The reception was cool!

After the meeting, a buffet style lunch was in order and enjoyed by all. The delicious ham was prepared by our "master chef," Gus Gustavson.

Bits of information picked up at the meeting:

Dee Bare and Jane Janssen had the opportunity of ferrying a new 172 Skyhawk from Oakland to Reno.

Dorothy Stauff and husband flew their 172 to Mexico for a holiday. After their trip they traded up to a 182 Skylane. I don't know why but I think they did this a little backwards. However, all I could get out of Dorothy in regards to their trip was a dream look in her eyes and a comment of "wonderful! the whole chapter should go." Oh, well!

Our new member, Jane Janssen, is an Aeronca Champ pusher. I might add they have just gotten it back in the air after a beautiful recovering job, in which of course Jane helped.

Ora Destree, now working at the Carson Airport, is happy indeed to welcome any and all of the gals who drop by. So far Ethel Harrington and Jane Janssen have flown in for a cup of coffee.

Vallerie Sylvester hosted the Reno girls to a lunch for the celebration of Elaine Brown passing her flight check ride and was complete with orchids. Congrats, Elaine!

Latest word — Ethel Harrington received her wings after her flight check ride with her own Mary Barr of Susanville. Just wonderful, Ethel. Of course that means two more new members for our chapter by the time this is in print.

Seen Mary Barr at the Reno Airport a couple of Sundays ago and all I can say is she is about the busiest flying gal around these parts.

Of course the fever and tempo of all concerned with out San Diego-Fallon Fun Race, is rapidly rising as time closes in on us towards "fun" day. Mary Little, reservations chairman at the terminus, has reported quite a number of reservations are already

filled, so don't delay, get out today, keep those reservations coming our way, for the big fun filled "San Diego-Fallon Fun Race" and fly-in weekend, June 12 and 13. See you then!

LAS VEGAS VALLEY CHAPTER

By Gerry Whitton

The world famed Thunderbirds, U.S. Air Force's official aerial demonstration team, were recent hosts to the LVV 99's.

After witnessing the superb flying performance of this group, we were invited to their headquarters where we met and had coffee with the seven pilots. They briefed us on their operations and answered all of our questions. Some of their answers we just can't tell you till we see you in person!

Either they were very impressed with us (they must have been as they asked to attend one of our meetings) or just nice — but they extended another invitation to return the following week when the Army's Golden Knights, parachute group, and the Navy's Blue Angels were to give a demonstration. Needless to say we couldn't overlook this opportunity. What a show that was!

The Thunderbirds, stationed here at Nellis Air Force Base, left the other day on a world tour but they will return in October when we will again be their guests.

We want to remind all of you to put a great big red circle around May 15. That will be the day of the Hayward-Las Vegas Race. The terminus being George Crockett's Alamo Airways. Our own Southwest Governor Pat Lambert will be here and we will have a hospitality room for her. Check at the airport and we will give you all the details.

We attended special memorial services here in Las Vegas at Bunker Bros. Chapel for Joan Merriam Smith. It was an especially sad occasion as Joan lived here for two years and even after she moved away she was a frequent visitor at the home of Fran and Tom Johnson where she planned a great deal of her around the world trip. Joan's husband, Lt. Cmdr. Jack Smith, flew here from Long Beach for the services.

While here Lt. Cmdr. Smith gave an exclusive interview to the Las Vegas Review-Journal's Gordon Kent (a real champion of the LVV 99s) in which in which he stated he plans to follow through with Joan's plans to return the light plane altitude record to the United States, as a tribute to her.

Trixie-Ann Schubert recently completed a book about Joan and we hope it will be published in the near future. Let us urge each and everyone of you to give this publication your full support. It is possible that the book may be released as a movie.

Betty Faux, L.B. chairman, has an excellent idea. Why not trailmark Joan's route across the U.S., at the stops she made on her around the world flight?

Our chairman, Fran Johnson, has been appointed by President Ruth Deerman to chairman ad hoc committee to secure information regarding steps being taken to obtain official recognition for Joan Merriam Smith's around the world flight. Carole Dunn, L.B. 99, will serve on the committee. GOVERNORS: Please acknowledge the memo sent to each of you regarding this project.

Speaking of Fran, her Cessna 180 has a complete new interior—gift of 49½er Tom, who did the entire job himself. The interior metal is a beautiful hammered gold finish while the headliner, side panels and seats are done in beige, brown and gold fabric. Very stunning. How lucky can one 99 get?

Our first non-charter member, Barbara McClements, arrived here recently to attend our regular monthly meeting. Husband Bob was with her but as he was unable to stay and be at the dinner, a special 49½er ceremony was held at which time he received his certificate and 49½er apron. Barbara received her official certificate of membership into the LVV Chapter and AWTAR packet at the pinning ceremony during the meeting at the Swankey Club.

This meeting was a joint 99 and 49½er gathering at which Ed Gundersen, husband of our new member, Norma, and Harold Larson, husband of Lois Ann, were welcomed and initiated into the internationally accepted ritual of 49½er.

Before returning to San Francisco, 49½er Bob McClements helped in the transportation of "goodies" to the Desert Retreat Convalescent Home when we made our regular monthly visit. Good 49½er beginning, Bob.

To the Phoenix Chapter: We want to express our regrets in not being able to join you at Lake Havasu for the fly-in recently. Believe us, it was due to circumstances beyond our control. You will invite us again, won't you?

While we are on the subject of invitations, would it be possible in the future to let us know if the event in-

cludes 49½ers or guests?

We want to thank all of you for the wonderful response to our first airplane ride cards.

Don't you think Ruth Deerman has done a wonderful job during her two terms of office as President? Let's honor her by getting at least two new members into every chapter before August 31, 1965.

Members and their activities . . . When Barbara was ready to return home Fran and Tom flew her to Oakland in the 180. Bob met them at the airport and they had dinner and a wonderful tour of the city. The following morning they had breakfast on the balcony of the McClement's beautiful apartment overlooking the bay. Another tour of the remainder of the city—and then homeward bound. Understand they had a little rough weather.

Juanita and Mark Daly are busy packing for an extended vacation. She's flying her twin Beech to New York, the Bahamas and other points. She's hardly unpacked from her trip to Guatemala.

Pris Alexander has just finished taking her real estate salesman examination.

Dottie LeMay made a commercial flight to Salt Lake City recently where she was a delegate to a conference of the Later Day Saints Church.

Flo Murphy flew to Caliente last month for a Sunday's outing.

While all our activities are in the formulating stages at present we are looking forward to participating in the air-marking program and to being affiliated with the Wing Scouts in September.

ARE YOU A 99 — or do you just belong to 99s. There IS a difference. Only YOU can answer this question. Give it some thought and let's get the belongers to BE active 99s.

Plan to support, attend and work, if necessary, the following events: The Southwest Spring Sectional, Tucson, April 23, 24 and 25, 1965; Hayward-Las Vegas Air Race, May 15; San Diego-Fallon Air Race, June 12; and the big, BIG APOA Plantation Party here in Las Vegas.

NORTHERN ARIZONA CHAPTER

By Marilyn Bills and Helen Lawrence

We have another "first" for our chapter. Dot Ward got herself checked out as a "tow pilot" to two sailplanes and then came back to Flagstaff and checked out Art Shaw (one of our flying instructors) who in turn checked



Arriving in three planes, members and guests of the Northern Arizona Chapter being met at the Prescott, Arizona, Airport by Helen Marsh and Betty Southerland. Left to Right: Anne Madariaga, Ruth Smith, Helen Lawrence, Mary Van-Gassbeek, Pat Jones, Dot Ward, Beth Wright, Bev Smith, Marilyn Bills, Kathryn Shaw, Dottie Synodis, June Ely and Helen Marsh.

out Dot's 49½'er, Wayne. All this is a result of the flying club in Flagstaff creating a glider category and their purchase of a 2-22 sailplane. Dot and Helen Lawrence, both 99s, have each purchased a share to enable them to get in on the glider. These two were the ones responsible for flying to Sky Harbor Airport in Phoenix to get the tow hook inspected by the FAA.

We're very thrilled with 66 Nannette Van Sickle taking her solo ride this month.

Ruth Smith and Beth Wright were recently in Tucson where they lunched with 99 Shirley Marshall. Helen Lawrence flew her family to Palm Springs (mainly so 49½'er, Todd, could do some recuperating after a session with the flu) only to find the Date Festival in full swing and no place to spend the

night — so ended up enjoying some of El Centro's sun.

LONG BEACH CHAPTER

By Carole B. Dunn

We would like to express our thanks to all of you who sent flowers and cards in memory of Joan Merriam Smith. Our last month has been extremely sorrowful over the loss of two great friends. We attended Trixie-Ann Schubert's funeral services in her church Saturday, Feb. 20, in the morning and then drove down to Long Beach for Joan's funeral. Joan had a beautiful blue casket and many lovely flower arrangements in the shapes of the 99 emblem and propellers and the CAP flew by the grave in the military formation of one plane missing. The following poem was printed on her card

and it was a favorite of Joan's:

High Flight

By John Gillespie Magee, Jr.

Oh, I have slipped the surly bonds of earth
and danced the skies on laughter-silvered
wings;
Sunward I've climbed, and joined the tumbling
mirth
of sun-split clouds — and done a hundred
things
You have not dreamed of — wheeled and
soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and
flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy
grace
Where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
The high, untrespassed sanctity of space,
Put out my hand, and touched the face of
God.

Many of you have asked what we intend to do in memory of Joan. Trixie-Ann's club, the L.A. State College

Faculty Wives Club, has established a scholarship fund in her name for journalistic majors. We thought of a scholarship fund for Joan also but we did not want such a fund to compete or conflict with the AE Fund, so we decided to continue with what the Tucson Chapter has started in the way of erecting a plaque at each stop, in this country, Joan made on her round the world trip. We are going ahead with plans to put up a plaque at Long Beach Airport. I had thought it would be nice if we could have these plaques put as the stops she made in each foreign country. At the moment I have started writing letters to see what could be done and I would appreciate it if any of you reading this would write to me and let me know if you know of anyone that could help in this cause or if you would like to help. At the moment I am just starting and can think of a lot of involved international relationships (but women conquer all, you know). I just need some help and ideas.

Our meeting was at Barbara London's house and 27 members attended. We had four new pilots as guests. We would like to welcome our newest member, Pat Noble, to the fold. About 10 of us are planning to enter the San Diego-Fallon Fun Race, see you along the way.

ORANGE COUNTY CHAPTER

By Thon Abbott

Top this one — we have THREE new members as of this writing! Virginia Chandler has been quite regular in her attendance to our monthly meetings so it was great to be able to welcome her into the club almost immediately after she received her private license. Ginny is a registered nurse who works for her husband, an M.D., and somehow or other manages to rear three younguns at the same time. She's the kind of gal one can call on to do the things no one else has the time to do, right?

Next, in alphabetical order of course, is Margot Smith. Margot is another one we were anxiously awaiting to have join us and I don't think the ink was dry on her private license when she was happily voted into the club. Margot, too, is married to an M.D. and has three children, but instead of working for her 49½er she stays busy with her Girl Scout activities. We are finally doing something about the Wing Scouts, but more later on that subject. Needless to say, we needed her

knowledge and capabilities so felt very pleased with ourselves that she found us interesting enough to join.

Our third new member, Nancy Thomas, many of you will have an opportunity to meet for she is hard at work on her commercial rating so she can participate in this year's Powder Puff Derby! Nancy has two children to keep her busy when not studying and practicing those exasperating maneuvers required for the commercial flight check. Last month, you may remember, Nancy joined us on our memorable flight to Navajoa and I heard recently that she intends to do it again—several times! She really had a good time apparently. Seriously though, once you have seen the need there, it would be an odd thing if you didn't want to fly in supplies and your own willing hands as many times as (monetarily) possible.

Our March meeting was the best one in a long time — for some reason we seemed to accomplish more this time than in a long time. And in addition we were honored by two long absent mem-

IS YOUR VACATION — TIME OFF — BABY SITTER ARRANGED?

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CHATTANOOGA, TENN.

bers of our own chapter, Doris Johnson and Hilda Reafsnyder. I just wish Hilda would sit down and write a travelogue of her past few months' wanderings over the globe. Wouldn't that give me some copy?

One of the rewarding sides of being your reporter (and getting out a bulletin as well, to our own chapter) are the letters I receive — truly, I am never lonesome any more. Naturally, I make little mewling sounds in the bulletin "Plane Tales" about needing information, closely followed by threats to make up my own stories inserting their names, but for whatever the reason they break down and write, I am "jumping-up-and-down-happy" when I hear from a 99 or a potential.

Norma Ojstedt had been unable to attend for so long we were wondering if our appeal had vanished when a letter arrived indicating she had missed

us and planned to be at the next meeting (she was), but one part of the letter needs quoting:

"Had an interesting experience at Long Beach the other night. Betty Hicks and I flew in from Santa Barbara in her Debonair only to find Belmont Aviation's gate locked — and my T-Bird locked in their parking lot. Dilemma. Then with the help of a BEI (that's a great portable radio) we asked for and received clearance from the tower to taxi down the center taxiway (in the bird — T-Bird, that is), cross runway 30 and exit through the gate by the tower. Well, anything can happen to a pilot at midnight!"

This happened shortly after she earned her commercial license, think there was any connection? Now she is determinedly working on her instrument license and claims she goes to bed at night with her brain in a holding pattern!

Hope everyone of you read the story in the February AOPA Pilot magazine entitled "Travelogue Sells Flying". Marion Auburn, the heroine in the story is a most remarkable gal. She has been a personal friend of your reporter for several years and I never cease to be amazed that this quiet, soft spoken, unpretentious gal has accomplished the feats and achievements she considers not worth boring people with. Her great desire is to join the 99s and frankly we would have given anything to get her to hold still long enough to do just that, but alas she flits about the world with as little fan-fare as is accorded the average 99 leaving her house for the grocery store. We solved the problem at our March meeting and are ever so content with ourselves. Since a good number of our members know Marion and have seen a good deal more of her than one would at a meeting, we hit upon the idea for her to send us the "story of her life" which we could read at the meeting. It was so interesting, that I'm thinking of buying the right to it and doing something spectacular. At this point it struck those of us present as rather ironical that we actually knew very little about the person sitting on either side of us. Do you even know what ratings all the girls in your chapter hold? Neither did we. When Marion finally holds still long enough to attend a meeting so we can start proceedings to make her a member, everyone will be an old friend. There's a moral in there somewhere, but it's a little nebulous so I'll have to

nail it down later when a deadline isn't staring me in the face.

We have kept a troop of Wing Scouts in high suspense for two months while we slowly worked out the details of what is entailed in sponsoring such a group. The "we" was very loosely used for actually Ruth Phillips has done the lion's share of the work, if not all of it, however, she was foresighted enough to get a healthy number of volunteers from our members before signing on the dotted line. Actually, we are all quite anxious to start our teaching (ground school) and look forward to our association with these little gals. So pleased were they to have even a potential sponsor that they took the trouble to write and see if it would be possible to change their troop number from 145 to 99. It was and they did!

REDWOOD EMPIRE SECTION

By Bette Smith

Our March meeting was held at the Napa County Airport in Napa. Had a good turn-out as the weather was just beautiful for a change. Barbara Graber came over in her Navion from Buchanan Field, also Janet Meyer and Carol Bloom in Carol's Bonanza. Dorothy Banzhaf attended from Santa Cruz. Becky Lightfoot brought two student pilots of Healsburg, Claire Grant and June Carson. Fran DeHaan had her new Mooney, a birthday present from her husband. After the meeting she took June O'Donnell and Pat Stouffer for a ride. Fran is serving as "Girl Friday" for Pete Adams of San Rafael, a new Mooney aircraft dealer, and they have a new office at the Napa County Airport. With Fran's enthusiasm they are bound to succeed.

Our tower is coming along nicely with masonry work being completed on the second floor. Tentative opening should be around July 4 this year. With our increasing aircraft traffic it will be a great help getting into the patterns at least. On a Sunday with nice weather it is better than watching a "thriller" on TV.

Pat Stouffer took a two and one-half hours flight on one of our beautiful Sundays and just plain enjoyed being aloft. She flew to Willows just checking all the small airports in the area. It's a pleasure for her after a week of school teaching, just to relax.

Anita Conley has been busy with her Cessna 170 for the last several months completely refurbishing it. Her intended, Jack, has been by her side and they are both working very hard try-



Sacramento Valley Chapter's Wright Brothers Day Display at the Oroville Wright School, Sacramento. Made by Chairman June Devine.

ing to get the plane in shape in the next month.

Carol Bloom flew a Cessna 310 to the Napa County Airport to get her multi-engine checkout from our Caesar Bertagna. And of course she passed with congratulations from all.

Myrtle Wright is a delegate of the California Council of Aviation and I will have to see her to complete the information.

I flew our Cessna 120 to Chico to pick up one of our workers and bring him back to Napa, thinking he would surely get cold feet and decide to drive back but he was a brave soul and we had a wonderful flight. He had only been up a couple of times and seems to be very interested.

Hope to see you all in Tucson next month. Happy flying!

SACRAMENTO VALLEY CHAPTER

By Florence G. Breen

HEAR YE! HEAR YE! SOUTHWEST CHAPTERS! CIRCLE JUNE 6! FLY-IN TO CAPITOL SKY PARK, SACRAMENTO MUNICIPAL AIRPORT. Get acquainted, get together for hangar flying, free buffet lunch and entertainment. Courtesy of Capitol Sky Park and Sacramento Valley Chapter 99s are hostesses. Make reservations with LaRue Brown, 111 Bruning Ave., Rio Vista, by May 15.

May the Good Lord be praised. Weather is at last starting to be so that pilots and airplanes can take to the sky. Three of the planes belonging to Sacramento Valley Chapter members headed south of the border. Lillian and Dave Gray flew their Cessna 182 into Mexico, accompanied by friends in another plane. LaRue and Norm

Brown tracked to Hacienda Cabo San Lucas. Carol and Al Hammond were co-pilots for my Irishman in our twin Bonanza, "The Big Bird," to Hotel Cabo San Lucas. The wonders of flying and radio — Dave and Lillian stayed all night in Calexico and when walking around town, looked up and saw The Big Bird flying over town. By the time they drove to the airport, The Big Bird and passengers were cleared to fly to Baja — so missed us by just minutes. But while still at the airport, in flies the twin Comanche with the Browns and their guests. LaRue told Lillian that my Irishman had contacted them on Unicom. Jack had a hunch that Norm and LaRue should be flying somewhere in the vicinity, so told Carol, who was co-piloting, "I think I will see if I can contact Norm." The very first call to 345 Delta, Norm answered and wanted to know who was calling him. Wonder what the other pilots thought when the Browns sang "Happy Birthday, Florence," as it was my birthday. Everyone who vacationed south of the border had a wonderful time fishing, swimming and relaxing. LaRue caught a 25 lb. dolphin. Al Hammond hooked a 200 lb. marlin. He played it for an hour and was just about ready to get it in the boat when the marlin came up to the edge of the boat and broke the line. What an experience to watch this marlin fight for his life. That alone was worth the trip. Sure glad that Al hooked the fish because after watching him work for that hour, decided I could never do it. Browns are thinking of commuting to Mujele, they liked the fishing, clamming and the shrimps that the natives gave them off of the shrimp boat. We met an ex-99 Albuquerque Chapter member at our hotel. Jeanne Cryer and her doctor husband were flying on a tour with the Flying Physicians, to various places in Mexico and Baja.

Vija and Haskell Berry flew to Long Beach to get a new paint job on their Cessna 172. Bet it looks better than new, as there isn't anything that improves a woman or piece of equipment like a good paint job. While down in Los Angeles they had a demonstration ride in the new Cessna 210. Vija was piloting. Do we smell a new plane in the Berry hangar in the near future? Vija and Haskell are almost ready for their instrument tickets.

Weather wasn't so kind to Darlene and "Gil" Gilmore when they flew to Los Angeles over the long weekend of February 22. It took them two and one-

half days to get home because of fog and strong winds. When Darlene's uncle returned to Washington State after visiting them for awhile, she flew him down to San Francisco to catch his plane. Marianne McDonald has been flying locally just to be sure those landings will continue to be perfect when she does get her vacation and time to go on longer flights. Beryl and Art Essinger have been so busy taking care of their two babies that they too have been flying only locally. Trish and Jim Marks reluctantly left the Islands to come home and move to 3808 Bryn Maur Drive, Bakersfield. But since taking up their new residence, they have acquired a new 182 Cessna.

Our chairman, June Devine, and her 49½er, just don't stay home when weather permits them to fly. Think someone ought to invent a trailer house that they could attach to their Bonanza. They spent eight days at Palm Springs with a stop-over at Apple Valley to let weather pass through.

Finally "Clarabelle," Claire Raley's plane, took to the air. On a very windy day, Claire decided to see if she could still land in a stiff cross wind. She headed for the Nut Tree and proved to herself that she hasn't lost her technique at all. Also, when she was baby-sitting her two granddaughters, she decided the way to entertain them was to fly them to the Nut Tree for a ride on the Nut Tree express train. How could we grandmothers and mothers get along without the Nut Tree strip? Sure is a wonderful place to take the children.

Sacramento Valley Chapter is extremely proud of two of our members. We have the 81st woman helicopter pilot, Esther Phipps. She proved to the FAA examiner on the 11th of March that she was capable of putting the helicopter on the spot marked "X". Esther reports that she has never worked so hard for a rating as she did the helicopter license. Is it really harder than getting your instrument license? Carol Bloom now has her multi-engine license. I've now lost the distinction of being the only multi-engine pilot in Sacramento Valley Chapter. Surely glad that I've got company, because now pilots will believe me when we tell them that it isn't much harder than flying a single engine.

Joyce Evans, our vice chairman, was hostess for the February meeting. Helen Mace, Claire Raley, Marianne McDonald, Vija Berry, Dorothy Huntley, June Devine, our chairman, LaRue

Brown, Darlene Gilmore, Beryl Essinger and Virginia Townsend were the participating members that passed and accepted the point system for Woman Pilot of the Year. Carol Hammond and her committee, Helen Mace and Florence Breen borrowed and revised the San Fernando Valley Chapter point system. The chapter welcomed a new member, Beth Hill. Beth earned her license in December and now has a total of 78 hours flying time. Those are the kind of new members we like, those that roll up the flying time.

Ruth Wagner was given money to use toward getting her Blue Seal ticket for a birthday present from her husband, Al. Thinks she will go on and work for the instrument ticket. At least when she finishes with this birthday present from Al, she'll always have that pretty flying ticket trimmed with a blue seal!

March 6, the California Council of Aviation Association met at Oakland

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TO ACTIVATE PLANS
SO THAT YOU WILL BE
at
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Airport. Ruth Wagner, Carol Hammond, June and Jim Devine, and Carol Bloom were our representatives. Legislation proposals affecting fliers were discussed. The association is working toward getting an airstrip on Treasure Island. This would be a wonderful addition to aviation around the Bay area. Senator Randolph Collier and Assemblyman Tom Carrell were the main speakers.

We are always saddened to hear of our members of the Ninety-Nine organization taking their last flight, but the untimely last flight of Joan Merriam and "Trixie" Schubert was hard to accept. Our heart-felt sympathy to Long Beach and San Fernando Valley Chapters.

March meeting will be held jointly with Sacramento Valley Sheriff's Posse, at the El Dorado Hotel. This should be fun. Until next month — safe, happy flying to all our members.

SAN DIEGO CHAPTER

By Ruth Ebey

Our March meeting was held at Jessie Ostrander's home and featured Isabelle McCrae telling of her fascinating trip around the world as a nurse on the University of the Seven Seas, illustrated by colored slides. We welcomed two guests, Sylvia Colton (a glider pilot) and Jane Weislogel.

Saw Helen Dick answering questions at information booth at Midwinter Gliding Meet at Torrey Pines, sponsored by San Diego Junior Chamber of Commerce Aviation Committee; also saw June Hickox and her 49½er, Jim, there.

Gertie Lockwood and Marian Jepsen, on their trip east, were royally entertained when they visited the Florida Sun Coast Chapter in Clearwater to discuss their bid for the 1966 AWTAR terminus. They were greeted on their arrival by the Mayor, Commissioners and Chamber of Commerce and given the keys to the city. They were also honored by the new chapter at a dinner at the yacht club. Don Grady, manager of the Jack Tar Harrison Hotel, gave a luncheon and cocktail party for them.

Lois Bartling and 49½er, Harry, took a week off recently and flew to San Francisco, Sacramento, Bakersfield and Las Vegas. By the time this is printed, she will have flown to Tucson.

Thelma Bishop will be pilot and Stella Hardin her co-pilot in the International Air Race.

Betty Lambert is planning to go in April to Europe for a month to attend a foreign policy seminar sponsored by the Wichita League of Women Voters.

Terry Vasques, just returned from a trip to the Bahamas, emphasizing the importance of pilot reports (no hairy incidents, they just smooth the way).

We are pleased to learn that Roberta Johnson, who was our first CAP scholarship winner, is now in the Air Force and plans to complete requirements for her private license.

Ruth Ebey and 49½er went on an Antique Aircraft Association (San Diego Chapter) fly-in to Ontario Airport to check out their air museum. But the big thrill was riding in a Howard and handling the controls for a little while!

We are pleased to have Lily Sandoval as our newest member.

SAN GABRIEL VALLEY CHAPTER

By Shirley Gilmore

We were saddened to learn of the passing of Rose Ann Ford's mother, and I am consequently substituting in this capacity this month.

Our March meeting was truly a two-penny-a-pound panic, as last minute plans were made for our March 21st money raising project. Proceeds are to be donated to the AWTAR. We are grateful to the Tucson Chapter for their publication regarding these flights, as it has proved a great help indeed. We are keeping our fingers crossed for nice weather and a good turnout.

We have enjoyed the use of the Pilots' Lounge at Brackett Airport for our regular monthly meetings, and are planning to present them with a large movie screen for the lounge. Since our treasury funds are limited, we are doing this via trading stamps, and are pleased to report that we collected the necessary 17 books on first request of our members. This will also alleviate the necessity of one of our members dragging along a screen each time we have a film on the program. (Sneaky, aren't we?)

At long last we held a fly-in to Desert Air Park near Palm Desert, and five planes from our chapter dropped in. And then to our surprise, Ellen Trindle of San Fernando Valley joined us for lunch — much to her surprise, too, but she tells us it was worth points. Also as a result of this little get together, we have two of our drop-outs, Opal Marie Sanders and Pip Ragsdale, requesting reinstatement. Happy to have both of them back in the fold.

Norma Wilcox and yours truly joined the San Fernando Valley fly-in at Gillespie on Feb. 19. This is a lovely airport, with gorgeous surroundings, and I'm wondering if the AWTAR contestants will care if they ever get started this year. Dottie Sanders showed us her lovely home with hangar right off the taxi-way. How lucky can you be! Norma also returned a couple of days later to witness their two-penny-a-pound flight hoping to pick up a few pointers.

The Graham's Apache has been grounded for several weeks, but for good reason. Ginny reports that it now sports a brand new paint job — white with black and red trim, and once again ready to take to the sky.

We are hoping that El Monte Airport will be saved. As many of our members are based there, we have been doing all we can to assist other local groups who have worked so hard to do everything possible to keep our little landing spot in service. Our thanks to all who wrote the County Board of Supervisors recommending they acquire the field, which they now plan to do if

an amicable agreement can be reached

The loss of our dear friends, Joan and Trixie, has been a shock from which we will be long in recovering. May we offer our condolences to their respective chapters.

SAN JOAQUIN VALLEY CHAPTER

By Laverne A. Gudgel

Our big social function of the year, the chapter's 14th anniversary party held in Merced on March 13, was a huge success with all members except one attending. The 80 members and guests enjoyed the luscious steak dinner and speaker Lt. Carl Freeman of the Flight Test Center at Edwards Air Force Base. The series of slides and film he narrated made our method of propeller-driven aircraft quite outmoded. Especially interesting were the films of the new XB-70 being tested there and the fact the cockpit precedes the nose gear by 43 feet. And I thought I had problems taxiing!

Chapter members introduced by Chairman Marie McDowell were Terry Holm, the general chairman of the party, Martha Graham, Dorothy Koebel, Margaret Andrews, Ev Hendley, Laura Mae Crawford, Jean Murray, Dortha Bridgeford, Billie Wyatt, your truly, and their respective 49½ers—with the exception of Dick Bridgeford who was charter flying.

The meeting at Jean Murray's in Stockton on Wednesday before the banquet was a workshop to make the name tags and arrange for the decorations. Dortha and Viola Labrucherie agreed to pick up any stragglers that landed at Stockton Metropolitan Airport, but we all got brave and tried short field landings. Martha flew into Murray's private airstrip just north of Stockton Airport with her guest, George Ann Garms of Stanford, in the Garms' 172. Terry and I checked the Piper Colt's ground speed against the AWTAR handicap and scratched it as "unsuitable" for a race. Did make par coming home, but with a seven knot tail wind! Margaret and Billie drove from Modesto. Evelyn Johnson, who at long last can turn in her membership application after a wait for her permanent license, helped Jean with the luncheon.

Fly-in Sunday meals seem to be a favorite with Evelyn taking breakfast at Fresno Air Terminal and Jean and family dinner at Nut Tree. Best way to go out to eat! Marie and hubby, Alan, had just returned from an air tour of

Baja, Calif., with the Flying Farmers before attending our party.

Margaret and Don saw Mexico by "all means of transportation except burro" on their six weeks trip which started with their own cruiser in the Gulf of California and ended in Acapulco. She reports she's tried and hasn't stirred since their return.

Martha ferried a Tri-Pacer to Las Vegas over Washington's Birthday and came home via commercial liner. Billie and Terry have been vacationing with Billie spending a few days in Santa Barbara and Terry and husband, Dick, taking in the ski hangouts at — you name it, they've been — in California.

No reports from Ev on her activities as we've missed her at the last couple of meetings and Laura Mae missed the last one because of a trip to Oregon.

May we take this opportunity to extend our condolences to the families of Joan Merriam Smith and Trixie-Ann Schubert.

SANTA CLARA VALLEY CHAPTER

By Pauline M. Berti

For Jeanne McElhatton

Our March meeting was held at the home of Patty Sherwood with Alice Taylor presiding. Several items of interest to us all were brought up and discussed, among them the 1966 AWTAR, the Amelia Earhart Scholarship Fund and the Southwest Spring Section Meeting.

The fly-in to Fallon, Nev., to visit Fran and Gus Gustavson on Feb. 27-28 was called off because of weather but has been rescheduled for the weekend of March 20. A good time should be had by all attending. There will also be a Fun Race, open to all women pilots, private license or better, on June 12 from San Diego, Montgomery Field, to Municipal Airport, Fallon, Nev. There will be three cash prizes and trophies for pilot and co-pilot. We are also invited to participate in the San Louis Obispo annual Air Tour on April 10, where the landing will be at the Hearst Castle airstrip. Should be fun.

Three new members, Helen Logan, Sandy Forrest and Verna West, were added to our chapter. Double congratulations to Verna who had passed her flight check for her private pilot's license and celebrated her birthday all in the same day plus attending the meeting. She took her flight instruction from Pat Gladney.

We were happy to welcome Sherry MacDonald who is transferring from

the Fresno Chapter. Our guest was Novis Percival, a student pilot, whom we hope will soon have her private pilot's license.

Jeanne and Dave McElhatton are scheduled to leave Oakland Airport on Saturday, March 13, for a month's trip to Chile. They are flying their own plane, a Cherokee 235. The distance is over 7,000 miles, passing through Mexico, Guatemala, El Salvador, Nicaragua, Costa Rica, Panama, Columbia, Ecuador and Peru. Bon voyage and happy landings! They will visit Bill and May Behringer in Vina del Mar, who flew this same route in their plane three years ago. We are sure the McElhattons will have a wonderful trip and we will be eagerly awaiting their return to hear about their experiences first hand and also to see the colored movies which Dave does such a good job of showing and narrating.

Jackie and Lloyd Petty vacationed at China Peak Lodge last month and got in some good skiing with no broken bones.

Alice Taylor is working toward her commercial license. She has passed the written test (congratulations) but is still struggling with the maneuvers. The weather isn't cooperating either. This seems to have been a better winter for skiing than for flying. Alice has just moved to a new apartment in Mountain View and is looking forward to having future meetings and social get-togethers around her pool.

Pat and Jack Gladney are building a new home in Los Altos and expect to move in the middle of April. In the meantime they are experiencing some of the inconveniences of selling their present home, such as real estate salesmen wanting to show the entire house at 10 a.m. People hardly have their eyes open at that hour! Even though the writer is an old real estate saleswoman her sympathy is with Pat.

Dorothy and Leroy joined the Santa Cruz Airmen's fly-in to Borego Springs Feb. 20 to 22, where a good time was had by all. They attended the Santa Cruz Airmen's annual installation dinner at the Riverside Hotel in Santa Cruz on Feb. 27. Dorothy was installed as secretary of the organization. The guest speaker of the evening, Captain Ogg, gave a very interesting account of the ditching at sea of his Pan Am airliner. The Heikkela's daughter is now interested in a career in the aviation field, that of airline hostess with United Airlines. Dorothy and Leroy are planning a trip to Oregon as soon as

the weatherman permits. In the meantime they take short flights with their family.

Dorothy and George Asdel landed at Palm Springs one Saturday in January where they met Minnie Boyd from the Eastern Washington 99 Chapter. On Feb. 27 and 28 they planned a trip to Palm Springs and Torrey Pines (West Coast Soaring Control). They were weather down at Fresno on Saturday morning, had breakfast there and finished that day's flying at Redlands on account of smog, too many clouds, etc. On Sunday they flew down and circled Torrey Pines for pictures, stopped at Santa Barbara for lunch and were home in San Jose by 5 p.m. The perfect weather on Sunday made up for Saturday's bad weather.

Margaret Standish has bought a new home. No flying activity reported recently. Lockheed is keeping her too busy getting their missiles into space.

Pauline and Leo Berti haven't done too much flying recently, not because of a plane shortage as we have two.

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We are thinking of teaching the dog and cats to fly if only to keep the batteries charged. To go back to November 25 which is really ancient history, we flew to Alamogordo, N. M., to visit friends. Stopped in Tucson to eat, check weather and file a flight plan. Pauline, as pilot, filed the flight plan which included flying up a narrow corridor along the edge of White Sands Proving Ground. The parting words as I left were, "If you get lost you'll cause somebody a lot of trouble." Sometimes I think people don't have much faith in women pilots. I only get lost on the ground like in Doncaster, England. Anyway, we had a good trip and I am sure he meant well. On the way home we celebrated our 16th anniversary at Phoenix and went on to Palm Springs the following day where we attended a three day Wine Institute meeting. Since we bought our "Vita C Rancho," 20 acres of oranges near

Orange Cove, most of our fly-ins are from Santa Cruz to Alta Airport where we keep an old car which won't start most of the time. It sorta reminds me of our Bonanza at times. If we get through this month without buying a brand new airplane with 0 time on the engine and airframe, we should be congratulated, as we don't need three airplanes. On Feb. 28 we flew to Chandler Field, Fresno, and took some pictures on the way. Had a good flight to Oroville and return in the Ercoupe on March 14. We hope to go to Mexico in April, weather permitting as we had to cancel our December flight.

P. S. Jeanne, please come home by next month!

TUCSON CHAPTER

By Maggie Schock

With the high hope that this newsletter reaches you before April 23, I am going to begin — and probably end — this column with one last plug for the Southwest Sectional in Tucson April 23-25. I can promise you one thing: it WON'T be dull. Come for sure!

Our March meeting had an unexpected guest caller, Margarita. You know how someone can just "spark" a meeting? Well, it must have been partly her presence because it was a meeting like no other. I almost said "thank goodness". She contributed greatly to the planning for our Sectional. If all of her ideas aren't carried out, it won't be because they weren't enthusiastically received at the time.

Membership Chairman Virginia Edwards did a fine job on our dinner for prospective members this month. Husbands and children were left home with little casseroles while big ones were carried to Pat Nolan's casa for the 23 guests and 99s attending. It was F.G.S. (Family Go Slow, in case you are city raised) for awhile when two of our salad bearing 99s fouled up the date of the dinner and didn't arrive. Somehow, everything worked out just right. We were honored to have the Chief of Airmarking for the FAA, Blanche Noyes, as an unexpected honored guest.

Lorraine Yokum is "back within the fold" again as she and husband, Lee, have moved back to Tucson from Green Valley. She recently flew an emergency trip to Sierra Vista to deliver meningitis serum to a critically ill patient. However, most of her flying seems to be to fishing and hunting spots. Much more pleasant.

Speaking of fishing, Virginia Cook,



Picture taken at the presentation ceremony of the Joan Merriam Smith Commemorative Plaque to the Tucson Airport Authority by the Tucson Chapter. The presentation date, March 17, 1965, marked the first anniversary of the first stop of Joan Smith's around-the-world flight. Left to right: Pat Lambert, SW Section Governor, (holding young Patrick), Fran Francis, Chairman Tucson Chapter, Shirley Marshall and Chuck Broman, General Manager Tucson Airport Authority.

merce Aviation Committee. A good place to make people aware of women's potential in aviation.

This afternoon at the Tucson International Airport a plaque honoring Joan Merriam Smith on the anniversary of the first leg of her flight around the world was presented to the executive director by the Tucson Chapter 99s. It will be hung in the "Volador Room" at the airport. "volador" means "flyer" in Spanish and the room is for flying guests of T.A.A. The picture with this article was taken at the presentation ceremony.

See you at the Southwest Section Meeting in Tucson, April 23, 24, 25.

UTAH CHAPTER By L. Christopherson

Spring is definitely here to stay and although we can still see the snow on the surrounding mountains, it gives promise of things to come.

Our Pinch Hitter Course, under the direction of Sue Ellis and Alberta Nicholson has become a tremendous success. Our first night, Feb. 18, Nancy Reuling and Jane Andreason gave to 45 individuals who were present, instruction on "The Controls of the Airplane and Instruments". Of this number, 33 signed up for the course. Our second night, Feb. 25, we were somewhat running into interference from the Safety Seminar at the university but as luck would have it 50 persons showed for instruction and seven registered for the entire course. At this meeting, Bonnie York and Lois Fredericks presented a "Map Reading and Voice Communications". We have also had our third night of instruction and it, too, was very well accepted by the group. We have had an average of 44 in attendance each night. Our fourth, and last night, will be held this coming Thursday night. To all those who participated we want to say "thank you" for a job well done.

Our February meeting was held at the airport on Feb. 10 with Marjorie Mackey as hostess. Marj's husband, Don, brought us up to date on the latest weather-wise information for preparation of safe flying. The latter part of the evening was spent at the weather bureau where we received briefing on the newest services and information available for pilots. It was a very interesting evening. Present were Pat Panos, Marjorie Mackey, Alberta Nicholson, Louise Anderson, Bonnie York, Louise Morrison, Lois Fred-

husband, Ken, and son, Tim, took off a few days and flew their Comanche to San Carlos, Mexico, to catch some "big ones". Gives me a nostalgic feeling just writing about it; as it was in April when several ships from our chapter, all carrying only women, flew to San Carlos for a few days. I didn't know yellow-tail were that small even at birth — or spawning — or whatever fish do in order to be.

I am afraid I have never passed on the news that one of our "absentee members," Wendy Blanchard, now has her private glider license. When she comes back to Tucson maybe she will spark-plug a glider club here. After 17 years of being happy only when that engine up front was generating it's lovely, loud roar, I doubt if I would be happy with intentional silence; but I would like to try it — once.

And more news of progress: Pat Nolan is our newest commercial pilot. Congratulations many times over, Pat. And more, Sherry Boice has passed her commercial written.

Which brings us to some statistics.

Our chapter has 24 members; six are out of state; 10 of the remaining 18 are commercial pilot, two with multi-engine ratings; one sea-plane rating; our out of state Wendy with a glider license and one instructor, Dorothy Jenkins. Five of the commercial licenses were earned during the last 18 months.

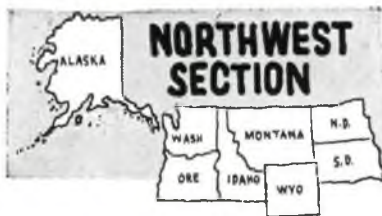
Now figures have never impressed me much, unless they indicate a movement toward a larger size girdle; but these could prove the old teaching basic of "motivation". First came our penny-a-pound, for which we require a commercial and then the AWTAR, ditto. The order could possibly be reversed; but cause and effect remain the same. This is good. A woman's flying organization should be a motivation toward more and better flying. Do we sometimes get side-tracked into "busy things" that detract from our main purpose? Would it be better if we brought our thoughts back into focus and re-examine our purpose?

Our chairman, Frances Francis, was recently honored by being asked to serve on the Tucson Chamber of Com-

ericks, Jane Andreason, Lyle Beckstrand, Lucile Christopherson, Sue Ellis, Marilyn Schaugaard and Diana Christopherson.

Nothing gives more indications of what the flying weather is like in Utah except as we learn the activities of the gals involved: Alberta has made trips to southern Utah and Moab; Louise Anderson and family have enjoyed several days in Mexico; Lyle Beckstrand and family flew to southern California and your correspondent has had the enjoyable experience of once again spending a couple of weeks in the Hawaiian Islands.

See you next month.



ALASKA CHAPTER
By Marlene Hardesty

Our "Pinch Hitters Course" gave us a happy pinch. We planned a coffee for between 30 to 50 that we expected (hoped) would come. Over 200 arrived, we signed up 125 for the course. We owe a great big thanks to our publicity chairman, Jesse Dodson. She had it in all the newspapers, on all the radio and TV stations. Everyone helped and was on the air at least once. Jesse waited until the course started to join her 49½er in Seldovia to start crab fishing.

January was also the month for our Amelia Earhart Banquet held jointly with the Zontas. Rusty Hinyub, Marion Zaegel and LaVelle Betz did a beautiful job with the decorations. General B. B. Talley (49½er of Manila Talley, the 100th members of the 99s) was the guest speaker, introduced by our Jesse Dodson, who was the master of ceremonies. (Poor Jesse, we really were not trying to get a year of work out of her all at once, but she does everything so well.) After the banquet there was dancing and much fun was had by all.

Ruth Hurst and Pat Moore took their turns at visiting the "South 48". Ruth flew back a new 172, a fun way to travel the Alcan Highway. LaVelle Betz's 17 year old daughter took her first legal step to becoming a 99 by enrolling in the Pinch Hitters Course.

Carolyn Kennedy and Pat Moore are helping their 49½ers with working on their aircraft. Carolyn and John are putting a 190 conversion in their Stin-

son. Pat and Mary are recovering their Piper. Ruth O'Buck and Marion Zaegel are really the daring ones, they are spending all the time they can spare on the ski slopes.

EASTERN WASHINGTON CHAPTER
By Helen R. Crum

The opportunity to fly some distance in perfect weather brought together an unusually large number of 99s and their 49½ers at Lewiston, Idaho, for lunch at the airport Sunday, March 7. We were sorry our chairman, Barbara Thisted, could not be there because of illness but were glad to see the vice chairman, Jean Carbon, who is often out of the state on business with her husband.

Lygie Hagan, her husband, and the Carbons flew in together. The Hagans report that they are getting a new 250 Comanche. Ginny Harper, Millie Shinn, Nita Hoyle and Helen Dewey were in the Mooney; Ethel Wilkstrom and Wik in their Aztec; Bobbie Price and husband in their airplane; Cherie Yates

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took her 49½er to Pullman and then went on to the meeting. Marie Reynells and Al, and Terrie Becker had to drive. Beverly McCall and Helen Crum in a 182 completed the group.

It was announced that Millie has been chosen for the section's candidate for the Amelia Earhart scholarship award and we voted to send \$10 to the scholarship fund. Also a donation was sent to the fund in memory of Esther Stone. As individuals we gave \$5 donations for the AWTAR. As of the 7th we had \$82.81 in the treasury.

An all day session the 18th of this month at Fairchild Air Force Base for those interested will include a lecture followed by a demonstration of the pressure chamber.

The 99s will assist during the dedication ceremonies May 8th and 9th at the new Geiger Field terminal building in Spokane. Jerrie Mock will be a guest. We decided to vote later on whether to mark numerals on the Omak Airport runway.

Bits of News — Seaveys no longer will have a runway due to the recent flood damage. Georgia Connick has sold her plane. Beverly is seriously considering a second-hand plane. Minnie Boyd and her husband are still in the South so far as we know. Gini Richardson has returned from the figure skating contest in Colorado, will speak to a women's group in Yakima about her work on the Women's National Advisory Committee for Aviation, and is working again this year on the airlift for the benefit of retarded children in Yakima May 2.

Our next meeting will be in Yakima April 3.

FAR WEST CHAPTER
By Barbara LaRue

Guests at the Bellingham Chamber of Commerce luncheon meeting in February were JoAnn Burkhart, Margaret Layton and Elene Duncan. A film was shown on aviation, the theme.

JoAnn is our newest member, residing in Bellingham. Her husband operates Skyhaven Flying Service there.

Members on the peninsula are deep in plans for a Spring Art Show to be held at Dungeness April 9. We are receiving full cooperation from the artists and should have a good showing. One-half the proceeds will be donated to Diversified Industries, an organization providing work for the handicapped. We hope to have paintings from our own Mary and Jerry Kochanek on display, too. They have both been painting for several years and are at present attending art class at night school to add to their talents.

A tour of Boeing tower is planned for April 21 and all 99s in the area are welcome to join us.

The no-host luncheon will be Saturday, March 15, in Port Angeles at Aggies Restaurant. Transportation will be arranged from the airport, so "y'all come!"

Most of our members have taken advantage of our unusual March weather and gone flying. Margaret Layton and Lena Smith did a lot of airport hopping on Lena's days off from work. Lena used to fly and is hoping to get back in the air again. Your reporter, with her mother as passenger, flew to Toledo, Oregon, for a short visit with her sister and family. She stopped at Hillsboro on the return trip and was able to visit with Ruth Wikander.

Lynn Mahlberg has been on the sick list, but we are happy to report she is improving and soon will be back flying.

MONTANA CHAPTER

By Betty Nunn

Nine girls attended the meeting on February 27 held at Bozeman. All drove because of rain and snow on that side of the mountains, and high winds on this side. Although we were sorry to miss the meeting, we were glad we had stayed home when the wind reached 50 knots in Great Falls.

Elsie Johnson and Jimmie Kuhn, Missoula, had planned on driving anyway. Elsie wanted to ski Bridger Bowl on Sunday. Elsie Childs and Helen Dunlop drove from Helena, and Pat Johnson and Pat Ecton drove from Manhattan. These two gals are our newest members — welcome to you both.

Elsie reports a most relaxed and informal meeting with a lovely lunch at Pud Lovelace's home. Kay Widmer, Bozeman, will handle publicity for the Montana Big Sky Race. The Montana Aeronautics Commission will donate all trophies. It was voted to have a stop at Valier, so that is added to our course: Missoula, Kalispel, Valier, Mavre, and Great Falls. The type of race is still to be decided, but we promise a good time no matter what type race. Also we are sending \$50 to the AWTAR fund.

Elsie spent Sunday skiing with Kay Widmer and her 49½er. She said it snowed all day but wonderful for skiing. Not such a good time going home as it took them 5½ hours of driving over dangerous roads.

Mary Jo Janey attended the Montana Aviation Trades Ass'n. meeting held in Lewistown, Mont., on February 25 and 26. She presented her program and the new Aviation Science Guide for high school level. MATA gave wholehearted endorsement to the program. Mary Jo is conducting five aviation workshops this summer, a very busy gal.

OREGON CHAPTER

By Linda Alvord

It is with saddened heart and a feeling of great loss as I write this article. All eagerness for flying has, for the moment, ceased to exist.

On a typical rainy day in January, we flew over to PDX International Airport to greet our guest speaker for the evening of January 23 — Joan Merriam Smith. How I had anticipated meeting Joan and wouldn't you know, it was pouring down rain — really a lot of water to show an out-of-state visitor on her first visit to your city. After introducing ourselves, Ted Flaming (inaugural ball chairman), Herb George (outgoing state OPA president), 99 Joan



MONTANA 99s AT HAVRE FOR FEBRUARY MEETING — Foreground Eugene A. Dunlop, 49½er, trying to coax wife Helen off a 5' snow windrow to get going back to Helena — 200 miles south — before sunset. The Havre airport had lots of snow this winter but it did not discourage several plane loads of 99s for their monthly meeting from all parts of the State. Background, Elsie Childs, Montana Vice-Chairman, and Gordon Sands, veteran Havre pilot. The Stinson 108-3 pictured has carried the Childs and Dunlops as far north as north of the Arctic Circle and to the Mexican border on family pleasure trips. Photo by Glen T. Childs. ED NOTE: Thanks to 49½er Childs for submitting this photo and copy.

and myself flew back to Bernard Field in Ted's Mooney. From there I drove Joan downtown to the American Hotel where our banquet was to be held that evening. Charlotte Dodson, our International Scrapbook chairman, escorted Joan elsewhere to a luncheon to be given in her honor. There she was given the coveted "rose" award; her name going down as a woman who has contributed an outstanding achievement to society. That same afternoon we heard her tell briefly of the many problems encountered while attempting to publish a book. A book will be published shortly on her round the world flight, and many 99s are waiting for this publication.

The following evening found Joan in good spirits, and soon her audience was on a "round the world" flight via colored slides. Among the most impressive was a picture of a gentleman, who in turn held a picture of himself shown with Amelia Earhart. Another was of a beautiful Maylassian sunset, taken enroute on the trip.

With the ball over I found a very tired gal, and at the close of the evening, had a few moments to talk with her. I asked her if she now felt content upon fulfilling her heart's desire — to fly the E. H. route, and, as I suspected, she was not. She wanted to set alti-

tude records as a test pilot. What a girl! At that moment I hoped I would see Joan again some day just to hear her eagerly relate her flying experiences. And then, less than a month later she was gone — as most all of you know now, the wing on her borrowed aircraft folded back while in flight.

Our deepest sympathy to Joan's husband, Jack, and to her family. May her contributions to aviation be well remembered.

I'd rather find an Island in the Sky,
Than stay below and only wonder why
I'd rather feel the cool tempestuous air,
Than only fret of earthly cares
Oh Lord, lift up a gentle hand
To guide me to a certain land;
You know, the one we oft describe
As a special "Island In The Sky".

February meeting was held at Scappoose. Eighteen members and two guests attended. Bobby Hays and Marcella Othus were our gracious hostesses for the month. Chairman Jean Abbott read a letter from the Oregon State System of Higher Education asking for donations toward the Aero-Space Scholarships. Request was tabled for more discussion next meeting.

PETTICOAT DERBY — Our request to hold the Oregon Air Derby in conjunction with the Fall Sectional has been denied. Feeling was that the sec-



Oregon Ninety-Nine luncheon honoring the late Joan Merriam Smith, pictured here after receiving the "Rose" award for her outstanding merits. Right to left are, Marcella Othus, Althea Adams, Lillian Lewis, Ethelyn Opheim, Marion Busby, Ruth Doland, Nona Plamondon, Imogene Geisler (Scribe for the Rose Award), Charlotte Dodson, Guest Joan Merriam Smith, Don Wanamaker (State Pres. Oregon Pilots Assoc.), Ruth Wikander, Milt Kingsland (State OPA Sec'y), Rita Ginn, Lillian Billings, Betty Johnson, Louise Wicks and Juanita Ellingson.

tion needed every minute available to formulate plans for the forthcoming International Convention and Powder Puff Derby. All 99s are urged to enter this contest and to take along student pilots where possible. Rivka Pratt will poll the other chapters for entries. We welcomed a new member, Ethelyn M. Opheim from Portland.

Next meeting will be held in Eugene, Oregon, at the Mahlon Sweet airstrip. So, gals, bring a sack lunch with you and when you land, ask for the Mooney ramp.

NINETY-NINES IN AND OUT OF THE HANGAR — Three Campfire Girls received their Aero Space Rank last month under the direction of Marcella Othus, aero-space specialist for the Campfire Girls. . . . Virginia Gilliland

has received one-half of her check for her helicopter rating; weather and floods have delayed the last half. . . . Jo-Neal Harris and family took a 36 hour train ride to Butte, Mont., for the holidays during the height of our flood. Believe me, says Jo, next time I'll take the plane! . . . Rose Marie Stolsig and Bonnie Bradford made it from Lebanon, heard others didn't. . . . Lillian Lewis — weather isn't too good for flying, so, is taking skiing lessons and is going to bowl in the national tournament. Is currently helping a senior member CAP get an observer rating. . . . Linda Alvord is hoping to enter the C.O.P.A. race this summer along with Bobby Hayes — all I need is an airplane!

PUGET SOUND CHAPTER

By Marchine Dexter

Our December meeting was a Christmas party at the Everett Elks Club with 16 members and guests in attendance. The food was great, the cocktails greater, and the entertainment—wow! Is that belly dancing? The things they did! The men were all transfixed and one of our number was heard wishing for one of those costumes for lounging, no doubt.

The Jan. 11 meeting was at Nita Matheson's. A letter from Eastern Washington Chapter was read and a very favorable treasure's report given.

Business was quickly finished so all could enjoy the talk given by Marion Owen from the Western Washington Chapter. Marion is an engineer with

Pacific Northwest Bell Telephone and has been flying since 1948. She recently returned from a two year stay in West Pakistan with the Peace Corps where she did everything from brick laying to engineering instruction in a school of higher learning.

Her slides and story were intensely interesting — sometimes humorous, often pathetic. There is little private flying in Pakistan; few airfields. She did join a flying club to keep in practice, and even managed to fly occasionally after they doubled the rates. But the second time the rates were doubled she had to give it up.

Nita served refreshments while the others plied Marion with questions. This was obviously a trip which most of us were happy to take "armchair" style.

The Feb. 8 meeting was at 66 candidate Jeanne Reeves' home where a surprise was in store. Betty Van Buskirk had just returned from her three month trip in Africa with her husband, Lyle. They found a Christmas tree waiting in their living room and celebrated Christmas in February (the holiday in Africa consisted of a picnic). She recounted a few of her many experiences and promised film for future meetings.

Several letters from other chapters were heard. We voted to contribute \$25 to the '65 AWTAR. And we're looking forward to hosting a sectional meeting in the spring of '66 to finalize plans for that year's race.

We're still planning to hold that spot landing contest — if the sun ever comes out of hibernation! Nita did spend a weekend at Harrison Hot Springs and Betty Curran spent the first week in February in San Francisco, but her plane was still in Portland two weeks later. Fran Blackie has her 140 up for sale and March Dexter has been up only twice in nearly three months.

We enjoyed reviewing navigation with Betty Curran's Sanderson films. Seems to be about the only way to "keep a hand in" this winter. Most of us are also members of the Washington Pilots Ass'n. and are real busy helping with plans for the state convention which will be held here in Everett this fall.

March finally brought beautiful weather and we have all been able to fly again. Our student pilot, Sharon Herwig, got a speeding ticket in her new Porche trying to get to the meeting on time after working late. Since most of us work, others were late too, so we had a short meeting. We were all hoping for more of this balmy weather and more flying.

SOUTH DAKOTA CHAPTER

By Mabel Anesi

How nice to see springtime in the Rockies! Every weekend in February was plagued with snow showers, snow flurries, or blizzards. Though it may not be too different for awhile, there is at least a brighter outlook for more and better flying weather.

There were nine members present at our February meeting in Rapid City. Mildred Telkamp was the only one who flew in; she arrived in her Tri-Pacer the night before with her family.

Chairman Maxanna Carlson presided over the business meeting. Plans were discussed to contribute money to the Powder Puff Derby, since our treasury shows a nice balance at present.

Our candidate for the Amelia Earhart Scholarship has been accepted; we're so proud of our Carol Rayburn! She and Mildred Shinn of Washington will be the two candidates from the Northwest Section.

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Mr. Claude Sauer conducted a tour of the weather bureau, which was really appreciated by all present. The Wyoming members were grounded by a forecast of a cold front and snow. Georgia Fike and myself were so sad about missing this meeting that we decided to make the flight to Rapid City on the first clear weekend. The nice weather arrived just two weeks late for the meeting. We enjoyed the trip thoroughly, visited with most of the 99s in Rapid City, and had our own private tour of the weather bureau.

Betty Davis enjoyed a short vacation in Florida recently, visiting her parents.

Jean Tough and her sister are going to Los Angeles for a ten day vacation — by commercial airline. Wilma Jacobson and her 49½'er are planning a few days fun in Las Vegas, and taking a commercial flight. That tour of the weather bureau must have done something to those gals!

WESTERN WASHINGTON CHAPTER

By Gail L. Brees

Our chapter has been quite busy and profitable lately, making money for the 1966 Powder Puff Derby. Our last meeting at Marian Owen's apartment included an \$8.00 profit on a Sara Coventry jewelry party, as well as \$5.00 for a raffled-off bracelet. Our March meeting at Helen Givens' house will have Marian showing us her slides of India. Marian recently returned from a tour in the Peace Corps there, and has some lovely saris as souvenirs!

Our "other Marian," Marian Morton, has made newspaper headlines of late as the instructor at Kenmore Air Harbor for a women's Pinch Hitter Ground School. It has been extremely popular and as soon as the current course ends Marian will start a second series.

We have had our share of happy wanderers among us, namely Ilovene Potter and Terry Kellogg, with husbands, who just returned from the sunshine of Mexico. Ilovene and Les took their Aztec and the Kelloggs their Bonanza. Vera Cory was down that way too but came and went with the airlines. Helen Givens and husband flew their Apache down last January also.

Ilovene Potter and Helen Appel have made their appointments for the 1966 Powder Puff Derby that will start from Seattle: Jean Stewart, impounding chairman; Marian Morton, publicity and public relations; Ginny Andrews, accommodations and social planning; Jay Lawrence, decorations and themes; Van Adderson, transportation; Amelia Carter, inspections; Marian Owen, operations.

We are very happy to announce the addition of two new Western Washington Chapter 99s: Florence Bell and Jean Davis.



By "Timmie" Tiver, Governor

Distances are so great in Australia it is quite impossible for the Australians to meet more often than once a year. While each state of the Australian Women Pilots Association meet about once a month there are not enough 99s in each state to get to these meetings to even try to include a 99 meeting at this time to make it worth while.

You asked for news about my own career in flying, it has been disjointed in lots of ways. I learned just as the war broke out so that put a stop to all private flying during this time. Also I married and had a son so of course even after the war I did not take it up again until my son was nearly 16 as there was just the two of us and he did not want me to. I did not, in fact, take it up regularly until about 1956 and then in 1961 a miracle of all things happened. I was offered a job in aviation — an unheard of thing in Australia. Rex Aviation offered me a job as sales woman selling Cessna aircraft. I was the only person in Australia with such a job. All the women pilots were really pleased because they felt at last the whole population has at last woke up that there were such creatures as women pilots. But our excitement was very short lived as I remained the only woman pilot so employed until the time I resigned in April 1964 after having remarried and gone to the country to live. During that time (it being the only job I have had in my life other than in the WAAF during the war) I had a wonderful lot of flying as I used to fly over quite a lot of Australia doing demonstrations at air pageants and on private properties, and in little towns. Also I was the main demonstration pilot for Adelaide (the capitol of Australia) as well as doing most of the office work a lot of the time on my own, as when I was not in the country the man I worked with was. I sold quite a few aeroplanes and enjoyed the job very much and often wish that I was back at it, but after I have our baby which I am expecting in June I hope very much to get back into active flying either by just owning our own aircraft or helping to organize a flying school on our property which is 120 miles northeast of Adelaide and I think I can enthuse enough people to learn to fly to make it worth while for one of the city flying schools to come up to start a club. I do not hold an instructor's rating and feel at 42 too old to be bothered to try and get one especially with a new baby to cope with as well. I have endorsements up to and including the 210 Cessna. One of our other 99s, Hazel Roberts, owns and flies a 210 and as far as I know we are the only two in Australia with this endorsement, although we are both only private pilots. There are three 99s owning thir own aircraft besides Hazel. Fellow South Australian Helen Blackburn with a 172, Evelyn Koren of Vic-

toria with a 172 and Peg Helma, who owns a sheep station and lives out in the middle of Queensland, owns a 182. There are quite a few other women pilots who live way out in the centre that own their own aircraft but they are not members of the 99s and so far don't seem to want to join. Although flying for women has been going on for a long time in Australia it is really still in its infancy as far as women are concerned, and I feel it will remain so for a jolly long time yet. The men will not seem to accept them. They acknowledge their ability to fly, but accept them really in industry. NO! So be it.

—o—

By Freda Thompson

I should love to return to the States, but I fear the financial part is the stopper. I shouldn't grumble I had a wonderful trip, managed to wander through 35 of the States, it would be so nice to have it all to do over again.

I am known as the oldest living pilot in captivity. My license has never lapsed since I got it way back in 1930. In the air race last year I think some wondered if the "antiques" would survive, but nobody had more fun than my navigator and I, and the weather did everything possible to spoil the whole race.

The handicapping was quite good—a Cessna 310 was the scratch machine, the makers speeds were accepted and we were handicapped on them, allowing the use of 75 per cent of our power, a few were disqualified for exceeding this—it was worked out on our fuel consumption. At the check points we called our race numbers on the radio five miles out — then as we crossed the "line" we called "over the top". An allowance was made each day because of the wind. To some of the old, slow machines it made a great difference. For the air race only, D.C.A. gave special radio clearance. We did not have to do the usual reporting. One thing that interested me, was 146 machines started at one minute intervals just completely vanished till you arrived on the next stop 300 or so miles away. Very seldom did we see another machine in the air. There were certain spots where a marker was on the ground to be identified by us, just to stop any of us cutting courses. One marker, the last we had to identify in South Australia, was certainly rather tattered and somewhat difficult to find, but machines later than us couldn't find it a all — some misguided cattle had eaten it all up!

Our annual AWPAs meeting is April 8, 10, 11 in Perth this year. That means a 3,000 mile journey to some, 2,000 to us in Melbourne. We go in all sorts of ways. The airlines help us with reduced fares and D.C.A. comes to our rescue with a machine carrying a dozen or more, and some of us fly across in light aircraft. I think about 36 of us are going over this year. It's a long way and very expensive trip but its great fun and it is over there only every five years. Each state takes it in turn so someone always has to travel.

Good luck and many safe landings.



CONNECTICUT CHAPTER

By Nancy Ghen

The excitement is mounting, nerves are jumping and the time is coming—our first Sectional Meeting. April 17 is the day at Trumbull Airport in New London. A tour of the submarine base is a promise and other interesting things are planned. Let's have a big turnout.

Mary, Peggy, Teta, Jerry, Sharon, Ruth and Cynthia made the March meeting in Bridgeport. Lunch at the Four Winds followed the meeting. The spring sectional was on everyones tongue. A big welcome to our newest member, Jo Massey. Now that our membership is growing, we may get some "Indians" . . . for awhile, all we had were chiefs! Mary Horton tells of her husband's recent not one, but three, engine failures. All's well, but anxious moments were there. Are we all up to date on our safety procedures for things like that? It will make for . . .

Happy flying from all of us in the Nutmeg State.

EASTERN NEW ENGLAND CHAPTER

By Isabel A. Blodgett

Note on winter flying: Dorothy Pulis and her husband managed to land their 170 in perfect form on a runway of glare ice at Bar Harbor. They're had a flight to Florida too. More news wanted, please eperbody.

We reached our last two meetings the hard way. In the heavy snow storm of Jan. 23rd we parked our cars at Ora Stevens' house beside the Taunton Airport for a cup of her good coffee before going to a near-by restaurant. Present were Lois Auchterlonie, Chris Seaver, Milly Doremus, Fran Porter,

Ora Stevens, Dorothy Pulis, Isabel Blodgett, and our new member, Helen Haffey. We also welcomed prospective members, Harriet Abbott and Elaine Nixon, and Isabel's visiting daughter Katherine Gebbie. At the business meeting Chris announced that the All Woman New England Air Race will be at Burlington, Vermont, on May 15. The news that Milly Doremus will be chairman of an air marking project this summer brought an enthusiastic response. Evidently we have all been harboring a secret wish to get up on those roofs! After the business meeting, Isabel Blodgett described her trip with her daughter and son-in-law from London to Beirut, in — excuse it, please — a small automobile.

On Feb. 20th Norwood Airport had surface guests to 35 knots. Many people were away for the long holiday, but those who did arrive, by car, at the Iron Horse Restaurant, included two welcome new members, Harriet Abbott and Pat Jones. They, Fran Porter, and Isabel Blodgett wished everyone could have been there to hear Chris Seaver's account and to see her movies of her trip through Holland, Belgium, Denmark, Norway, and Sweden. Her pictures of a flight from Oslo to see the midnight sun were unforgettable. On this flight they still let other pilots into the cockpit!



GREATER NEW YORK CHAPTER
By Charlotte M. McCollum

Our March meeting, held at Fredi's Restaurant in New York City, was well attended by 32 members and guests. A special welcome goes to the six prospective members attending: Jan Prindville, Honey Trattler, Agnes Weidinger, Avis Bayard, Gale Brownlee and Marie Dedouch, and to old friends and guests, Dr. Clara Gross, Linda Adase, Roy Ryder, Ruth Force, Herb Fisher, and Elliott Eliss. Prospective member Marie Dedouch is from Tokyo, Japan, now living in New York. Marie has been flying since 1935 and has a Japanese license. Bobby Prestas handled the showing of two Piper aircraft films, "Flying to Baja, California" and "Flying to the Bahamas," with great dexterity and finesse, and her efforts were appreciated by all.

Julie vom Saal is to leave on March

28 for Pensacola, Fla., for a visit with her daughter and son-in-law, the latter being an ensign in the Naval Air Force.

Marion Andrews Lopez has received an assignment from NACAL (Naval Art Cooperation and Liaison Committee) to go to Pensacola, Fla., to portray the "Blue Angels" in the medium of oil and watercolor from April 8th to 18th.

The "Revolution in Aeronautics" seminar at Garden City Hotel in March, presented by the Air Force Association and the Long Island Association, was attended by Doris Renninger, Kay Hilbrandt, Irene Keith and Gloria Heath. The panel included Najeab Halaby, FAA Administrator, General Schriever, and many other aviation experts. All 99s attending were acknowledged in the presence of over 300 leaders of industry at the luncheon.

Our governor, Doris Renninger, was a guest at the Iron Gate Squadron's of the Air Force Association annual ball at the Waldorf Astoria. The banquet was in honor of General Curtiss

**NOW IS THE TIME
TO ACTIVATE PLANS
SO THAT YOU WILL BE**

at

**INTERNATIONAL
CONVENTION**

**JULY 8, 9 and 10
CHATTANOOGA, TENN.**

LeMay who recently retired from the USAF.

Ruth Bliss had one ferry trip for a Cherokee 140 from Vero Beach in January, and one pleasure trip to Key West in February. When stranded in Richmond on her return from Key West, Ruth enjoyed meeting Maxine Walker, who was guarding radar, and showed the entire family through the installation.

Barbara Brotherton and Pat Wilson are headed for the Eastern Pennsylvania Treasure Hunt, hoping to pick up some pointers for our own Treasure Hunt at the Havey's Shelter Island in August. Barbara also reports that a definite date has been set for the penny-a-pound—June 12th with a rain date of June 13, to be held at Morristown Airport's Chatham Aviation.

Selma Cronin is now associated with the Pilot's Employment Agency, located at Teterboro Airport. Selma says her Pinch Hitter Coures was a "real blast"

and that many of the girls are going after a license.

Gale Brownlee, a prospective member attending our March meeting, has requested that all gals who were in the WASPS during the war to please send to her their names and addresses. Just Woodstock, N. Y., will reach her. Gale is helping with research for a possible book on the WASPS.

Will be seeing all of you, I hope, at the weather seminar at LaGuardia!

WESTERN NEW YORK CHAPTER
By Jean Mutchler

It was such a pleasant surprise to have Joan Prehn at the meeting in Batavia. Just a couple weeks before she foolishly ignored the safety of the wild blue and engaged in transport on a horse, acquiring a fractured vertebra when the motion about the pitch axis exceeded an unmarked red-line value. We were happy to see her walking about, and glad that fellow aviator Don Wray chauffeured her from Rochester to the 99 meeting since she wasn't able to drive. We all enjoyed his company and his generosity.

Dorita Norton was the flyingest this month, having checked out in a Debonair; congratulations! One of her Zonta speeches netted a very pleasant surprise — an invitation for a helicopter ride. Speech anyone?

Terri Pirrung, Ethel Fedders, Lori Moore, Joanne Kohler, Helen Moore, and Jean Mutchler were the other participants in the social evening. Sue Hoffman is still in Florida and wrote she is now doing some night flying.

We shall miss Naomi Meeker but wish her a pleasant stay in California while Jim completes his assignments at Edwards Air Force Base.



**EASTERN PENNSYLVANIA
CHAPTER**
By Caroline Bregler

With the first warm day of March, you notice various signs of Spring—the tulips pushing their tips thru the thawing earth, pilots cleaning windshields, birds chirping, pilots cleaning airplanes, trees showing buds, and pilots going on breakfast flights.

Last month the Eastern Pennsylvania Chapter held a Teen-age Seminar at North Philadelphia Airport as part of the air education program which was

very successful. This month our chapter is sponsoring a flying treasure hunt, but will have to report on this in next month's news as it will be held on the 20th at Wings Field, Norristown and ending at Allentown-Bethlehem-Easton Airport in Allentown.

Received word thru Jerry Roberts that Beth Sturtevant is really enjoying her trip to Florida with Barbara Farquarson and has attended a Florida 99 Chapter meeting.

Welcomed as new members were Helen Price, Evelyn Kennedy, Mary June Loch and Helen Ellis.

Nancy Diemand has been helping out in the office at the New Bucks County Airfield, Doylestown and also is getting in some commercial flying.

WASHINGTON, D. C. CHAPTER

By Jacqueline M. C. Smith

On Thursday, March 11, our chapter met at the home of Adele Cotton where again the refreshments were delectable and non-dietary! Present at this meeting were Hazel Dwiggin, Virginia Thompson, Velta Been, Jane Ralston, Eve McIlveen, Laura Zerener, Doris White, Faye Wells, Lillian Chesnes, Libby Netcher, and, of course, Adele Cotton. Iola Mombrun was also at this meeting and was voted in as a new member. Iola is a Navy lieutenant and a new pilot. We're very happy to have you, Iola. The Williamsburg fly-in was discussed and it is tentatively scheduled for some time around May 8. At the meeting Faye Wells discussed with the group what we should do to prepare a display, maps, etc., for the reception commemorating the second anniversary of the unveiling of the Amelia Earhart stamp.



ALABAMA CHAPTER

By Minnie Wade

Our March meeting was held at the municipal airport in Birmingham. We were honored with three prospective members and four visitors from Huntsville, also a visitor from Albany, Ga., and one from Mobile.

With nine members present, our chairman, Bennie Peters, presided. Our main business was the Montgomery Powder Puff Derby stop. Juanita Hal-

stead, stop chairman, appointed the committees for the stop.

Our POINTS of ACHIEVEMENT were checked by Minnie Coggins. We are giving a trophy at the end of the year to the member who has accumulated the most points. The points are given on: attending monthly meetings, aviation written exams, flight tests, aviation speeches, attending Sectional and International Conventions, etc.

We are proud of our new instrument pilot, Betty Ferrell.

Chapter flying:

Jerry Chase and 49½er flew to Nassau, Bahamas Treasure Hunt. Vice Chairman Nancy Beeland attended the chapter chairmen's meeting in Atlanta, Ball. Juanita Halstead flew to Mobile. Jerry Chase and 49½er flew to New York for the Master of Fox Hounds Ball. Juanita Halsted flew to Mobile. Minnie W. Coggins and Minnie Wade flew to Wichita, Kans., with 49½er Charles Wade and son, Cecil, to ferry Cessnas from the factory. While there they toured the factory. Minnie Coggins ferried a Skylane to Dixie Air, Tuscaloosa; Minnie Wade and son, Cecil, (who is a private pilot) ferried their own new Skyhawk N-609CW home.

We adjourned to visit the new control tower, and will have our next meeting in Huntsville.

FLORIDA CHAPTER

By Jan Wagner

The Florida Chapter is one of the proudest chapters of the 99s, having had the honor of sponsoring the Suncoast Chapter on the west coast of Florida. March 10th was the happy day for this memorable occasion; as well as a beautiful day for flying. There were 24 new members and guests present for lunch in St. Petersburg. There were three members present from the Greater New York area, Estel Peckham, Ruby Sadler and Murray Fisher. The members from the Florida Chapter (looks like we shall be changing our name one of these days) attending were: Dot Shaw, Dot Harrison (a potential new member), Marie Thompson, Miriam Davis, Virginia Britt and Jan Wagner; as well as Alma Parker from St. Pete. We were so delighted to have Betty McNabb, International Secretary, and Carolyn Kennedy, Southeast Sectional Secretary, fly down from the Georgia Chapter to be with us. Virginia Britt presented the charter to Norma Culler, Suncoast Chapter Chairman. Betty McNabb read a letter of welcome from our Interna-

tional President, Ruth Deerman. Each new member was pinned with their new 99 pin by an existing member. No doubt, the new Suncoast Chapter will be writing and giving the names of new members, as well as the list of officers.

Virginia Britt and Miriam Davis flew (commercially) up to Atlanta for a meeting to work on and discuss details regarding the International Convention to be held in Chattanooga this year.

On Friday, March 12, Max Conrad gave a very colorful extemporaneous talk on his flying experiences during his life. This event was well attended by the local 99s and their 49½ers; as well as a great many other local townspeople. Who said that people aren't interested in general aviation?

Our March meeting was held at the home of Ceil Adler in Miami. We had 17 members and guests present. Plans are shaping up well for this year's IAR. Hans Groenhoff, our coordinator, announced some very thrilling events that will take place in Nassau—so we shall see you all at the race this year?

The April meeting will be held at the home of Betty Tracy in Pompano Beach, Fla.

**Welcome
and
Congratulations
to our new
Florida Suncoast
Chapter**

FLORIDA SUNCOAST CHAPTER

By Theodora B. Shafer

The 10 new high flying members of the Florida Suncoast Ninety-Nines began our "chartered" course March 10 as we officially received our charter.

Twenty-four girls were on hand to acknowledge this memorable occasion as they landed at Albert Whitted Airport, St. Petersburg, Fla. The members of our new chapter were delighted to have as our guest International Secretary Betty McNabb. Thirteen 99s from the Miami Chapter and Greater

New York Area Chapters were present to welcome our new beginning.

Co-Chairman of the Miami Chapter, Miriam Davis, presiding at the luncheon, asked Betty McNabb to offer the invocation; after which Betty read a letter of greeting from International President Ruth Deerman.

Southeast Section Governor Virginia Britt presented our charter to our new Suncoast Chapter Chairman Norma Culler of Clearwater, Fla. In addition are the following officers and charter members: Thelma Dawson, vice chairman; Jessie Corser, secretary and treasurer; Ethel Gibson, membership chairman; Theodora Shafer, news reporter; Dorothy Birdsong, Lorena Liles and Inez Sauls.

After this auspicious presentation, the charter members and the two new members, Kaye Moore and Betty McGraw, were pinned by the visiting 99s.

Upon bidding farewell to those departing, the new members gathered for a business meeting in which many plans were made for the future of our new chapter. Quite a number of our girls anticipate attending the Southeast Section Meeting in Asheville, N. C., in April. Hope to meet many of you there!



CHAIRMAN—Norma Crooks Culler, originally from Wilmington, Delaware, moved to Clearwater, Florida, in 1948. While living in Clearwater and selling General Insurance in 1949, she met Fred Culler, a flying enthusiast and General Contractor. Fred and Norma, and Fred's Luscombe Observer, were married February 14, 1949. In 1951 they entered the fur-

niture business and retired from the same in 1957. This was that wonderful year that Norma took to the air and learned to land in case anything happened to her Pilot in Command. In 1961 she began getting enthused about airplanes, got serious about it, and received her Private Pilots License. Flying now has taken precedence over her gardening hobby. Norma regularly attends the Florida Grasshopper meetings and both she and Fred are active in the Florida Aero Club in which she is Secretary and Air Cruise Director of the State, and Flight Director of the Clearwater Chapter. She is also past president of the Clearwater Lions Auxiliary.



VICE CHAIRMAN — Thelma Ann Dawson (Mrs. Thomas R.) is the mother of three freshman daughters, freshman in college, freshman in high school and one in the first grade. She took up flying to be a co-pilot for her husband and liked it so well that it is now her favorite hobby. She is a charter member of the Flying Grasshoppers. Her husband, Tom, is also a corporate pilot for Brooksville Rock Co. Thelma says one of her greatest thrills is flying co-pilot in the Aztec on some of their trips. As well as being a flying partner, she is also a business partner with her husband in their real estate and insurance agency in Brooksville, Florida. Whenever she plans a trip out of town her oldest daughter always wants her to fly as she thinks that she is safer in the air than on the highway.



SECRETARY and TREASURER — Jessie Corser of Clearwater, Florida, came to Florida in 1954 from New York. She attended High School and Business College in New York State and is presently employed as a confidential secretary to a Real Estate investor. Jessie is married to George Corser, who is employed as a carpenter and owner of an Indian Rocks Beach Motel. Jessie and her husband both fly, and own their own Ercoupe. She obtained her license December 20, 1963 and has logged 150 hours since that time. She is a member of the Grasshoppers, The Florida Aero Club, and an active member of the National Secretaries Association. Among her hobbies besides flying, she enjoys painting, swimming and beachcombing and reading.



MEMBERSHIP CHAIRMAN — Ethel Gibson. A nurse with her head in the

clouds describes Ethel Gibson, who is a graduate Registered Nurse, licensed in the states of Florida and Pennsylvania. She specializes in Surgical Nursing and at the present time she fulfills the responsibility of Office Nurse in Supervisory Category as well as Surgical Nurse from her employer, a surgeon in St. Petersburg, Florida. Ethel resides in St. Petersburg where her husband is employed as a carpenter. She has one son who is attending St. Petersburg Junior College. Ethel shares her flying interest with her husband also as he, too, is a licensed pilot. Two hundred and twenty-five hours have been logged in Ethel's book since she received her ticket in June of 1962. Among some of her professional organizations in which she participates are the American Nurses Association, Florida Nurses Association, Dist. No. 26 of F.N.A., Central Nurses Association, as well as a member of the following flying organizations such as the Grasshoppers, A.O.P.A., Secretary to the Fla. Flying Farmers and a member of the St. Petersburg Aviation Association. When she has time for her hobbies they usually include fishing and bowling.



NEWS REPORTER — Theodora Shaffer of Clearwater, Florida and formerly of Jackson, Tennessee, completed her education by attending Union University of that same city with a B. A. degree in Psychology and a minor in Art Education. Immediately upon graduation from college she headed south to Florida on vacation

only to meet her husband, John Shaffer, who is an Independent Insurance Agent in Clearwater. Theodora pursued her teaching career in the elementary schools in Pinellas County for the past four years. Their flying interest began three years ago with a casual drive to the local Airpark in which both signed up for flying lessons. After three hours of dual for each of them they decided to purchase their own plane, which is the best incentive I know for learning to fly. At the present time with 135 hours logged and a single engine land rating she hopes to increase her knowledge and skill by acquiring additional ratings. Besides enjoying flying their Cessna 170-B she participates in various organizations and church activities. Among her special sideline interests painting and playing the organ are favorites.



DOROTHY BIRDSONG. A girl of many interests, Dorothy Birdsong, of Temple Terrace, Florida, began flying in 1958. She recently passed the instrument and commercial writens and hopes to complete these ratings in the near future. Among the fellow students in her class is her husband, Charles, who is an active pilot. Both Dorothy and Charles enjoy activities in various flying clubs. Charles has a Volkswagen dealership in Tampa, Florida. They have a married son, Buddy, who is 21 and like his parents loves to fly. Roger, 20, and Jane, 21, are both attending college. Since flying is Dorothy's favorite hobby, she still has time for a good round of golf and a game of bridge.



MEMBER—Lorena Liles began her flying career in a Comanche 180. She received her private pilot license on March 9, 1960 and since that time she has logged 180 hours. Like many of us, Lorena moved to Florida from her home state of Oregon. It was then that she became interested in flying and even began progress on her multi-engine rating. At the present time she holds a single engine land rating. Lorena is employed at Morton Plant Hospital in the Admitting Office. Previous to that she managed a motel in Clearwater for eight years.



MEMBER — Inez Sauls. Inez began learning to fly early in 1960 and became a licensed pilot along with her husband in August of that same year. In 1964 again in the month of August,

Inez added another engine to her rating along with the Blue Seal. She has 300 hours logged and many more as co-pilot and navigator. Her husband and son have the same rating as well. I guess that's what you call real togetherness. Inez became the wife of an attorney, Byron Sauls of St. Petersburg, Florida, 39 years ago. Having an interest in music, she trained for a musical career but unfortunately lost her singing voice at the age of 22, due to a bout with double pneumonia. Some of her other hobbies are reading, rocking (and also talking). The good thing about the latter is that she always has something interesting to say.



MEMBER — Kaye C. Moore. What could be better than soloing on your birthday? This is exactly what Kaye Moore of Sarasota, Florida, did on August 2, 1958. It was her 21st birthday and her instructor, Jane Ralston, was the first to congratulate her. Jane, who was instructing at Bowman Field, Louisville, Kentucky, was a Ninety-Nine. In September of '58, Kaye was Jane's co-pilot in the Dupace County Ninety - Nines (Chicago) Efficiency Race, Bomb Dropping Contest. Kaye graduated from the University of Louisville as a Dental Hygienist where she worked for three years. For the past five years, she has resided in Sarasota, taking an active part in various offices in the State and District Dental Hygienists Association. She is Past President of the Sarasota Spinsters Club and is still enjoying single life. Kaye has passed her commercial written

and presently holds a single engine land rating. She is a member of the A.O.P.A., Grasshoppers and the Florida Aero Club. In January of '65, upon a visit to the Republic of Panama, she received her second check ride. This time it was to license her in the Republic of Panama in order that she may rent and fly a plane solo. I am sure she proved as good a pilot there as she is here in the states.



MEMBER — Betty McGraw, Clearwater, Florida, obtained her private pilot's license in 1940. She was a pilot and personnel officer in an all-women's Civil Air Patrol Squadron during the war under Squadron Commander Alice Hammond, then of Grosse Pointe Farms, Michigan. She joined the Michigan Chapter of the Ninety-Nines in 1942 and was active there until she and her husband, Carl Robert Wickman, moved to Clearwater in 1943. Betty was an active participant in Florida serving as Secretary of the Clearwater Flying Club piloting her Luscombe for business and pleasure. Betty was widowed in 1960. She is now married to Riley

K. McGraw whom she met four years ago on a chartered airplane party. Her two sons, ages twenty and twenty-two and daughter-in-law are all students at Florida State University at Tallahassee. Her two step-children are at school in Indiana. Besides flying, Betty's hobbies include sailing, fishing, swimming, water-skiing and traveling. She has been a water-safety and swimming instructor for over seventeen years with the local Red Cross Program and Mariner Scouts. She has also been active locally at the Y.W.C.A., Clearwater Yacht Club, PTA, Florida Gulf Coast Art Center, and League of Women Voters. Her husband, Riley, was formerly with American Airlines. He has a commercial license with instructor's, instrument, and multi-engine ratings, with over a total of 10,300 hrs. He teaches at A.O.P.A. Clinics and he and Betty have a total of fifty years of safe flying.

GEORGIA CHAPTER

By Betty McNabb

Braving a few grumbling elements to meet with Tennessee for terminus and convention planning were Georgians Frances Peacock and 49½er, Carolyn Kennedy and 49½er, Carol Harp, Betty McNabb and Dolores Lowe, our very brand-newest member. But alas, no Tennesseans. Weather in Chattanooga apparently threatened them out.

So the Georgia folk had a pleasant lunch at the Luau in Rome, far from the haunts of any of us, and went home again.

Ruth Miller had mechanical trouble on take-off, didn't make it. But a week later she rescued Betsy, the new columnist who Bonanza'd to Tifton for a hospital job, got weathered in only 40 miles from home!

Dolores has moved to Albany recently, holds commercial and instructor ratings, is newly active in Civil Air Patrol.

Frances Peacock will be photographed with Georgia's aviation-minded governor, the Honorable Carl Sanders, as he signs the bill for Georgia's air-marking program sparked by the Georgia 99s.

We were saddened, along with all flying folk and many others, at the loss of Joan Merriam Smith and Trixie-Ann Schubert. Ninety-Nines are closer, we think, than the members of most or-

**IS YOUR VACATION —
TIME OFF — BABY SITTER
ARRANGED?**

Its Later Than You Think.

**INTERNATIONAL
CONVENTION**

JULY 8, 9 and 10

at

CHATTANOOGA, TENN.

ganizations as far flung as ours. Many of us knew both girls.

Shelia Scott writes from England that former Georgian Betty Cones is doing a fine job as British Section secretary; smugly we remark, "She was Georgia's secretary too." Betty and Ernie are house-building.

Georgia's March meeting was held at Columbus but our crazy weather kept all but two airplanes away. Carolyn and Biff Kennedy made it from Parrott, and from Albany Bonanza'd Betty McNabb with Chapter Chairman Ruth Miller from Tifton, Dolores Lowe, and prospective Jeannette Davis of Sasser and Albany, who is a pathology tissue technologist at the same hospital where Betty works.

Meeting us in Columbus was Barbara Shirley, distaff side of a flying couple. Two children, a job as an anesthetist at St. Frances Hospital, and raising dogs keep Shirley busy but she plans to join us in April at Ida Cason Callaway gardens for the azalea meeting, with her membership papers in hand.

Luncheon — business — flyaway — and weather had deteriorated so rapidly that we boxed the compass getting back to Albany. Went south, east, west, north, east and south, in that order!

Carolyn Kennedy, vice chairman and Southeast Section Flying Activities chairman, and Betty McNabb went to St. Petersburg to participate in the presentation of the Florida Suncoast Chapter charter on March 10. It was exciting, impressive, and rewarding to see the enthusiasm of these new gals.

MEMPHIS CHAPTER

By Mary Stanley

Memphis 99s met March 13 at Memphis Aero Hangar No. 1, with Chairman Chris Brown presiding. Other members present were Ina Walker, Bonnie Whiteleather, Nina Jo Witherington, Hilda Savag, Martha Mahaffey and Martha Tobey. June Kuykendall, a student pilot who has already passed her written and made two solo cross country flights, was a guest. (We hope she will be joining us soon.)

Martha and Chris reported on their trip in the Tobey's Skyhawk to Atlanta. While there they met with other Southeast Section chairmen and officers to coordinate plans for the coming AW-TAR terminus and national convention.

The following reports on individual flying progress were given: Chris is working hard on her instrument rating whenever weather permits. Hilda has checked out in a Cessna Skylane, which

she, Ina and Nina Jo flew in to Paducah recently. Nina Jo has checked out in a Mooney, and Rosemary Williams in the family Bonanza.

Plans were also made to attend the Southeast Spring Sectional in Asheville. We anticipate a good turnout for this, weather cooperating that is.

We are sorry to lose Eloise Craig from our chapter. She and husband, Jim, have moved to Springfield, Mo., where he has entered the insurance business.

The Memphis Chapter shares the grief of other 99s in the death of our former Southeast Section governor, Cora McDonald.

MISSISSIPPI CHAPTER

By Bernice Kelly

On February 27, 1965, Cora McDonald passed away in Hattiesburg, Miss. She had lived on the Gulf Coast while she taught at Keesler Air Force Base, but Hattiesburg was her home.

I met Cora six years ago when she was a member of the Alabama Chapter and they visited with some of us who were learning to fly at that time. We talked of joining the Alabama Chapter, but she and I talked it over and decided we wanted a Mississippi Chapter, which we did get along with the help and hard work of a few of us, including Jessie Miller and Ethel Radzewics. Cora was our first chairman and charter member of the Mississippi Chapter. At the time our chapter was formed Cora was the Southeastern Section governor and did this along with guiding our chapter. Without her help, know-how and inspiration we never would have made it. Cora was a pilot in every sense of the word, I flew with her in weather that chills me to think of it, and came through safely. Her ratings were many including private, commercial, instructor and instrument. She was also the recipient of the Amelia Earhart Scholarship Award, which she used to get her Link instructor's rating. But the true test of her flying ability came, I think, when she and Dolly Kroeker flew from the Gulf Coast to the Atlantic Seaboard in Dolly's little Luscombe with NO RADIO Equipment and a balky compass. They attended the national Convention of the 99s and flew home again all safe and sound with "Bird Dog" Cora pointing.

Flying was her life, and the 99s were uppermost in her thoughts, until just a week before her death, some of the

girls visited with her and she sat up in bed, crossed her legs, put her glasses on her nose and made plans to attend the convention in Chattanooga. I know her many many friends join all of us herein wishing Cora "Happy Landings".

LAST FLIGHT

CORA McDONALD

Member

Mississippi Chapter

Southeast Section

February 27, 1965

TENNESSEE CHAPTER

By Valerie Grant

I know that you are getting tired of hearing that this chapter is working on a terminus, but you chapters that have had it before know that it is a full time job.

We had planned a full scale press luncheon for Mrs. Marian Jepsen and Mrs. Gertrude Lockwood, who were scouting the race in advance but the weather prevented us from having it. We certainly hope that we can greet them very soon in the same style.

We were already to board the airplanes for a joint meeting with the Georgia Chapter in Rome when we discovered that due to their weather we would be the only ones there. So instead, we held a short meeting at the Chattanooga Airport and decided to try once again next Sunday. We would like to apologize to the girls from Georgia who made it to Rome that next Sunday when we were unable to come due to weather guessing in Chattanooga. The weatherman was right in the long run and we would not have been able to make it back.

We certainly appreciate all the volunteer assistance the Southeastern Section is working on. Virginia Britt had a meeting in Atlanta on February 27 to coordinate these plans. We had a good turnout and all are convinced with all this help their jobs will be greatly assisted.

The Wing Scouts of Chattanooga have



TENNESSEE CHAPTER SPONSORS WING SCOUTS IN CHATTANOOGA —
Left to right: Mrs. Edgar Jolley, Beth Semmer, Gay Lynn Smith, Ginger Long,
Anita Hilton, Sherry Phillips and Mrs. Leroy Jones. You will see these Wing
Scouts when you are at the Terminus, 1965.

been meeting with us regularly and we have been mapping out their jobs in a vague sort of way at this point. They are certainly willing to help us with this job and never fear, they will be here come terminus.

One or two of the Tennessee Chapter has been meeting with these Wing Scouts every other week. They have been taking some of the sections of ground school as part of their program. Last Sunday Dorothy and Tarbell Patten of Tennessee Airmotive, Inc., rewarded them for their enthusiasm and help with an airplane ride in a Cherokee 235 and we are accumulating several 99 "suspects" for future years.

Our biggest news this month is that one of our members, Evelyn Bryan, accumulated a 49½er on Feb. 23rd. She and Morgan Johnson, a real estate agent in Morristown, Tenn., were married in Ringgold, Ga., in February and she informs us that she has been teaching Morgan to fly and also his son who is 23 years old. They plan to live in Jefferson City and Evelyn will continue to manage the Morristown Municipal Airport and run the Morristown Flying Service. Evelyn is an FAA examiner and probably one of the first members of the 99s. Congratulations from all of us, Evelyn!



ALL-OHIO CHAPTER
By Edy Maxim

At the Columbus meeting, February 21st, our guest speaker, Col. Jack Nole of the Defense Construction Supply Center (Columbus), unfolded the fantastic escapade of his emergency high-altitude parachute jump (at 53,000 ft.) from the U-2 seven and a half years ago. He was the first to survive a bailout in that particular aircraft, lead-

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ing to immediate changes in safety features of pressure suits and equipment, and to the development—with 30 days—of an ejection seat for the U-2.

Attending: Bonnie and Lee Miller, Marilyn Collette, Mary Schaefer and daughter Sandra, Mildred Klayman and Ijan, Ruth Theis, Helen and Fred Morgan, Jerri and Norm Crabtree, Marion and Chuck Betzler, Bev Lang, Lee and Jim Rock, Clara Tharpe, Bunny Foley, Autrie and Karl Lehr, Janice Kuechenmeister, Peggy Cline, Mixie and Bill Heckelman, Virginia Schumacher, Joan Hrubec, Ruth Love, Edy Maxim, Jean and Doc Bonar, Pat Rogers and Myron Collier, Connie Jones and guests Adolph Luhta and Susie Luhta, Jean Hixson, Jo Ann Stype, Bernita and Roger Nickell and their daughter, Sue Hively, Helen McConnell and her son, prospective 99 Leah Schofield, guests Martha and Ed Montavey.

The Jet Flyers, Inc., flying club (Cincinnati) have re-elected Janice Kuechenmeister secretary of the club.

Autrie Lehr was sorry to miss the Wooster meeting last month, but just had to bake in the sun and fish for two weeks in Florida.

Lee and Jim Rock returned in February from a trip to Mexico City, Acapulco and Guadalajara. The flying weather was very good, and the flying was uneventful with one exception. They lost the left engine cowl flap of the 182, due to a bird strike. If anyone is interested in flying in Mexico, they would be glad to give details of their experiences.

Bernita Nickell reported the delivery of their new 235 Piper Pawnee B on Feb. 13th, and they are getting ready for spring work, after a three-week vacation in sunny Florida, missing last month's meeting.

Peg Cline recently passed her commercial written exam and also checked out in a Cherokee 140, Peg works part time at the Newark (Ohio) Airport in the office and on Unicom, too. Stop in and see her.

Pat Rogers toured the Piper Cherokee factory in Vero Beach, Fla., during the week of Feb. 10th.

Marilyn Miller is enroute to Florida in a Cherokee.

Nancy Lee Malm (in China Lake, Calif.) tells of the excitement of observing a flight demonstration at the base recently. Quite impressive to see the bombing techniques of naval aircraft on targets immediately in front of them. Most exciting was the run in which a

plane sends out a target and seconds later sends out a Sidewinder that tracks down the target and explodes it in mid-air.

NancyLee mentions that in that area, for civilian flying, the airspace is very limited. Restricted area on one side—mountains on the other side. She makes it a point to fly with her rotating beacon on at all times, even in 50-mile viz. She has now checked out in a 182. She has been to San Bernardino, Santa Monica, Santa Barbara, Death Valley, Bishop and Bakersfield, and is still trying to adjust to mountain flying, after flat Ohio.

I almost had a luncheon date with Lorraine McCarty (Michigan Chapter) on recent blizzard day in Cleveland. Lorraine at Cleveland Hopkins Airport—along with thousands of other stranded passengers, faced with cancelled flights. At the last moment, a special bus departed for Detroit, which was also having blizzard conditions. Cleveland to Detroit normally a 30 minute commercial flight. Eight hours later the bus made the Detroit Airport. More hours from airport, plus a mile walk through drifts (and no boots), and home about midnight. Frozen and miserable, she was happy to be home. Should have RON'd in Cleveland.

Marie Ambus is one of the trustees of a new corporation formed in Sandusky—"Committee on Education Development" (COED). This is a non-profit corporation, formed to promote the establishment of a state university branch in Sandusky.

All-Ohio welcomes another new member—Jacquelyne Elizabeth Davis of Wadsworth. Jackie is the daughter of a former Ohio member, Jan Wagner, who transferred to Florida last year. We were sorry to lose Jan to Florida, but are delighted to have Jackie with us.

Jan and Robert Gibbs enjoyed a recent vacation in tropical Montego Bay, Jamaica.

Edy and John Maxim vacationed in Florida with a brief sojourn also in Montego Bay. Edy's downbound flight to Fort Lauderdale was in a beautiful executive DC-3. Sat. observing, in the jump seat most of the six-hour trip. Wondered what Pan Am's routing to Jamaica would be. Airway is over Cuba, close to Guantanamo, and flight plans must be filed with the Cuban government about 72 hours prior to intended flight. Rented a British Anglia, and of course, the driving pattern is on

the left side of the road. This gets to be most exciting, as the roads are narrow and the natives are real "hot rodents".

CAPE GIRARDEAU AREA CHAPTER

By Alice Godwin

TREMENDOUS! That's what our March meeting was. Louis Feigenbaum, Carbondale, Ill., was hostess for a luncheon at the airport in Carbondale. We had decided at our February meeting to invite all student pilots, those who have had several hours of flight time, those who have soloed, the ones who are afraid to take the private pilot written and three private pilots in our area who weren't 99s. A total of 15 invitation were sent out and 12 came to the meeting. Margie Hall cranked up her Bonanza, Millie Limbaugh rode with a student pilot, who wanted more practice, Polly Freytag flew her Skymaster, Nell Rice her 170 and I took a 182. Those attending were Marilyn Pritchard, Martha Harmon and Christine Elkins, Cape Girardeau. Sally Wehmeyer, Chaffee, Mo.; Betty Estes and Pat Summers, Sikeston, Mo.; Ginny Andrews, Senath, Mo.; Evelyn Braese, Dyersburg, Tenn.; Eloise Smith, Marion, Ill.; Virginia Bartle and Nada Statler, Pinckneyville, Ill.; June Carouthers, Risco, Mo.; and our members who are listed above.

Evelyn Braese, who has already passed her commercial written and Martha Harmon, who is a college senior at Cape State and a brand new private pilot, became members. Both are enthusiastic pilots and will add much to our chapter.

February 20 was a thrilling day for Lois and Bob Feigenbaum. Their daughter, Sue, was 16 that day and celebrated by making her first solo. We're sure to increase our chapter membership soon because, you see, we're raising our own.

Monday and Tuesday my husband and I attended a dealers' showing of Cessna's new line of twins. The gentlemen were most kind and they invited me to fly the 411, 310J and Skynight. All of them were a joy to fly but the 411 is my pick. If you ever get an opportunity to fly it, please do.

Our southeast Missouri weather man has certainly been treating us very well by providing us beautiful flying day every 99 meeting. Hope he doesn't disappoint us in April when we will fly to Kennett, Mo., and Memphis, Tenn., for our meeting.

CHICAGO AREA CHAPTER

By Louise Kokesh

Feb. 21 was a cold, windy morning of our Chicago Area Chapter meeting. Palwaukee Airport was our meeting place and our hostess committee presented a film on gliders which was very interesting. Hostesses for meeting were Regina Devine and Mary Zunderfer, assisted by Sally Stempel, Betty Adelman, Esther Noffke, Catherine Buckley, Elzabe Yocum and Marg Raglin.

Mary Shumway was voted in as a new 99 and we know Mary is going to be a very good worker for the 99s.

John and Toni Teiber have returned from their Virgin Island trip and were off to Indianapolis after the meeting to visit their daughter who is going to Butler University. John and Toni were the only fly-ins to the meeting.

Bobbie Johansson and Bobbie Prestas (NYC 99) flew from Chicago to Denver for a week's skiing late in January. They were weathered in one day going and one day returning but otherwise beautiful uneventful trip. They went in the Johansson's Azter.

Marie and Mike Cronin finally got their Mooney balk after being laid up for four months with bad wood-rot.

Welcome back to Barbara Weber this is her first meeting after breaking her leg in Europe. She was hit by a car while motorcycling in Germany. We were all happy to see her at the meeting.

Mary and Walter Zurndorfer are basing their Cessna 182 at Fort Lauderdale for the winter. They go back and forth commercially between Lauderdale and Chicago. You sure are a lucky girl, Mary, to be able to get to the warm climate for awhile.

The Adelmens took trips to Denver, Florida, Grand Bahamas and New York City since Christmas in their 310. Some fun.

Esther Noffke reports that the 5,000 foot runway which has been in the making since 1959 has been completed in late 1964. The runway has high intensity lighting and has been approved for a straight in instrument approach with 400 and 1 minimums. It looks so good to pilots that within the last three weeks two DC 4's have landed mistaking it for Glenview Naval Air Station. In keeping with aerospace education, Palwaukee has sponsored a Explorer Scout unit with a membership of 32 boys of high school age.

Palwaukee Airport is now the home of the Hammond's Cessna 180. Alice

Hammond and her 49½er are planning to be residents of the Chicago metropolitan area by May 1. Welcome back, Alice.

Michele Russman and 49½er took a 12 day trip to Mexico, Yucatan in their Skylane. They had four days delay getting out of Chicago (weather). They spent four days skin diving on the Isla Mujeres just off the coast of Yucatan.

Doris Mullen is off on one of her trips again. Doris and her 49½er are currently on a three week trip through the Caribbean Islands, stopping at Grand Gayman, Jamaica, Puerto Rico, St. Lucia, Montserrat, Martinique, Curacao, Exuma and back to Miami.

Doris is flying a Trecker Gull and her 49½er is flying a twin Beech Super H-18. There are six of them on this trip and Doris and Moon will do most of the flying. They sure are seeing different islands.

As Doris is on this trip for three weeks she asked me to get the news for her. It seems as if everyone is going some place, Louis and Ray Kokesh hope to take a few days and fly down to Miami for a little sun.

By Doris Mullen

Our March meeting was our 13th annual Achievement Award Dinner. It was held on March 13 at Nelson's Restaurant in Elmwood Park. The evening was carefully planned by Alice Stoltzner. After Louise Kokesh welcomed the group, the past president's pin was presented to Irene Gabriel. The new members were introduced. They were Barbara Friddle, Carolyn Harshbarger, Bobbie Johanssen, Virginia Kraft, Geraldine Krause, Barbara Pence, Ione Prawius, Melanie Rubin, Joan Shoger and Mary Shumway.

Our guest speaker was James Russell, Aviation Division, Sears, Roebuck and Co. He told about his corporate flying experiences.

Presentation of beautiful trophies was made by Sarah Gorelick of Kansas City, Kan., North Central Section governor. First place, Doris Mullen; second place, Irene Gabriel; and third place, Sue Roscoe. Other winners were in this order — Eva White, Suzette Duetse, Virginia Coffeen, Louise Kokesh, Dorothy White, Alice Kudrna and Norma Frier.

Because of thunderstorms in Florida and late arrival home, your reporter was very sad not to be able to get to the banquet and carry home the trophy; but Virginia Coffeen delivered it safely.

Rumor has it your reporter was out earning more points.

Our next meeting will be Sunday, April 11, at Chicagoland Airport. (Ed note: Doris is Whirly Girl No. 84, she and Dr. Mullen are the 12th husband-wife helicopter team.)

GREATER ST LOUIS CHAPTER

By Jane Noyes

Here we are — a month behind, as usual.

Our fashion show — present and past — given at the January meeting with the Aero Club was lots of fun — everybody was waiting for more. Too bad the whole audience couldn't see the "The End" sign on Amy Law's fetching long underwear. The six achievement awards were presented at that time — results of which were published in the February issue. Congratulations to all of these gals.

February's meeting was held at Rose Joly's home, and we planned and talked about all sorts of things, including a fly-in, the Springfield Sectional in April, and also, we still plan on painting an Air Marker this Spring. Most of the "gabbing" centered around Dorothy Haupt's and Ruth Taksel's fabulous trip to Nassau and the Bahamas. Sixteen light planes from St. Louis made an air tour of Florida and the islands. Seems like quite a few people were shook up down there — they panicked when the Nassau tower was informed the day before that there would be 18 planes arriving the next day — all piloted by women. That was just too overwhelming. After the meeting, we all oohed and aaahed over the slides that Dottie had taken. Of course, they both managed to do some shopping — in fact, Ruth's plane was so loaded, husband, Nate, had to wear a wild straw hat all the way home — no other place for it.

Tomorrow night will be our St. Patrick's meeting, and a very informative program is planned — "Pappy" Oldfather will talk to us on "Weather" — and he is the greatest, so we should all learn a lot.

Flying weather is improving, and many of us are looking forward to spending more time up there in the clouds. If good weather brings any of you to our fair city, be sure to give one of us a call. Always good to hear from old friends and make new ones.

KANSAS CITY CHAPTER

By Katie Letcher

The weather around our area hasn't

been the flying type the past month. However, our fly-out on February 21 was nice. Those who turned up, most driving to Mid-Continent Airport for the open house were: Ruth and Sheldon Strafford, Joan and Joe Reindl, Bill and Elaine Morris, Aleah and Bud Combs, Dorothy Stratton, and Kitty Heath. They were among the almost 60,000 other area residents who went up to look over K.C. future airport.

Our March meeting was sparsely attended, what with very slippery streets and lots of snow. But those who did come had a very nice treat. Our hosts were Bill and Elaine Morris at their "Chili Bill" in downtown K.C. They make the best chili in town.

There were seven members, four 49½ers and four prospective members in attendance. They were Kitty Heath, Mary Wood, Carol Pratt and Maggie McGeehan. Mary Ann Noah, our membership chairman, is to be congratulated. Our chapter is really growing. Also would like to thank Aleah Combs for the good job she is doing as secretary. I always look forward to our meeting notices, for one never knows what they are going to look like.

No fly-out was planned for March, because of ground snow, if that makes sense. This March weather has made little flying possible. Most of the meeting dealt with plans for the up-coming North Central Section meet in Springfield next month and our June penny-a-pound airlift.

Flying Flashes: Marilyn and Jim Dickson and daughter, Kim, flew to the Lake of the Ozarks for a weekend recently. One of the few nice flying weekends we have had. Sara Gorelick flew (commercially) to Chicago March 14 to present achievement awards to members of the Chicago Chapter. Aleah and Bud Combs are busy with the Johnson County Squadron of the Civil Air Patrol. They have 28 junior cadets and keep them busy learning about flying in the classroom and on orientation flights around the area.

In closing this month, I would like to express the Kansas City Chapter's sympathy for the unfortunate last flight of Joan Merriam Smith and Trixie-Ann Schubert.

INDIANA CHAPTER

By Betty Kaye-Smith

Spring put Martha and Johnnie Holst in the "clouds" over the fact that their daughter, Donna, has been sent her certificate for admission to Purdue University, where she will no doubt be

involved in flying activities along with her parents. Donna is now in her last semester at West Lafayette High School. Mother Martha was re-elected as advisor to Purdue Pilots, Inc., Student and Staff Flying Club at Perdue, for another year. Purdue Pilots, Inc. and TIMS (Technical Institute Maintenance Squadron) at Perdue are deeply involved in plans for the National Inter-collegiate Flying Association meet to be held at West Lafayette, Ind., April 22, 23, and 24. Martha is in charge of the Sky Queen Contest for the meet; Jill McCormick is working with the International 99 Award and Margaret Ringenberg is a member of the International 99 Award committee.

Billie Smith was presented the Indianapolis Aero Club's Dee Nicholas Award for the most outstanding woman pilot of the year for 1964. It was made by last year's winner, Gloria Richards, who, in making the presentation, emphasized Billie's unflagging interest in flying, notably in improved airmarking in Indiana.

Among others working on airmarking is Rae Cawdell whose article, "Operation Silent Sentinel" appeared in December AOPA Pilot.

Elkhart's Helen Games, recently back from Oklahoma City, has been busy earning new ratings — private helicopter (training under Dottie Young of Catlin Aviation there, and whom Helen really appreciated), multi-engine, and now working on commercial and instrument. She is Whirly Girl No. 86, recipient of one of the medals cast by Hughes Aircraft; she says there are 14 more left, girls! Son, Ben Jr., also received a rating down there — private. Both Helen and husband, Ben, have been ferrying Lake amphibious aircraft recently, although at home they enjoy flying their single place, experimental, Baby Ace, which has placed at shows.

In addition, Helen reported the great hospitality shown her and her family during her Oklahoma City stay by Broneta Evans and Susie Sewell, as well as Dottie Young and her husband, Pete. "I visited the 99 headquarters," she added, "and never realized just how much work our Oklahoma sisters have to do to keep the news letter rolling." We all appreciate it!

IOWA CHAPTER

By Mary Lou Ballensky

On March 14, the Iowa 99s, families and guests met at the Newton Elks Club with Tina Healy as hostess. Most

of us "flew low and slow (in our automobiles) as Grandma tells us to do!" The sky overhead was sunshiny and beautiful, but the frost was coming out of most of our Iowa sod fields, and for awhile our planes will be grounded waiting for a good solid rain to settle the soft, spongy earth.

Of course, every group has its "pluto-crats" flying off of concrete, and four of these exalted beings flew in — Dinny Phipps, Maxine Cochrane, Bea Jobe and Kitty Hach. Indeed, we were "green with envy!"

Altogether, we numbered 40 as we enjoyed the beautiful Sunday smorgasbord, and an interesting afternoon was to follow. Among our guests were Mr. and Mrs. Robert Schlemmer and daughter. Mr. Schlemmer is with the accounting department of the Maytag Manufacturing Company of Newton, and he very graciously gave up his Sunday afternoon to conduct our menfolk thru the widely-known Maytag plant.

Our other guests included Mr. and Mrs. Earl Johnson of Newton, Dr. and Mrs. E. L. Cochrane and son of Oskaloosa, and several sons and daughters as well. Mr. Johnson is the manager and operator of the Newton Municipal Airport and his wife is a student pilot.

During our meeting, we discussed plans for attending the Spring Sectional at Springfield, Mo., and voted Maxine Cochrane into membership. Our ever-active salesmen immediately made their "pitch" and she left with one of our beautiful flight bags and a batch of our new 99 post cards. (Honest, these purchases are not a prerequisite to becoming a member of our chapter!) We hope to be able to offer our new post-cards for sale to all 99s soon, so watch for a later description and price quotes.

Some interesting tidbits to pass on— Sig Manufacturing Company, owned and operated by our own Glenn and Hazel Sigafoose of Montezuma, is one of nine small businesses put up for consideration, by the Small Business Administration, for a national award.

Also, I was more than a little surprised to see Bernice Wilson at the meeting. But just imagine how surprised she will be when she reads the April issue of the Newsletter and finds out she's already made her trip to Spain!

My apology goes to you, Bernice. That wonderful trip is yet to come!

She will actually leave April 15th, and we hope she'll return with a most interesting account of her wonderful experience.

MICHIGAN CHAPTER

By Claire Ojala

Lately the second Sunday of the month has been bringing bad weather more times than not. Despite snow, sleet and ice, 17 members, several 49½ers and guests arrived at Lansing General Aviation for their program and meeting.

Our program consisted of an excellent presentation of the role of the Air Force Reserve Air Rescue Squadron by Maj. Ray Piddington of the Air Force Reserve Air Rescue Squadron. This unit is based at Selfridge AFB, Mount Clemens, Mich. Maj. Piddington described the qualities and capabilities of the Squadron's triphibian Grumman SA-16 Albatross aircraft and the units capacities and mission. A film was shown depicting a typical "lost aircraft" search which involved the Air Force, Air Force Reserve, Civil Air Patrol and local police facilities. This film certainly pointed out the advantages of filing a flight plan and gives one a feeling of confidence in the search capability and efficiency.

Plans have been formulated to have several 99 stadium robes available at the Spring Sectional in Springfield. Now is your chance to acquire one. You have your choice of delicate blue or white fine new wool with the compass rose and 99 emblem in the center.

Guests of Bea Steadman at the meeting were Mrs. Mary Kurtz, Fenton, and Mrs. Mildred Ball, Flint. Both are student pilots about to receive their licenses.

Fran and Dale Myers flew to Santa Anna, Calif., in their 175 for a month's visit with relatives. They also spent some time in Phoenix.

The first part of the instructor course was completed successfully with 32 Michigan instructors attending. The 99s were represented by Hazel Jacobs, Jean Reynolds, Babe Ruth, and Bea Steadman. Both Bea and Babe agree they received a great benefit from the first part on principles of teaching, as it helped them understand the various plateaus a student goes through while in training. All graduated with honors.

Arabella Melick and husband just returned after five weeks in Acapulco, Mexico, and brought back a new addition to their family — a three foot long Iguana — named Elizabeth. So far Arabella has to hand feed it baby food.

The famous February blizzard in Cleveland and Detroit trapped Lorrain McCarty in Cleveland. She arrived home 24 hours late via bus, taxi, and

one mile of walking in knee deep snow. While trapped she made a luncheon date with Edie Maxim and then had to dash off because a chartered bus was leaving for Detroit in two minutes. There were no flights for two days, and all aircraft were rerouted including VIP's and Gov. Romney.

Donna Blake had a busy two weeks, first she passed her instrument flight test and commercial written and then was married to Q. B. George Sentas. Best wishes to two fine people.

Jeanette Picard, the famous balloonist, will be honored during Michigan Week on Heritage Day May 17 at Lavett Hall, Greenfield Village in Dearborn. Our Jane Hart will be guest speaker.

Mariam Gillis is back at it again—Camping and banner pulling. This time for hubby who is running for Common Pleas Judge.

See you in Springfield.

MINNESOTA CHAPTER

By Mabel Barr

Our members are coming to the winter meetings pretty faithfully in spite of our weather. We have had the usual below zero temperatures and lots and lots of snow.

The dates of the Fall Sectional have been decided upon. It will be held September 24, 25 and 26 in Minneapolis, Minn., and we hope North Central gals will be thinking of these dates while planning their summer vacations. Lots to do in Minneapolis for the whole family, not just 99's.

Our February meeting was held at the Sky Chef Restaurant, Downtown Airport, St. Paul. We saw a very interesting film on the importance of an airport (business-wise) to a town. It was narrated by Arthur Godfrey.

Lawerance McCabe, commissioner of the Minnesota Department of Aeronautics, joined us after the business meeting for coffee and conversation. Someone asked him what he thought we could best do for flying in Minnesota and he gave us different suggestions. He also made a very provocative statement, "We sell each other on flying but not the general public." One thing he discussed stands out in my mind: the importance of reaching young people, say with workshops for teachers so they are able to answer questions on flying or at least direct them to a good source of information and thus keeping their interest going.

The active Austin Pilot's Club recently had Joan Miller as a speaker at one of their meeting. Bernyce Crowder

was presented with a plaque by the M.A.T.A. (Minnesota Aviation Trades Association) for her work in journalism promoting flying. Also this busy gal is planning to attend the Mardis Gras in New Orleans. Our best bonnets are off to her. Barbara Stoiceke and her 49½'er are flying to Florida for sunshine—warm sunshine that is. Rita Orr is busy working on her instrument rating. Carol Benfield and 49½'er are on a "trailer caravan" trip to Mexico and we are awaiting her return so we can hear about that journey. And now I must return to my snow shoveling.

OZARK CHAPTER

By Hazel Matz

Am afraid I couldn't have cared less about what has been going on during these past few weeks! Isn't that a wonderful attitude for a reporter to have? The eldest Matz brat had a near fatal automobile accident sometime back in February and consequently the both of us have been residents of Burge Hospital since. But things are looking up. After almost three weeks he has fired me and he will probably be able to return home in four or five days. Enough of that.

Jean McClernon, Jean Fuldner, Patty Hurst, Velma Hite, Mayme Burtin, Edythe Vernon and myself attended the last meeting. Mary Morriset came by for a second before leaving for Memphis. Guests included Mrs. Jim Burtin, Linda Burtin, Freddie Vernon, and Ann Howard. We put them all to work so may never see them again.

Gossip? Patty returned from Mexico Jean F. was preparing for a combination business and skiing trip to Colorado, Jean Mc. has joined the working forces, and frankly that is all I remember.

None of us are in very good condition. Symptoms of panic are creeping up. Come on down to the Ozarks and watch us collapse.

April 23-25.

WISCONSIN CHAPTER

By Marie A. Mitzenheim

A new appreciation of pilots was gained by the writer while riding with Anne and Aaron on an IFR flight to our first fly-in this spring. This fair weather pilot was thrilled to fly up into the clouds and then break into the sunlight to view the "foothills" of beautiful cloud cover.

Peggy Mayo was hostess at this fly-in at Rock County Airport. After a chicken dinner, Mr. Bouzian, manager

of the airport, showed us a film called "Best Investment Ever Made" (narrated by Arthur Godfrey). He then spoke of his plans for the future growth of Rock County Airport and the new tower which will be operating by the end of the summer. Our guest was Winifred Pollock of Beloit, who promptly hit the flight deck to get some flying time in.

Dr. and Mrs. Huebner flew in from Fond du lac and told of their trip to New Orleans for a surgery meeting. They flew their Mooney at 14,000 feet and, of course, used oxygen. They stopped in Paducah, Ky., to watch a snowstorm pass.

Marilyn Fifield and Deedo Heise described flying thrills to other members of the Woman's Club of Wisconsin, and their pictures appeared in our Milwaukee Journal. Dr. and Mrs. Heise spoke at a meeting of the Cedarburg Women's Club.

During our meeting plans were formulated for the Junior Chamber of Commerce Airport Show in August, the International Air Race from New York to Nassau and the April meeting in Springfield, Mo.

Virginia Gallenberger has her private license and immediately started working on IFR at Waukesha, Wis. It's most interesting to hear news of students, women who fly only locally, and women who fly thousands of miles in a week or two. It's a joy to attend all the meetings and share in these experiences.



ABILENE CHAPTER

By Mel Hall

I hardly know how to begin this report. Ruby Caldwell and I were program chairmen for the month. We planned a fun trip for a change of pace for our business meeting, and wouldn't you know the weather was against us. Weather is our part of Texas is flyable and pretty wonderful most of the time. Through December, January and February it was nearly perfect until the 18th, of course. The cold front hit us with a vengeance. The 18th dawned cold, windy, cloudy, with diminishing ceilings and blowing dust — most dis-

couraging to flyers. Consequently, we held our meeting and luncheon at the Westwood Club and glared at the weather.

Plans were to get together and fly to LaPorte, 30 miles east of Houtson, Texas. Yours truly and hubby have a 42 foot sport fishing cabin cruiser docked at Lakewood Yacht Club. Our captain was to pick us up at the airport, 10 miles distant, and leave us at the Yacht Club for lunch, give us a ride in the bay, then after a tour of NASA we'd fly back to Abilene. It would have been fun, plus about five hours flying time. Oh well, some other time.

Amber Cree was weathered in at Austin that day from a previous trip—and was forced to drive home.

After all this, you must be thinking we had a week or two of bad weather? Oh no! Next day was clear and the rest of the week was nearly perfect. A few days later Amber, Audrey Anders and I, flying the Apache, went to Austin to pick up Amber's ship. We had a marvelous Mexican lunch and returned to Abilene. In her 210 Cessna she beat me by 10 minutes.

I just began taking lessons in a Swift. It is an unpredictable little monster and am still trying to get the upper hand, after nearly four hours. It seems to have a mind of its own so far as landing is concerned. It also has a peculiar habit in the landing gear—sometimes it won't extend. So far, it has been fun and rather challenging. Have been told it handles similar to a P-51.

Patty Taliaferro and family have just returned from a flying trip to Guatemala in their Skylane. All had a fabulous time. She logged a few hours on that trip!

Well, girls, here's to better flying weather!

ARKANSAS CHAPTER

By Mary McKillip

The Arkansas Chapter hasn't been sitting idle but their newsletter reporter certainly has. We'll have to go back a couple of months and bring us up to date.

First, we wish to give our official welcome to our newest member, Betty Bollen of Jacksonville, Ark. Betty has just recently received her private license but has already chalked up some "grand" flying time especially when she accompanied her husband to California to attend a dental convention. She flies a Tri-Pacer and was nice enough to take it to her first meet-

ing in Shreveport. A big welcome to Betty and I know she will be a tremendous asset to our organization.

Our Jonesboro member, Ruth McAdams, has acquired her instrument rating and the information has reached us thru her 49½er that she was able to put it to some use on a recent trip to the Bahamas. Boy, what a great place to spend a few days this winter. Our congratulations to Ruth.

For our February meeting, we flew to Shreveport where we were the guests of the Shreveport Chapter at a delightful luncheon. Cindy Morriss and Mary DuKett flew down in the Duckett's 182, Donna Hale and Mary McKillip were passengers in Betty Bollen's Tri-Pacer. It was a beautiful day for flying but the time passed much too swiftly. We hope to make these joint meetings an annual affair.

The March meeting was held in Little Rock at the Sam Peck Hotel. Another beautiful day blossomed for the luncheon and those attending were Cindy Morriss, Donna Hale, Mary DuKett, Betty Bollen and Mary McKillip. A sad day it was tho for Mary McKillip; twas the last meeting I'll be able to attend as a member of the Arkansas Chapter and how much I'll miss this group. Our company has transferred us to St. Louis, effective April 1st so this not only moves me from Arkansas but also out of the South Central Section. Part of me remained in the Kansas Chapter, another part will remain with the Arkansas Chapter and the South Central Section and what ever little bit is left over, I'll gladly give to the Greater St. Louis Chapter if they'll have a mis-placed yankee.

This now brings us up to date and I for one will be looking forward to the future news from the Arkansas Chapter and a new reporter.

AUSTIN CHAPTER

By Bea Nolen

Due to illness, our February attendance was small, but those few had a ringside seat at an exciting event at our airport. How fortunate they were in choosing this meeting place! The pilot in difficulty was Dick Brown, an executive of our city's newspaper. He reported to the tower that one wheel of his plane refused to lock into place. Tensely the chapter members watched and listened (as did many other groups of people) while ground and air conversations were proceeding. Finally, the pilot effected a safe one-wheel landing with no injury to himself or his son.

Whew! What relief! Plenty of profitable flying pointers here. Just a few days later, Nita Babcock (a 66) put some of them to use when she blew one of her tires on landing. Nevertheless, she was happy that her instructor was also aboard.

Sunday, March 14, we participated in the fly-in at the Burke Ranch. The grass strip was easy, and the barbecue was delicious. Sixteen assorted planes and some cars was a nice turnout—in spite of threatening weather.

For our regular March meeting, we had planned to have a joint meeting with the Abilene 99's, but the weather did not permit them to fly to Austin. To add spice to our meetings (we hope), our chairman, Beverly Gregg, has suggested that each member be responsible for one monthly program.

We have another 66 about ready to turn these figures upside down. With nice flying weather here, we plan to be airborne more often!

COLORADO CHAPTER

By Janie Oesch

"Peterson tower, this is Piper 54 Mike," came the feminine voice over the radio J and there was Gwen Craven in her little ole PA-12, flying down from Greeley. This started the parade of seven planes all pilots by chapter members, landing at the Colorado Springs Municipal Airport on Feb. 28. There to greet everyone was Muriel Leland, chairman of the fly-in committee, Pauline Meighen and Janie Oesch plus all the men within eyeing distance, including the binocular equipped tower men. Marion Tankersley flew "Snowflake" (a 1947 Stinson), known to the tower as Piper 15 Kilo; Jo Dennis, our chairman, piloted Bonanza 25 Bravo and brought Marge Blue and Helen Choun; Jan Vawter Gammell came in Apache 45 Poppa; Fredda Turrill piloted Cessna 12 Mike and had a passengers, her son, Betty Cannon and Ruth Mugele; Grace Longbrook flew Cherokee 06 Whiskey with Sherry O'Keefe, Sandra Fowler and Karen Hunt on board. All landings SOP until Comanche 87 Poppa made a go-around in order to get that gear down. Pat Luther was the pilot, passengers Doris Langher and Margaret Dwelle, crawled out unruffled. Then as she took off to go home—oil on her windshield made her return to Pete for a look-see and Grace Longbrook, hearing her in trouble, returned to give her a helping hand. Grace's 49½er, Les, just happened to fly into Pete, so between Les

and Grace's planes, all 99s were transported home. Although someone was late for work—because of car trouble?

Next day Pat flew the Comanche back to Stapleton where once again that gear stuck. Undaunted by an emergency by now—Pat simply flew around until she worked it down.

From Peterson Field we four-wheeled it out to the Dublin House for lunch where we met our speaker, Major Paul L. Briand Jr., professor of English at the Air Force Academy, author of "Daughter of the Sky" which is the life story of Amelia Earhart, and recent winner of a citation in the new edition of "Who's Who in the West," a national biographical reference book, his subject being The Disappearance of Amelia Earhart. A special guest was Miss Caroline Rowe from Salisbury, Southern Rhodesia, who on Feb. 22 flew a 1-26 sailplane from the Black Forest Gliderport near Colorado Springs, to 31,950 feet to claim the Colorado altitude gain record also the Colorado women's altitude record. Caroline started to fly in November of 1961, all her flying time being powerless. She is 24 years old, has been in the U.S. since last March working as a Kelly Girl and other odd jobs earning her own traveling and living money. She leaves for home soon.

Ruth Mugele of Denver is making an artistic tour of Europe with the Englishing Speaking Union this spring. She leaves Chicago on April 25—flying to London. She plans to be gone five weeks hitting such points as the Prado Art Museum in Spain, the Uffizzi in Florence, Italy, the Louvre in Paris and will visit Picasso's Studio in Aux en Provence near the French Riviera. Ruth is a professional artist and is presently conducting private classes in her home.

Our March business meeting was at Marilyn Nordstrom's in Denver. We gathered early for dinner and each member brought a box lunch all decorated to resemble airplanes, gliders, gliderports, missiles, sectional maps and such. These were auctioned off to the highest bidder, resulting in lots of fun, good food and money. Oh yes, business too. Since Jo Dennis was out California way ferrying a Cherokee out there, Pauline Meighen conducted this meeting. She appointed Marion Tankersley as chairman of the air-marking committee with Mary Frenzel to help. A fly-in in March to Longmont, another one to the Academy in April and a

business meeting in May at Donna Myers is on tap.

Did you know that: Doris Langher has spoken to Amelia Earhart? In Boston—before Doris had learned to fly but had the gleam in her eye, so her mother let her skip school to go see Amelia. Doris especially remembers all the survival equipment that Amelia Earhart showed that she was planning to take on her flight.

Jan Vawter Gammell has flown two Powder Puff Derbys?

Fredda Turrill is flying this year's Powder Puff Derby?

Pat Luther received the Man of Action Award from the CAP (owners-pilots section) on Feb. 20? Marion Tankersley had previously received this same award?

DALLAS CHAPTER

By Hazel McKendrick

The Spring Section Meeting will be held at Lake Texoma as scheduled. Martha Ann Reading had been holding off sending out the reservation cards and information sheets because of the recent fire at the lodge, but they assure us that everything will be A-OK come meetin' time.

Marge Mitchell and Kathy Long flew to California to have their Bellanca handicapped. Pretty good excuse to have fun cross-country. They were supposed to go out and come right back, but I think they secretly hoped to get weathered in for a few days.

The Dallas Aero Sorority held a one-day meeting for ladies who are "airport widows" or "airplanes rides." It was the ground school portion of the AOPA "Pinch Hitter" course and 84 ladies attended. The cast included Dorothy Warren, Lucille Hoffer, Doris Weller, Elinor Johnson and Ann Mentzer.

Redbird Airport and the local gals played host to Marian Jepsen and Gertrude Lockwood on March 9. They were enroute back to California from surveying the race course and things. Although they sneaked in a day early and therefore were un-met, un-feted, it was a good get-together. We hope everyone got their signals straight for the TAR stop because lots of questions asked and answered. The Oak Cliff Chamber, Dallas Amateur Radio Club, FAA Inspector Turner, Redbird Tower Man Watters, FSS Hazel McKendrick plus all the various chairmen were there and it was a real good meeting and only proves that the Dallas stop undoubtedly will be the greatest!

Hazel McKendrick got tired of people wondering why her name was not in the book and finally paid her dues. Whew!

The previously advertised AVIATION SPECTACULAR has been postponed until June 13 thru 20. Some sorta conflict.

FORT WORTH CHAPTER

By Betty Jo Parsons

We had our January meeting at Carswell Air Force Base, Officers Club, with a happy hour and dinner. We had a new pilot (100 hours) as a guest, and heard about several other women in our area getting flight time. (Membership drooling!)

BEFORE BUSINESS: Learned Cecil Orpen is going to Europe for the summer, will attend the Paris Air Show in June; Mary Kahak has been doing lots of charter flying this season; Edna Gardner Whyte flew in the U.S. Air Derby, Winter Haven, Fla., and won, flying her Musketeer; Martha Wright soon back to flying and meetings, she's been doing an extra family duty; Tony Page, notified by Flight Safety Foundation, that she is the only writer in the world to make the "Honor List" in the Sherman Fairchild Writing Awards contest, three times (since the awards were created in '61); Dr. Dora Dougherty scheduled to give a presentation in WDC to the American Helicopter Society in WDC this spring, on Human Factors in IFR helicopter flight. She has given the same thing to the American Helicopter Society in FTW, and the Society of Technical Writers and Editors.

Faith Richards won her Whirly Girl wings, is now No. 74! Got the rating on a Brantly in Oklahoma City, Dottie Young's pupil.

BUSINESS: Powder Puff Derby stop in Dallas, to meet the survey team in March, and to help the Dallas 99s at Red Bird Airport when the racers come through.

HIGH SKY CHAPTER

By Mary Erwin

Mr. Young T. Sloan, U.S. Weather Bureau, MAF, guest speaker and lecturer, presented chapter members and guests the latest information available for pilots and how to make use of it. Slides were shown and brochures were given to each member and guest. A discussion followed. Coffee was served on the mezzanine of terminal building and the televised tape (donated to the

High Sky Chapter by KMID-TV) of the Erle Taylor Appreciation Luncheon was shown by Hettie Currie and 49½er Bob Currie.

Midland rolled out the red carpet to several 99 guests recently. Mrs. Gay Maher, New Jersey 99, made a short stop here on her feat of making the first coast-to-coast solo helicopter flight by a woman. She was flying a \$24,000 Hughes 300 from the Hughes Tool Company manufacturing plant at Culver City, Calif., to Medford, N. J., for delivery to a customer of the Flying "W" Ranch there. The distance of the flight was approximately 3,000 miles.

Mrs. Marian Jepsen of San Diego, Calif., route director for the 19th annual Powder Puff Derby, was at Midland Air Terminal checking facilities and preparations of the Midland stop. She was accompanied by Mrs. Gertrude Lockwood of Carlsbad, Calif., a former member of the board of directors of the Powder Puff Derby in charge of the public relations.

The tragedy of Joan Merriam's death was a shock to all of us. We hope that President Johnson will make the posthumous award which she so richly deserved, the Federal Aviation Agency Gold Medal for her exceptional service.

HOUSTON CHAPTER

By Louise Bickford

Our February meeting was held at International Airport with a good attendance from both 99s and petticoat pilots. We were given an interesting tour on film of the Mooney plant at Kerrville, Texas, and one showing the different stages of construction of their aircraft.

The airmarking of Weiser Airpark was much more successful than our previous one, and it was finished in one day. The weather cooperated for a change and was beautiful. Lunch was furnished by the management of the airport and was certainly appreciated by the painters. We had an unexpected volunteer to help paint — the wife of an airplane owner on the field. Every extra brush helps. We ought to see if we can't get her into the Ninety-Nines, she was such good help.

Our next airmarking assignment is Humphrey Airport in Baytown this weekend. I understand that one of the local papers is sending out a reporter and photographers to give us some publicity.

March 14, Mary and Connie Able, Marilyn and Chuck Stoneberg and Jo

HANGAR FLYING

(Your Editor feels the following information important enough that FAA permission was obtained to put it in our Newsletter).

ADVISORY CIRCULAR NO. AC 60-4

SUBJECT: PILOT'S SPATIAL DISORIENTATION

1. **PURPOSE.** To acquaint pilots with the hazards of disorientation caused by loss of horizon or surface reference when attempting flight under visual flight rules during marginal visibility or similar conditions.
2. **DISCUSSION.**
 - a. The attitude of an aircraft is generally determined by reference to the natural horizon. When the natural horizon is obscured, altitude can be maintained by surface reference if visible. If neither horizon nor surface references exist, the altitude of the aircraft must be determined by artificial means from an altitude indicator or other flight instruments. Sight, supported by other senses, maintains orientation. However, during periods of low visibility, the supporting senses sometimes conflict with what is seen. When this happens, a pilot is particularly vulnerable to disorientation. The degree of disorientation may vary considerably with individual pilots as do the conditions which induce the problem. Spatial disorientation to a pilot means simply the inability to tell which way is "up".
 - b. Recent tests conducted by the U. S. Air Force with **qualified instrument pilots** indicate it can take as much as **35 seconds to establish full control by instrument reference** if orientation is lost.
 - c. Surface references or the natural horizon may at times become obscured by smoke, fog, smog, haze, dust, ice particles, or other phenomena, although visibility may be above Visual Flight Rule minimums. This is especially true at airports located adjacent to large bodies of water or sparsely populated areas, where few, if any surface references are available. Lack of horizon or surface reference is common on over-water flights, at night, or in low visibility conditions. Other contributors to disorientation are reflections from outside lights, sunlight shining through clouds, and beams from the anti-collision rotating beacon.
 - d. Another condition creating restrictions to both horizontal and vertical visibility is commonly called "white-out". "White-out" is generally caused by fog, haze, or falling snow blending with the snow-covered earth surface which may obscure all outside references. Therefore, the use of flight instruments is essential to maintain proper altitude when encountering any of the elements which may result in spatial disorientation.
3. **RECOMMENDED ACTION.**
 - a. It is important that **YOU** as a pilot understand the elements contributing to spatial disorientation. You should also know the corrective steps necessary to prevent loss of control of your aircraft if you encounter these conditions.
 - b. The following are certain basic steps which should assist materially in preventing spatial disorientation.
 - (1) Before you fly with less than three-miles visibility, obtain training and maintain proficiency in aircraft control by reference to instruments.
 - (2) When flying at night or in reduced visibility, use your flight instruments.
 - (3) Maintain night currency if you intend to fly at night. Include cross-country and local operations at different airports.
 - (4) Study and become familiar with unique geographical conditions in areas in which you intend to operate.
 - (5) Check weather forecasts before departure, enroute, and at destination. Be alert for weather deterioration.
 - (6) Do not attempt VFR flight when there is a possibility of getting trapped in deteriorating weather.

Ann Thronberry flew to the San Antonio Chapter's fly-in at Marian Burke's ranch.

Welcome new member Joan Hazelhurst. Sonja Clark should receive all her credentials by News Letter time and be a full-fledged 99.

KANSAS CHAPTER By Garnett Hastings

Kansas 99s held their February meeting at the home of Marilyn Copeland in Wichita. After a brief meeting, and coffee, practice was held for a skit, "Boots to Heels," which was worked up under the direction of Grace Brown, Marilyn Copeland and Mildred Early. This skit had its debut on March 8th when it was presented before an appreciative group of the Wichita Dental Wives' Auxiliary — at a luncheon meeting at Municipal Airport — and lots of fun was had by all. Ninety-Nines attending the February meeting were Mary Aikins, Grace Brown, Martha Giles, Marilyn Copeland, Esther Isaacs, Garnett Hastings, Joyce Funsch, Hazel Guy, Earlyne Scholfield, Mildred Early, Charlotte Peters, Alice Dodd, Juanita Hattan, Margaret Yourdon and Pauline Ottaway.

The writer recently learned that Mary Aikins added her instrument rating to those many aviation accomplishments she has attained during the year 1964. Since the weather has cleared up somewhat, Mary has been back out flying again in her little red and white Pitts Special, practicing her aerobatics for the coming summer. Joyce Funsch has joined the Pitts Special ranks once again, flying around in her 49½'er's little "Black Jack." This plane was custom built by her husband, Jack Funsch, and her father, Dean Case. It is so cute, and looks like a little black bug up in the sky.

Helen Lee and 49½'er, Rex, are the owners of a new Mooney Super 21; and Marilyn Copeland and 49½'er, John, have a new 260 Comanche. Pauline and Eddie Ottaway have sold their Comanche and are acquiring a Bonanza. All of you are going to be hard to catch up with when spring and summer arrive.

Joyce Funsch recently spoke to a group of the Wichita Chapter of the American Business Women's Association. Gene Nora Jessen journeyed to Omaha this month to participate and lecture at a meeting of the Missouri Valley Chapter of the 99s. Gene Nora

(7) Rely on instrument indications unless the natural horizon or surface reference is clearly visible.

4. CONCLUSION. You and only you have full knowledge of your limitations. Know these limitations and be guided by them.

ALTIMETRY

Your altimeter is a vitally important instrument. You will agree that flight without this instrument would indeed be a haphazard undertaking . . . yet, **HOW WELL DO YOU KNOW YOUR ALTIMETER?** Take this short quiz on altimetry; grade yourself by checking the answers and explanations at the end of Hangar Flying.

1. Check your ability to quickly interpret your altimeter by jotting down the readings of the following 6 altimeters. **Allow yourself 1 minute.**



(1)



(2)



(3)



(4)



(5)



(6)

2. FAR requires that you maintain your cruising altitudes (VFR as well as IFR) by reference to your altimeter. What do regulations require concerning the setting (or adjustment) of your altimeter?
3. If you are flying in very cold air (colder than standard temperatures), you should expect your altimeter to read:
- higher than your actual altitude above sea level.
 - lower than your actual altitude above sea level.
 - the same as your actual altitude above sea level.
4. Here are 4 altitudes with which you should be familiar. Briefly give the meaning of each. (1) Indicated altitude. (2) Pressure altitude. (3) Density altitude. (4) True altitude.
5. Assume that your proposed route crosses mountains with peaks extending to 10,900 feet above sea level. Prior to crossing this range, you adjust the altimeter setting window of your altimeter to the **current altimeter setting** reported by a Flight Service Station located in a valley near the base of this mountain range. If you maintain an indicated altitude of 11,500 feet by your altimeter, **can you be assured of at least 500 feet vertical clearance of these mountain peaks?**

WEIGHT AND BALANCE

Loading the family automobile for a trip requires little serious planning. You can C-R-A-M as much luggage into the trunk as you have space, squeeze as many persons into the seats as you have room, and top off the gas tank with no thought given to Gross Weight or Center of Gravity. A similar approach to loading your "flying machine" could result in a serious accident.

WHAT IS EXCESSIVE WEIGHT? Assume that your airplane is a 4-place

also journeyed to Santa Monica, Calif., for a week on a business trip.

Pat McEwen and 49½er, Owen, have been "on the go"—they spent two weeks around Phoenix, Ariz., this month, attending a horse show during this trip. And then on a skiing, flying trip to Colorado. Pat seldom misses a day of flying any more.

Garnett Hastings and Gene Nora Jesen met with the Wing Scouts this month, and Gene Nora conducted a class on weather briefing. Both 99s, Garnett and Gene Nora, were presented a bronze statutte as a special achievement award for their work with the Wing Scouts, at the annual Wichita Area Girl Scout meeting. So—keep up the good work.

Big plans are being made by the "navigation committee" for the South Central Fall Section Meeting, September 24, 25 and 26 — including the big new musical review "From Boots to Heels," a Kansas 99 production. Headquarters will be at the New Larsen Motor Hotel in Wichita. More news to come later.

OKLAHOMA CHAPTER

By Nema Masonhall

Donna and Johnny Myers of the Colorado Chapter visited with Dottie and Pete Young, while Johnny was taking a course at the FAA Center. Happy to see them back this way. Marie Hall is back among us, Brewer is the new manager of the Ramada Inn, thought we had lost her, glad to have our wayward angel back in the fold. Ann and Elvis Johnson are the proud owners of a brand spanking new Apache. Ann is getting some MEL time and Elvis is the glamour boy with his pic in several of the aviation mags. Velma flew a S & R mission with the CAP for an Oklahoma pilot, still no news of him, so presumed lost. Sharon Fisher, Jo Petroly and 99 to-be Nancy Firth helped OSU whack OU in a practice flying meet, Nancy placed 1st in power-off accuracy landings, Jo placed 1st in bomb dropping (Randy McCoy-Bomber), Sharon flew Keith's 170 down and contributed to the shellacking. Either OU should hire OSU's flight staff or OSU should have them double up as football coaches, eh what??? Meg Guggolz, former ABQ 99, now Tucson, and retired Major, ANC, visited with Broneta, Velma and Nema. Meg and Nema attended the Oklahoma Flying Farmer and 99 Ladies Flight Clinic at OSU, Stillwater, March 5-6-7, other Oklahoma Chapter



OKLAHOMA FLYING FARMER AND 99 LADIES FLIGHT CLINIC, OSU, STILLWATER, OKLAHOMA — Left to Right: Carol Waddell, *Dorcie Williams, *Bessie Martens, Arlene Walkup, Meg Guggolz--Tucson 99, *Martha Thomason, Nema Masonhall, *Billie Jo Kinnard, *Marie Crawford, *Kay Doane and *Elda Martens. (* denotes prospective 99s)

airplane with a baggage allowance of 120 pounds, a usable fuel capacity of 39 gallons, and an oil supply of 8 quarts. On a hypothetical flight you take on full fuel and oil servicing, toss the suitcases in the baggage compartment, and you and your three passengers eagerly climb aboard. This seems like a reasonable load, but if you had placed each of them on a scale you might have found that you and the passengers average 180 lbs. each (720 lbs.), and the four suitcases, 30 lbs. each (120 lbs). The usable fuel load weighs 234 lbs. and the oil 15 lbs. Assume, also, that the Weight and Balance Data for the airplane shows an **empty weight** of 1325 lbs. and a maximum allowable **gross weight** of 2200 lbs. NOW, add the weight of the useful load to the empty weight and compare the total to the allowable gross weight. (1089 lbs. + 1325 lbs. = 2414 lbs.) . . . 214 lbs. excess!!!!

WHAT RESTRICTIONS ARE THERE ON WEIGHT AND BALANCE? In many civilian airplanes it is not possible to fill all seats, baggage compartments, and tanks, and still remain within the approved weight and balance limits. If you do not wish to leave a passenger behind (a normal reaction) you must reduce your fuel load and plan on shorter legs enroute or cut down on the baggage carried, or both. Frequently, restrictions are placed on rear seat occupancy with maximum baggage allowance aboard. By all means follow the Airplane Weight and Balance Form restrictions. The loading conditions and the empty weight of your particular airplane may differ from those shown in the Owner's manual, especially if modifications have been made or equipment has been added to the basic airplane. Use the Airplane's actual Weight and Balance including the latest FAA Form 337, if any, to compute your load.

IS CRUISE PERFORMANCE AFFECTED BY AN ACCESS LOAD? At normal weight, the airplane requires a certain angle of attack to maintain straight-and-level flight at a given airspeed. To sustain a heavier load at that same airspeed, the angle of attack must be greater to provide the increased lift that is necessary. More power must be added to overcome the increased drag which results from the increased angle of attack. Additional power, in turn, burns more fuel, thereby reducing the range of the aircraft.

IS CLIMB PERFORMANCE AFFECTED BY AN EXCESS LOAD? Time to climb to a given altitude is lengthened, because extra thrust required to carry the additional weight limits the rate of climb and may limit the climbing speed, since this depends on the surplus power available. The additional time in climbing at the higher power setting also increases the fuel consumption.

IS "G" FORCE TOLERANCE AFFECTED? Assume that your airplane has

99s attending were: Carol Waddell, who received her Commercial, CONGRATS, CAROL, who got in 14 minutes of 150 time, 10 minutes one way north and 4 minutes south and I got in 1½ hours of 150 time due to the courage and paid-up insurance of my instructors, Steve Stephenson and Gene Brown, plus a little hood time, could say I was working on my Blue Seal but — Meg got her Blue Seal. Congrats Meg, and Trish Smith, now a Tulsa 99, dang it, got in a little ADF time, other prospective 99s attending the Clinic were: Bessie and Elda Martens, Dorcie Williams, Kay Doan and Billie Jo Kinard, all of Fairview, Marie Crawford, Lindsay, and Martha Thomason of Woodward, CONGRATS, MARTHA — she soloed, so now Carol will really be hard put to get that 175 club plane. Thanks Arlene, Hoyt, Tiner and all those intrepid instructors who made possible the Clinic. Arlene is already planning another one for sometime in June. Have you ever wondered what the opposite of CAVU is, Arlene can tell you . . . Its WXOXO, thanks Tiner, had always wondered what the symbols were for BIRD GAL, DON'T FLY TODAY — she and Carol got caught in Woodward under the foregoing conditions and missed the meeting at Ann Johnson's the 14th. Broneta had a short lapse of memory and missed, too, but the per usual 13 showed and guest, Nancy Firth, those were Sharon, Jo who with Nancy 170'd down from Stillwater, the rest of us just never got air borne, such as Skip Carter, Beth Smith, Ruth Jones, Dorothy Morgan, Rita Eaves, Jane Abbott, Sue Sewell, Mary Lester, Velma Woodward, Emily Frost, Nema Masonhall and our charming and most gracious hostess Ann. Thats all the news I have gleaned, BUT WOULD APPRECIATE ANY AND ALL CHAPTER MEMBERS DROPPING ME A CARD AT LEAST BY THE 15th OF EACH MONTH CONCERNING THEIR DOINGS, WHICH I MIGHT NOT HAVE OTHERWISE GLEANED. If I leave anyone out, its because I have no way of knowing what you are doing.

SAN ANTONIO CHAPTER
By Marian Burke

The San Antonio Chapter 99's second annual benefit fly in at Burke ranch was a great success. We were all really sweating out the weather . . . had low clouds for awhile . . . But it started clearing and by 11 a.m., aircraft

a limit-load factor of 3.8 "G's". If the allowable gross weight is not exceeded, this means the wings can safely support 3.8 times the weight of the airplane and its contents. In accelerated flight (pull-ups, turns, turbulent air) the actual load on the wings would be much greater than the normal load, which of course results in much greater stresses in the wing structure. Overloading, therefore, has the effect of decreasing the "G" load capacity of the aircraft and thus could result in the wing being stressed to the point of popped rivets, permanent distortion, or structural failure.

HOW IS AN AIRPLANE BALANCED? An airplane, like a steelyard scale, is in perfect balance when the weight is distributed in such a manner that it remains level when freely suspended. In an airplane, however, as long as the Center of Gravity lies anywhere within specified limits, balance can be maintained in flight. Flight with the CG outside of this range results in unsatisfactory or **dangerous flight characteristics**. Loading an airplane then, is simply a matter of distributing the load so that the CG falls within the allowable range. This can be accomplished by arranging the load in accordance with the Center of Gravity Envelope provided for each airplane.

DOES IMPROPER LOADING AFFECT SAFETY? YES! When loading conditions cause the Center of Gravity to fall outside allowable limits, stability is adversely affected and erratic control forces may develop. Stalling speed, takeoff distance, and landing speed may be increased to the point of **actual danger**.

Due to the size of many baggage compartments there might be a tendency to fill them to capacity, ignoring the placarded baggage weight limitations. This could produce a Center of Gravity aft of allowable limits creating a highly dangerous flight condition. The result would be a nose high attitude which could lead to a stall from which recovery might not be effected due to inadequate elevator control.

**AN AIRPLANE'S BEHAVIOR IN THE AIR
IS DEPENDENT ON WEIGHT AND BALANCE!**

FACTORS AFFECTING STALL SPEED

Indications are that approximately 80% of all accidents are pilot caused! The major cause of fatal accidents is listed as "failed to maintain airspeed (or flying speed) resulting in a stall." Although many of these stalls may have occurred under the stress and duress of other problems such as **disorientation** during limited visibility or at night, **improper division of attention**, etc., a review of statistical analyses of written examinations indicates a lack of knowledge and understanding of the various factors that can cause or contribute to a stall. Here are some of the more important, ever-present factors of which the pilot must have an understanding so that he will instinctively avoid or compensate for situations, conditions, and attitudes which may lead to a stall — even under the stress of additional problems he may encounter in flight.

WHAT CAUSES AN AIRPLANE TO STALL? All stalls are caused by exceeding the critical angle of attack. Knowing this particular fact does not necessarily help the pilot. What is more important to the pilot is to know what factors are likely to contribute to or cause this angle of attack to be exceeded.

IS IT NECESSARY FOR THE AIRPLANE TO HAVE A RELATIVELY LOW AIRSPEED IN ORDER FOR IT TO STALL? NO! An airplane can be stalled **at any airspeed**. All that is necessary is to exceed the critical angle of attack. This can be done at any airspeed if the pilot applies abrupt or excessive back pressure on the elevator control. A stall that occurs at a relatively high speed is referred to as an accelerated or high speed stall.

IS IT NECESSARY FOR THE AIRPLANE TO HAVE A RELATIVELY HIGH PITCH ATTITUDE IN ORDER FOR IT TO STALL? NO! An airplane can be stalled **in any attitude**. Repeating again the statement made above — all that is necessary is to exceed the critical angle of attack. This can occur in any attitude by application of abrupt or excessive back pressure on the elevator control.

DOES WEIGHT AFFECT THE STALLING SPEED? YES! As the weight of the airplane is increased, the stall speed increases. Due to the greater weight, a higher angle of attack must be maintained to produce the additional lift to support the additional weight in flight. Therefore, the critical angle of attack will be reached at a higher airspeed when loaded to maximum gross weight than when flying solo with no baggage. (If this seems repetitious — you're paying attention!)

DOES THE CENTER OF GRAVITY LOCATION (WEIGHT DISTRIBUTION) AFFECT STALL SPEED? YES! The farther forward the center of gravity, the

were calling Burke ranch unicom from all directions. Good piloting ability was displayed by every aircraft both in the air and one the ground. We had a real variety of planes. The smallest plane arriving was a cub and the largest was an Aero Commander.

San Antonio 99, Betsy Hogan, was our unicom operator again this year and husband Bill did everything from parking airplanes to making fresh coffee. Bill's twin brother, Frank, furnished the "scout" to help direct traffic and he and wife, Mick, helped serve and did a million other things. Even young Johnny Hogan did an excellent job of directing auto traffic for those who didn't arrive on wings.

A big thanks to the whole Hogan crew for helping make the fly-in a great success.

And thanks to each and everyone of you for coming. Please come again. It was great to see all of those planes from Austin, Houston, San Antonio, and other nearby towns . . . this means more air markers in Texas. We'll be looking forward toward our 3rd annual benefit fly-in in 1966. Mark the date on your calendar when the time is announced.

"San Antonio new member of the month"! Welcome "Tina" Vereecken from Eagle Pass, Texas. She recently received her private pilot rating. She's a school teacher in Eagle Pass. She and pilot husband own a Cessna 172. A real great gal and we feel real honored to have her in our group. Welcome aboard Tina!

Here is hoping for a speedy recovery for Rosa Lea Meek who has recently been in the hospital. We hope you are back flying the Mooney real soon.

Keep 'em flying . . . See ya next month.

SHREVEPORT CHAPTER

By Sarah Henley

Pulled a scenic postcard out of the mailbox last month to learn that Helen Hewitt and 49½er, Whitey, were enjoying the sun and surf at Acapulco. They flew down via Mexico City in their Bellanca.

Other 'big February news' was the crowning of Lee Wheless as Queen of the Mardi Gras of Washington, D. C., sponsored by the Louisiana Society of Washington, D. C. For several days Lee's picture was splashed all over the local newspapers. We were so delighted that this honor had come to one so worthy.

higher the stalling speed. The farther aft the center of gravity, the lower the stalling speed. (Agree?)

DOES THIS MEAN THAT THE WEIGHT SHOULD BE DISTRIBUTED IN THE AIRPLANE SO THAT THE CG IS AS FAR TO THE REAR AS POSSIBLE? (If you answered YES, you're wrong!) **NO! NO!** This may present problems with stability that will far outweigh any advantages obtained by the decrease in stall speed.

DO FLAPS AFFECT STALLING SPEED? Yes! The use of flaps reduces stalling speed. The Stall Speed Chart (below) illustrates this fact. This also can be verified by checking the color coding on any airspeed indicator. The lower airspeed limit of the white arc (power-off stalling speed with gear and flaps in the landing configuration) is less than the lower airspeed limit of the green arc (power-off stalling speed in the clean — gear and flaps up — configuration). This fact is important to the pilot in that when making no-flap landings, a higher indicated airspeed should be maintained than when landing with flaps. The Manufacturers' recommendations should be adhered to as to approach speeds with various configurations.

| STALL SPEED, POWER OFF | | | | |
|---|---------------|-----|-----|-----|
| Gross Weight 3000 lbs. Configuration | ANGLE OF BANK | | | |
| | 0° | 20° | 40° | 60° |
| Gear & Flaps UP | 65 | 67 | 74 | 92 |
| Gear DOWN, Flaps 20° | 61 | 63 | 70 | 86 |
| Gear DOWN, Flaps 40° | 60 | 62 | 69 | 85 |

Speeds are MPH, TIAS

(Note: True Indicated identical with Calibrated Airspeed)

DOES AN ACCUMULATION OF FROST, SNOW, OR ICE ON THE WINGS AFFECT STALLING SPEED? **Yes!** Even a light accumulation of frost, snow, or ice on the wings can cause a significant increase in stalling speed. It can increase it so much that the airplane is unable to takeoff. The accumulation disrupts the smooth flow of air over the wing thus decreasing the lift it produces. To make up for the lost lift, a higher angle of attack must be used or a higher speed must be attained on the takeoff roll. The runway may not be long enough to attain the necessary speed and even though the airplane may become airborne, it could be so close to the stall speed that it would not be possible to maintain flight once the airplane climbs above the comparatively shallow zone where ground effect prevails. **DO NOT TAKEOFF UNTIL ALL FROST, SNOW, OR ICE HAS MELTED OR BEEN REMOVED FROM THE AIRPLANE.**

DOES AN INCREASE IN ALTITUDE AFFECT THE INDICATED AIRSPEED AT WHICH AN AIRPLANE STALLS? An increase in altitude has no effect on the **indicated** airspeed at which an airplane stalls at altitudes normally used by general aviation aircraft. That is, for all practical purposes, the indicated stalling speed remains the same regardless of altitude in this range. This fact is important to the pilot in that the same indicated airspeed should be maintained during the landing approach regardless of the elevation or the density altitude at the airport of landing. (Follow the Manufacturer's recommendations in this regard.) If higher than normal approach airspeed is used, a longer landing distance will be required.

DOES AN INCREASE IN ALTITUDE AFFECT THE TRUE AIRSPEED AT WHICH AN AIRPLANE STALLS? Since true airspeed normally increases as altitude increases (for a given indicated airspeed), then true airspeed at which an airplane stalls generally increases with an increase in altitude. Under non-standard conditions (temperature warmer than standard) there is an additional increase in true airspeed above the indicated airspeed.

OF WHAT SIGNIFICANCE IS THIS TO THE PILOT? It is significant in that when landing at higher elevations or under higher density altitudes, he is operating at higher true airspeeds (and therefore higher groundspeeds) throughout the approach, touchdown, and landing roll, and consequently the need for a longer runway. If, in addition, the pilot is operating under the misconception that a higher than normal indicated airspeed should be used under these conditions, the situation is further compounded due to the additional increase in groundspeed.

DOES TURBULENCE AFFECT STALLING SPEED? Yes! Turbulence can cause a large increase in stalling speed. Encountering an upward vertical gust causes an abrupt change in relative wind. This results in an equally abrupt increase in angle of attack which could result in a stall. This fact is important to

Our newest member, Jenny McWilliams, has been getting in some flying time lately when she flew to Arkansas to visit relatives, and recently accompanied pilot husband, Don, to New Orleans and Hot Springs, Arkansas in a 310.

On Monday, March 8th, Dottie Ports and Helen Hewitt flew their planes to Monroe, Louisiana, accompanied by Hazel Neely and Jere Saur, to meet with Marian Jepsen in connection with preliminary plans for AWTAR stop. They reported that everyone couldn't have been more helpful. Monroe has a beautiful new Terminal Building and the Airport manager treated them to a gracious reception followed by lunch. Also, the management at the Admiral Benbow Inn, who will be handling the overnight accommodations during the race, was most congenial and considerate. We regret that the Mississippi girls were unable to make the trip.

Our March meeting was well attended. Those present were: Jere Saur, Helen Hewitt, Martha Christy, Dottie Ports, Sarah Henley, Jenny McWilliams, Joan Carroll, Peggy Sue Wenk and guests Judy Moore and Otis Musgrave. Mr. Musgrave, chief controller of Downtown Airport, was present at this meeting to give us some help on air traffic control procedures. This was enjoyable as well as informative. Judy Moore is a student pilot and is taking her flight instruction from Helen Hewitt.

Peggy Sue Wenk was our hostess for this meeting and a charming one indeed. Fresh strawberry pie and coffee were served after all the business was out of the way.

Joan Carroll, along with husband, Dave, has enrolled in the Instrument Ground School sponsored by Southern Aviation at Downtown Airport.

TOP OF TEXAS CHAPTER

By Vondell Grant

The Top of Texas Chapter Ninety-Nines flew to Borger, Texas, March 6. The girls were given a "red carpet" greeting (minus the red carpet because of winds gusting up to 40 knots) by M. E. Griffin, Airport Manager, and a welcoming committee from the Chamber of Commerce.

Following lunch as guests of the Panhandle Bank & Trust Co., a business meeting was held in the home of Dr. and Mrs. Bille Holmes.

Committee Chairmen appointed were

the pilot in that when making an approach under turbulent conditions, a higher than normal approach speed should be maintained. Also, in moderate or greater turbulence, an airplane should not be flown above maneuvering speed. At the same time, it should not be flown too far below maneuvering speed since a sudden severe vertical gust may cause the airplane to stall due to the higher angle of attack at which it will already be flying.

DOES ANGLE OF BANK AFFECT STALLING SPEED? YES! Either power-on or power-off. As the angle of bank increases in a constant altitude turn, the stalling speed increases. At a 60° bank stalling speed is 40% greater than in straight-and-level flight. At angles of bank above 60°, stall speed increases very rapidly, and at approximately 75° it is doubled with respect to straight-and-level stall speed! Review the Stall Speed Charts in the Operations Manual or Owner's Handbook for the airplane/s you fly.

DOES LOAD FACTOR AFFECT STALLING SPEED? Yes! As the load factor increases, stalling speed increases. When the load factor is high, stalling speed is high. Load factor is the ratio of the effective weight of an airplane and its contents to its actual weight. At a load factor of 2, the airplane weighs twice its normal weight; at a load factor of 4, it weighs 4 times its normal weight. Normal category airplanes with a maximum gross weight of less than 4,000 lbs. are required to have a minimum limit load factor of 3.8. (The limit load factor an airplane can sustain without taking a permanent set in the structure.) This minimum limit load factor is generally attained in a constant altitude turn at a bank of approximately 75°. (Remember? At this angle of bank, the stall speed is twice as great as in straight-and-level flight.) There are two reasons then why excessively steep banks should be avoided — an airplane will stall at a much higher airspeed and the limit load factor can be exceeded. The danger is compounded when the nose gets down in a steep turn if the pilot attempts to raise it to level flight attitude without shallowing the bank since the load factor will be increased even more. This is the situation as it generally exists when, due to **disorientation**, the pilot enters a diving spiral (often referred to as the "graveyard spiral") and attempts to recover with elevator pressure alone.

WHAT FACTORS CAUSE AN INCREASE IN LOAD FACTOR? Any maneuvering of the airplane that produces an increase in centrifugal force will cause an increase in load factor. Turning the airplane or pulling out of a dive are examples of maneuvering that will increase the centrifugal force and thus produce an increase in load factor. When you have a combination of turning and pulling out of a dive, such as recovering from a diving spiral, you are, in effect, placing yourself in double jeopardy. This is why you must avoid highspeed diving spirals or if you accidentally get into one — be careful how you recover. Turbulence can also produce large load factors. This is why an airplane should be slowed to maneuvering speed or below when encountering moderate or greater turbulence.

CAN THE PILOT RECOGNIZE WHEN THERE IS AN INCREASE IN LOAD FACTOR? Yes! He can recognize it by the feeling of increased body weight or the feeling that he is being forced down into the seat — the greater the load factor the greater this feeling of increased weight or of being forced down in the seat. It is the same feeling one has when riding the roller coaster at the bottom of a dip or going around a banked curve. This feeling of increased body weight is important to the pilot because it should, if it becomes excessive, have the immediate effect of a red flag being waved in his face to warn him that the airplane will now stall at a higher airspeed or that the limit load factor can be exceeded, resulting in structural failure.

DOES SPEED AFFECT LOAD FACTOR? Speed does not, in itself, affect load factor. However, it has a pronounced effect on how much of an increase in load factor can be produced by strong vertical gusts, or by the pilot through abrupt or excessive application of back pressure on the elevator control. This is why airspeed should be reduced to maneuvering speed or below if moderate or greater turbulence is encountered. At maneuvering speed or below, the airplane is stressed to handle any vertical gust that normally will be encountered. Also, below this speed, the pilot can make abrupt full deflection of the elevator control and not exceed the maximum load factor for which the airplane is stressed. However, it should be noted that the reason this is possible is because **the airplane will stall,**

Frances Cree, Aerospace Education; Katherine McArthur, Air Marking Evaluation; Bille Holmes and Pat Jones, Wing Scouts. Vondell Grant, Plainview, was appointed secretary for the balance of the year.

Marge Mitchell reported that she and Kathy Long will fly the AWTAR this year.

The group voted to contact their senators and representatives to encourage award of FAA Gold Medal to Joan Merriam Smith, posthumously.

New "66" members — Mrs. W. E. (Carmen) Lewis, Borger; Mrs. R. R. (Betty) Shelton, Pampa; and Mrs. Fred (Ruby) Powers were guests.

We had a terrific dust storm develop during the day so some were delayed on their return home.

TULSA CHAPTER

By Jean Engler

With the eye of an eagle and the assurance of a sea captain Mary Krutsch directed us to Lois Martin's new home at Collinsville. Though we arrived a trifle late, due to heavy seas and disputable visibility, we settled down to a most enjoyable meeting. Lois has a strip right behind her house and has bought a new Aircoupe to enhance it.

We were mighty proud to have Arlen Walkup with us. Jean Williams, Betty Plummer, Liz Ellis, Trish Smith, Mary Tharel, Colleen White, Jan Mauritson, Mary Krutsch, Annahlee Jones, Agnes Hellman, Dorothy Rice, Lois Martin and Jean Engler made up our little group.

Agnes and Paul Hellman are back from Florida, where they had a short visit with Judy. A San Juan newspaper put Judy at the top of our button-bustin list again. She got a front page spread covering her instructing job down there. Although it's all in Spanish we get the message just fine.

Liz Ellis is back from a Florida vacation. She and Betty Plummer took the Bonanzo to St. Louis for lunch. Annahlee made a quickie to Dallas. Jan saw Mary Burke in Houston while on a trip to Padre Island.

We're all hoping Jimmy Shaddock is out of that hospital soon. He's one of our favorites in the 49½er department.

Haven't seen any over-eager crocuses yet but Spring is bound to be up yawning and stretching. Let's plan some Sunday fun. All ideas fall in line for inspection. See you.

thus relieving the load factor. At airspeeds above maneuvering speed, abrupt full deflection of the elevator control or strong vertical gusts can cause the limit load factor to be exceeded. As airspeed continues to increase above maneuvering speed, the limit load factor can be exceeded with less and less turbulence or abrupt use or deflection of the controls.

WHAT IS THE RELATIONSHIP BETWEEN A HIGH SPEED (ACCELERATED) STALL AND LOAD FACTOR? The higher the airspeed when an airplane is stalled, the greater the load factor. When an airplane stalls at a slow airspeed, the load factor will be very little more than one. When stalled at an airspeed twice as great as the normal stall speed, the limit load factor for normal category airplanes probably will be exceeded. This fact can be determined from Stall Speed and Load Factor Charts in the airplane's manual/handbook.

ANSWERS TO ALTIMETRY QUIZ:

- (1) 7,500 ft. (2) 7,880 ft. (3) 1,380 ft. (4) 8,800 ft. (5) 12,420 ft. (6) 800 ft.
If your altimeter is the three-pointer-type sensitive altimeter such as those pictured, an orderly approach to reading your altimeter is to **first** glance at the **smallest hand** (10,000 ft. hand); **next** read the **middle hand** (1,000 ft. hand); and **last** read the **large hand** (100 ft. hand). For the two-pointer altimeter, simply read the **small hand first** and the **large hand next**.
- Your altimeter should be set to the **current reported altimeter setting** of a station along the route of flight (Flight Service Stations, Control Towers, etc.). If your aircraft is not equipped with radio, you should obtain an altimeter setting prior to departure if one is available, or **you should adjust your altimeter to the elevation of the airport of departure**.
- If you are flying in cold air, you should expect your altimeter to indicate **HIGHER** than you actually are. There is an old saying . . . one well worth remembering . . . that goes something like this: "WHEN FLYING FROM A HIGH TO A LOW OR HOT TO COLD, **LOOK OUT BELOW!**" In other words, if you are flying from a high pressure area to a low pressure area or into colder air, you had better be careful because you probably aren't as high as you think — assuming, of course, that no compensations are made for these atmospheric conditions.
- (1) **Indicated altitude** — That altitude read directly from the altimeter (uncorrected).
(2) **Pressure altitude** — The altitude read from the altimeter when the altimeter setting window is adjusted to 29.92 (This altitude is used for computer solutions for density altitude, true altitude, true airspeed, etc.)
(3) **Density Altitude** — This altitude is pressure altitude corrected for non-standard temperature variations. (It is an important altitude as **this altitude is directly related to the aircraft's take-off and climb performance.**)
(4) **True altitude** — The true height of the aircraft above sea level — the actual altitude. (Often you will see a true altitude expressed in this manner: "10,900 ft. MSL" — the MSL standing for MEAN SEA LEVEL. Remember that airport, terrain, and obstacle elevations found on charts and maps are **TRUE ALTITUDES.**)
(5) NO, you are not assured of 500 feet vertical clearance with these mountains. As a matter of fact, with certain atmospheric conditions, you might very well be 500 feet **BELOW** the peaks with this indicated altitude. (To begin with, 500 feet is hardly an adequate separation margin to allow on flights over mountainous terrain — 1,500 to 2,000 feet is recommended in order to allow for possible altitude errors and downdrafts.)

A majority of pilots confidently expect that the current altimeter setting will compensate for irregularities in atmospheric pressure. Unfortunately, this is not always true. Remember that the altimeter setting broadcast by ground stations is the **station pressure corrected to Mean Sea Level**. It does not reflect distortion at higher levels, **particularly the effect of non-standard temperature**.

When flying over mountainous country, allow yourself a generous margin for terrain and obstacle clearances.

KNOW YOUR ALTIMETER

(Portions of HANGAR FLYING from FAA EXAM-O-GRAMS)

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March, 1965

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