

99news

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UFOs — Believe 'Em or Not Page 10

MAY/JUNE 1974

The Ninety-Nines, Inc. International Convention
El Conquistador Hotel Las Croabas, Puerto Rico

the 99 news

Vol. 2 No. 2 May-June
The Ninety-Nines, Inc.

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Spotlighting The International President



SPOTLIGHTING THE INTERNATIONAL PRESIDENT

Editor's Note: Due to "double jet lag", induced by the 99's Southwest Sectional in Hawaii, International President Susie Sewell's column missed our late-late deadline. See the "International Scene" for more about Susie.

ATTENTION CHAPTER CHAIRMEN

Chapter Officer List requests will be sent in late May, along with Items for Sale Lists for Roster reproduction. If you fail to receive these copies, write Headquarters.

Ballots will be mailed in May. Please VOTE!!

Renewals will be mailed in May. Please send full year dues with new member applications, this will carry their membership until renewal period, 1975 and they will be listed in the roster.

RENEWAL DEADLINE JUNE 30, 1974

Renewals must be received at International Headquarters by June 30, 1974, to be included in the 1974-75 Membership Roster.

**Subscriptions for
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THE SMALL RACE

Michigan Chapters of The Ninety-Nines, Inc.

Everyone is very much aware of the big problem of 1974 - lack of fuel. The SMALL Race Board, of the Michigan Chapters, much aware of the fact, have reacted constructively. There will not be a race. Instead we will have the Michigan Aviation Festival and Rally on October 3, 4, 5, and 6. at the Shanty Creek Lodge in Bellaire, Michigan.

The Rally will be:

- o Flown under fuel conservation techniques in a proficiency flight

- o Open to all pilots flying any aircraft carrying a current airworthiness certificate.

The Festival will be:

- o Focusing attention on workshop sessions, designed to advance knowledge of and experience with gas-saving techniques.

- o A week-end of festivities for the whole family, static displays, hang-gliding, aerobatics, barbeques, etc.

The Rally portion will be limited to 300 planes but the parking will accommodate 1000 aircraft.

Registration information will be available from July 15 to September 7.

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In Cooperation with: The Michigan Aeronautics Commission

Sponsored by— The Bellaire Chamber of Commerce

In Connection with: The Annual Bellaire Autumn Festival



The SMALL Race Board, Michigan Chapters of the Ninety-Nines
Front row (L to R) Eloise Smith, Kalamazoo, Dianne Ritt, Bellaire, Co-Chairmen.

Back row (L to R) Kay Chamberlain, Treasurer, Mt. Pleasant. Claire Ojala, Secretary & Publicity, Dearborn Heights, and Betty Finout, Operations, Lindon.

(Some members were absent when the photo was taken)

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99 profile



Page Shamburger

Page Shamburger, of the Carolinas Chapter, has a quality which makes her admired and beloved by all who know her. It is the ability to be "just like she is". No put-on, no subterfuge, no lack-of-frankness. And with this she has a drive that doesn't seem compatible with her slow, southern-style way of speaking. Because of this, and her talent for researching material in the field of aviation, she has written seven books between 1964 and 1972. +

Her flying started "a bloody long time ago", as she puts it. She was fifteen, and took her first lesson because her boy friend could talk of nothing else. She became hooked, and he quit! Her family, whose conviction was that proper Southern "ladies" did nothing more exciting than knit and gossip, forbade her to fly, and she ended up forging their signatures for the necessary permission, selling most of her possessions, and working summers as a 7-day a week apprentice mechanic at the airport. Her family finally quit objecting, probably because they discovered it was useless. But the private boarding school, St. Mary's, was so shocked at her answer to their survey of what their graduates were

doing with their "fine education", which was "working as an apprentice airplane mechanic", they listed everybody in her class except Page..

Life has been full of "good, bad, funny, and terrifying experiences" for Page. Of her early flying she says, "I was too stupid to know how stupid I was", when she reviews such things as the time she was a moonshine spotter by plane for the local law, until she came back one afternoon with her T-craft's wing riddled with buckshot. Or once when she flew a clipped-wing Cub to Jamaica, hand-pumping gas out of a small tank in the front seat to the main tank in order to barely make it fuel-wise. Then there was the time she tried to get into an airshow — her performance, climbing a ladder from a car top to a Cub.

But Page survived these and other experiences and began her aviation writing career in earnest as a flying reporter for the American Aviation Magazine. She traded her car for a Cessna 140. Then came her Cessna 170. Now she is flying her second Bonanza. Currently she is a contributing editor to Air Progress Magazine, and free lances for many others. Along the way she has collected honors and awards. Among

these was the Lady Hay Drummond-Hay Trophy for the Aviation Woman of the Year; two certificates of appreciation from the State of North Carolina; the Doris Mullen Memorial Scholarship for helicopter training; commendations by the USAF; and an award for the best non-fiction aviation book of the year for **SUMMON THE STARS**. In addition, Page is listed in Who's Who, Who's Who in America, Who's Who in The South and Southwest, Who's Who In North Carolina, Personalities of the South, and others.

Her 99 background is equally as impressive, and includes Chapter Chairman, Section Governor, Executive Board, Curator of the Museum, PPD and Angel Derby official, and co-chairman for the 1974 International Convention.

Page is steadily "involved" with the 99s. She is a determined, self-effacing person of whom we can all be proud.

+ Tracks Across the Sky (Lippincott); Classic Monoplanes (Crown); Command The Horizon (A.S. Barnes); Aces & Planes of World War I (Crown); Summon the Stars (A.S. Barnes); the Curtiss Hawks (Wolverine Press) (Paperback Edition, Crown).

Photos from Southwest Section Meeting



International President, Susie Sewell (L), greets Christine Wells, Governor of the Australian Section 99s, at the SW Sectional in Honolulu.



Pat Shearer (L), shown with Southwest Section Governor Mary Vial, greeted more than 300 pilots in Honolulu on April 26. Pat was the "spark plug" among the women of the Aloha hostess chapter.



99 Virginia Cook, Tucson Chapter, with 49½ Ken, who coordinated the "Orchid Special" flight to Honolulu for the Southwest Section.

International Scene



Elizabeth "Susie" Sewell has been International President of the Ninety-Nines for the past two years. Surrounding herself with exceptionally able Committee Chairmen, Susie has been successful in realizing her goal of increased active participation by members in the many worthwhile projects of the organization. A healthy growth has been achieved, and recognition by the aviation industry and the general public is clearly and continuously being accomplished.

Her interest in aviation began with building models when she was very young. She learned to fly before she learned to drive. Her private pilot ticket was earned in 1945 and she became a 99 the following year. She joined the Catlin Aviation Company so that she might stay in aviation (she is now Secretary-Treasurer of the Company). In 1947 she won the coveted Amelia Earhart Scholarship Award, and went on to get her Commercial Pilot's license and Flight Instructor's rating. She attended the University of Oklahoma in 1950 for special courses in Business Law, Business Management, and Corporate Finance. Eventually she organized an insurance agency specializing in aviation coverages, and serves now as President-Treasurer, and has become an expert in the field. Piper Aviation thinks so highly of Susie that she was named distributor in Oklahoma and western Arkansas -- one of two women to hold this position in Piper's worldwide distribution system. In this important job she is President-Treasurer of the Aviation Development Corporation. She has had a free hand with her ideas for a dealer development program, and works with them enthusiastically, for as she says, "We are proud of our dealers."

Susie has held all chapter offices, been Section Secretary, and besides various committee chairmanships, she has served as International Board Member, Treasurer, Vice-President, President; and presently is a member of WACOA (which will soon have a name change to Citizens Advisory Committee to the President).

A very busy girl indeed, is Susie Sewell. Despite this, she will leave the 99s Presidency at the end of this term, surely

with a sense of having accomplished her duties with great credit. Best of all, the Ninety-Nines will still be able to take advantage of her knowledge and interest.



Our current vice president, Pat McEwen, is probably as well-known outside the Ninety-Nine organization as she is in it. Not only was she "born to fly", to borrow a phrase, but she seems destined to be a leader in general aviation. Among her top honors is that of Chairman of the Women's Advisory Committee on Aviation, soon to be known as the Citizens Advisory Committee on Aviation — an active and influential committee appointed by the President of the USA.

Pat has been an Accident Prevention Counselor since the inception of the Program in 1968. She has chaired three accident prevention programs in the Wichita, Kansas area, and carries the safety message all over the United States in talks to various groups. Her interest and activity extend to the Wing Scout program; the Air Age Education programs in public schools; indoctrination flights for cerebral palsy children, and for the St. Francis Home for Lost Boys, which now has an aviation program as one result; the medical program, Project Concern, and the March of Dimes Airlift; relays for the Direct Relief Foundation (DRF), during which tons of medical supplies were stored in her hangar; and many other donations of her plane and her time — services she was proud to contribute.

A member of the 99s since 1961, Pat has been chapter membership chairman and chapter chairman; has held sectional offices; has served on the headquarters committee, and Board of Directors; and co-chaired the 1971 International convention. Other organizations also saw Pat joining since she started to fly in 1959. Among them the National Association of Flight Instructors, International Flying Farmers, National Pilots Association, National Intercollegiate Flying Association, National Aeronautic Association, and the Aerobatic Club of America where she was on the board of directors, and Newsletter Editor. She has logged more than 5,000 hours, and possesses a commercial license, SMEL

and instrument and instructor ratings. She is listed in "Who's Who In Aviation". She flies as corporate pilot for Steffen Dairy Foods Co.

Pat also leads a busy home and community life. She is the wife of executive Owen C. McEwen, and the mother of seven children. Despite all this, she sings in the church choir, and takes part in civic organizations, such as the Symphony, Art Assoc., and Jr. League. Truly one of our extraordinary 99s!



Some may tab Mary Nees Able, International Secretary, as bashful. Don't you believe it — she is far too accomplished in aviation fields to have been any kind of wall flower. True, you may have to pry the information out of her, for she is obviously a person who operates by deeds and not words. Undoubtedly her Houston Chapter of the South Central Section know all about her credits, and knowing Mary, they will forgive ye editor if she inadvertently skips something..

She has been a 99 since 1962, and has worked her way up to the prodigious Learjet 23-24 type rating. She now has some 5,000 hours, Airline Transport Pilot Certificate, Instructor and Instrument ratings, and all ground ratings. She is a F.A.A. Aviation Safety Counselor, and a Designated F.A.A. Examiner.

Mary owns and operates her own "M. Able Aviation Company, Inc.," at Andrau Airpark (12 miles west of Houston). She still has time to enter the Powder Puff Derby (four of them!), the Angel Derby, and many of the smaller races.

Outstanding honors include earning her chapter's Achievement Award five times, plus garnering three first place Awards; being a member of the Women's Advisory Committee on Aviation, appointed by the President; and holding both Chapter and Sectional offices during her career.

Definitely, Mary belongs to an aviation-minded family. Her husband, Conover, and two sons, Conover, Jr. and Gary, are all pilots. She also flies a twin Bonanza for parents "and pleasure". Is a "standby" pilot on Lear Jets for two companies in Houston.

Mary's aviation knowledge definitely is a tremendous asset to the 99s.

New Ninety-Nine Chapter in Planning Stages



Lois Feigenbaum, International Treasurer, can perhaps be described in three words — pert, personable, and proficient. Yet, it would take many, many more comparable words to really detail the seemingly boundless energy, the contagious enthusiasm, and the plain-old efficiency with which she accomplishes any Ninety-Nine task that comes her way.

That her Cape Girardeau Chapter appreciates her is obvious. In 1964 (one year after joining the chapter) she won the "Pilot of the Year" Award. Then, in 1973, she became their "Pilot of the Decade". She has been Chapter Chairman, Treasurer, A.E. Scholarship Committee Chairman, PPD Stop Chairman, Angel Derby Stop Chairman, Convention Delegate, and held Section offices. Internationally, she has really become acquainted with the many facets — NIFA Achievement Awards Committee, Headquarters Chairman, Representative to the Museum Trust, Tellers Committee and Treasurer. She has served on the President's WACOA (Women Advisory Committee on Aviation), and is an Accident Prevention Counselor.

In 1962, when she first started flying, she went at it with her usual animation, and swept through her private, Commercial, SMEL, Instrument and Flight Instructor ratings in record time. Then she went on to her Airline Transport Pilot's Certificate. Her husband, Robert, and her three children and one grandchild, form a loyal and excited cheering section for her 99 activities. Hubby Bob is somewhat of a family legend himself, having received his Law degree at the age of twenty — one year before he could take the Bar exam. Lois says he is a great 49½'er.

She has taken part in 2 PPDs, flying with her pilot-daughter, Susie.

Lois is widely known in her area as a speaker. The spark plug in the PPD in Southern Illinois was Lois — bringing the famous race to Mt. Vernon. For her extraordinary efforts "for contributing enormously in furthering the growth in the area", she was honored by an "Area Appreciation Award".

Lois continues to be a great credit to the Ninety-Nines..



Alice Roberts, Permanent Trustee and Chairman of the Amelia Earhart Memorial Scholarship, is a member of the Phoenix Chapter 99s. She is not only noted for being "that goodlooking red-head with the ready smile", but for her energy and friendliness in her work for our organization.

She started to fly in 1953, receiving her license after five months, and immediately joining the 99s. Since that time she has held all Chapter, Sectional, and International (except Sec'y) offices.

Her flying immediately drew her into the Powder Puff Derby. Getting her first license in June, she entered in July of 1953, placing 20th in a Piper Tri-pacer. As the years went along, her winnings became more impressive. In her thirteen tries at PPD, she came in second in 1955 and 1956. The big win — 1st place — came in 1957. Another first was in the Michigan SMALL race in 1956. The one Angel Derby she entered had weather, and she didn't finish. She now has some 2,650 hours, and possesses a Commercial License with an Instrument rating.

Alice has always been active in her community. One of her continuing projects is Choir Director of the Freeway Baptist Church. She has been both a pianist and organist in the past.

With her husband Charles, she has been active in their business, Chas Roberts Trane Air Conditioning Company. After 32 years devoted to this, Alice and Charles have retired, leaving it in the safe hands of their son.

With a reputation for being fair-minded, a woman of consistent devotion and vision, Alice makes us feel very lucky too have her as a member of the Ninety-Nines.

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Athens, Texas and the initial organizational steps of a new Ninety-Nines Chapter, the Cottonwood Chapter, have been the goals of the Dallas Redbird Chapter on two occasions this past month. The first trip to Athens was taken in four airplanes with eight Redbird members and four guests. Marge Barr & Betty Worstell flew with Elinor Johnson; Hazel Jones went with Pat Jetton; Helen Wilke had Kathy Long, Bryant Hutchinson and guest Doris Fuller as passengers. Sue Stidham, temporarily here from Mass., flew in with guest Winnie Wackwitz and her daughter.

Duane Perry and Elaine White, local Athens pilots, met with the Redbird group for an organizational meeting for the proposed new Chapter. Also present was Peg Ong, Dallas Chapter member who now lives in the Cedar Creek Lake area, and several other prospective women pilots.

Recently another flight was made to Athens to further discuss the upcoming Chapter and to air-mark the airport. Attending on this occasion was Elinor Johnson with 49-½'er Rowland, Kathy Long, Helen Wilke, Hazel & Roys Jones, Sandra Sexton and children, Bryant Hutchinson, Pat Jetton, Dallas member Pauline Winthrop and special guest - former Dallas member Cindy Carson from Colorado. Duane Perry and Elaine White also participated in the painting of the name Athens on the taxiway. Driving in from Ennis, Texas was another prospective 99, Vi Mason, with her daughter.

The proposed Cottonwood Chapter is almost ready to get off the ground with the required number of charter members for application to the Executive Board and the South Central Section.



Some of the Redbird Chapter members meeting with Duane Perry (third from left) and Elaine White (extreme right)

NEWS BRIEFS

BISHOP WRIGHT 1974 AWARD WINNERS NAMED

DORIS RENNINGER

Four individuals who have distinguished themselves in the air industry by "their humanitarian good-will" received the 1974 Bishop Wright Award.

They are: **Senator Barry Goldwater**; **Cesar B. Patarini**, Director of Aviation, the Port Authority of New York and New Jersey; **George Van Epps**, Eastern Area Chief, National Transportation Safety Board; and **Mrs. Doris H. Renninger**, member of the Women's Advisory Committee on Aviation for the Federal Aviation Administration, and the first woman licensed helicopter pilot in New York State, and vice chairman of the 99 Museum Trust.

Presentations were made Tuesday, March 12, International Hotel, Kennedy Airport.

The Air Industry Awards Luncheon is named for the father of aviation pioneers, Orville and Wilbur Wright. Bishop Milton Wright, the father, was pastor of the United Brethren Christ Church in Dayton, Ohio, and fostered the flying attempts of his sons. These culminated in the first flight by man in a heavier-than-air machine.



Rev. Bowman presenting Bishop Wright Air Industry Award to 99 member Doris Renninger. (Greater New York Chapter) L-R: Mr. Edward E. Carlson, President and Chief Executive Officer, United Airlines, Inc.; Rev. Marlin L. Bowman, Chaplain of the Protestant Chapel at John F. Kennedy International Airport; Mrs. Doris H. Renninger, member of the Women's Advisory Committee on Aviation for the Federal Aviation Administration and President of the Women's International Association of Aeronautics; Hon. Alexander P. Butterfield, Administrator of the Federal Aviation Administration and Herb Fisher, General Chairman of the Bishop Wright luncheon and airport executive for The Port Authority of New York and New Jersey.



Libby Pruett, Liz Taylor and Rita Davenport on the Open House Show talking about Project AWARE.

PROJECT AWARE AND HOW IT WAS STARTED

By Natasha Swigard

In the Spring of 1972 a small group of gals from the Phoenix Chapter (Sue Harper, Millie Dawe, Mary Vial, Lenah Peterson, and Jessie Wimmers) met with Don Houghton (since retired FAA Accident Prevention Specialist) and discussed the idea of developing an annual safety-in-aviation project directed primarily towards those women who are flying companions.

The proposed program was dubbed Project AWARE. "AWARE" is an acronym for "A Wife's Awareness Reassures Everyone". Objectives of the program are to interest ladies in flying activities with tips on safety and for more fun in flying. It should also relieve wives and girlfriends of certain apprehensions about flying. They are introduced to pre-flight inspection, radio procedures, simple navigation, weight and balance, and the use of the checklist which contributes to safer and more enjoyable flights with pilot husbands or boyfriends.

The Phoenix Chapter has presented 3 Project AWARE programs, and has made approximately 435 women (and a few men) more "aware" of safety-in-aviation. The TV and radio stations along with many of the valley's newspapers have been very cooperative in publicizing the program. Many businesses have been quite gracious in contributing gifts to be used as door-prizes. And Starrets Fashion World has been most generous with time and effort

on the part of Pat Vaughn to organize and present lovely "flying" fashion shows that have been a part of each Project AWARE.

The local FAA office, and present Accident Prevention Specialist, Charles Rutledge, have been very helpful to the Phoenix 99's in presenting this program to the community. Each year they have allowed us to include an invitation to our program in one of their monthly mailings.

All of us in the Phoenix Chapter hope that more chapters throughout the U.S. will follow example and present a similar program in their respective communities so that more people will become "AWARE" of the need for safety-in-aviation.

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Remarks delivered at Aviation Safety Conference by Pat McEwen, Chairman, Women's Advisory Committee on Aviation....May 2, 1974....St. Louis, Missouri.

Thank you - I'm delighted to be here with you tonight and want especially to thank Mr. Coulter for inviting me to say a few words. Of course, I needn't tell you but it's mighty hard for a woman to quit talking any time, and most especially when she has a captive audience! I want to extend my congratulations to all of you in the Accident Prevention Program - Specialists and Counsellors - you have done a most COMMENDABLE job and we have the statistics to prove it. KEEP UP THE GOOD WORK!

Let us remember the words of a fellow American, friend of aviation, and one of its most enthusiastic supporters in the early years of flying - Will Rogers - who said, "If there is a safer mode of transportation I never found it." Everyone in this room tonight also agrees that we can make flying safer.

Let us also remember that the Accident Prevention Program was created a few years ago largely because the Flight Standards people in the field were placing great emphasis on airmen certification and enforcement of the regulations. Like it or not, the average pilot came to view a Flight Standards inspector as a "cop" who was looking for some reason, real or imagined, to "get" him - in other words, the black hat guys. We all know that this was not true to a large extent, but the image was there. When the program originated even the FAA used the Black Hat versus the White Hat in its publicity.

The original program, therefore, was originated largely as a public relations gimmick to enhance the IMAGE of the FAA. By luck or chance or maybe design the FAA hit upon Aviation Safety as the theme of the program and they couldn't have made a better choice.

The program was off to a flying start - no pun intended. It struck the imagination of many local and national groups, such as the Ninety-Nines, National Association of Flight Instructors, GAMA, and AOPA, who rallied around and gave it enthusiastic support.

During the first year the success of the program was sensational. There were hundreds of local pilot meetings devoted to aviation safety. Many knowledgeable people were designated as Aviation Safety Counsellors and gave freely of their time and talents to enhance the program. Thousands of pilots gained new and valuable skills and learned new judgment factors on which to base a safe flight.

But the honeymoon is over and the FAA, having made its point, is rapidly going

back to its old ways - its old image. For example, in many areas of the country pilot safety meetings are few and far between. Locally, many of the Accident Prevention Specialists say they have no money and no support and that they must look to "Industry" to initiate and support meetings and clinics.

The position of the Washington Coordinator is a staff position and has been vacant for a considerable time. To indicate the real paucity of the program, out of the total 55,334 employees in the new FAA budget request now before Congress, there is 1 per 2.7 US airplanes and 15.37 per US licensed pilots but there are only 85 accident prevention specialists in the field and a national total of 100 FAA employees in the program, or 0.0017 percent of the total employees, 1 per 1,585 planes and 1 per 8,952 pilots. In comparison, that's so thin that it's negligible!

WHAT CAN WE DO ABOUT IT? This meeting here tonight gives us hope that the old horse isn't dead yet! The fiscal 1975 budget request is up over 58 percent to a horrendous total of TWO BILLION, FIVE HUNDRED SEVENTY-SIX MILLION, EIGHT HUNDRED EIGHTY-THREE THOUSAND DOLLARS. Last year's budget was a BILLION DOLLARS LESS! Surely, out of that vast amount of money, there should be plenty to support what we, a great majority of US pilots, think is a most important program.

We therefore offer these finite recommendations to revitalize the Aviation Safety Program and establish it firmly and permanently as a viable, meaningful part of the total FAA effort. We sincerely hope these recommendations reach the ears of those people in the FAA who have the clout to follow through:

1. Establish in the Washington office a high level staff whose entire function is to lead, support and keep the aviation safety program going in high gear. This office should be given the responsibility, authority and funds to do the job.
2. Place in the leadership position an individual of the highest caliber, ability, experience and judgment, one who has the confidence and support of general aviation interests.

We feel that the general aviation safety program, which after all is concerned with approximately 90 percent of the active pilots and 98 percent of the aircraft in the country, should be at a level which reports to and is responsible to the Associate Administrator for Aviation Safety, and not buried in an obscure niche in a service office.

Finally.....let me close by quoting Will again, "It looks like the only way you can get any publicity on your death is to be killed in a plane. It's no novelty to be killed in an auto anymore." DO WE WANT PUBLICITY OR DO WE WANT A 100 percent SAFETY RECORD???? IT CAN BE DONE....LET'S DO IT!!!!!!

AVAILABLE

FILM -- STAMP OF FRIENDSHIP, 22 minute, 16 mm black & white motion picture film produced by the Ninety-Nines. Depicts significant contributions of women in aviation and history of Amelia Earhart First Day Airmail Covers. \$125.00 plus tax, where applicable. May be rented for \$10.00 per showing. All profits go to the Ninety-Nines, Inc. Contact Helen Shropshire, P.O. Box 534, Pacific Grove, Ca. 93950

SHEILA SCOTT'S LATEST BOOK WILL BE PUBLISHED AS "BAREFOOT IN THE SKY" in the U.S. and Canada.....stop.....Appropriately written in her "garret" in Washington, DC, after her plane was almost destroyed by floods in Pennsylvania the previous year. Release date MARCH 28, 1974Macmillan Publishing Co. Inc., Riverside, New Jersey, 08075, U.S.A.stop...Sheila to make a promotional tour at this time through some of the Eastern States and up to Canada. (Publishers - Collier Macmillan Ltd., 539 Collier Macmillan Drive, Cambridge, Ontario.) Price \$8.95 (U.S.) \$9.95 (Can.)....stop....

"SHEILA BELONGS IN THE COMPANY OF LINDBERGH, EARHART AND SAINT EXUPERY AND SHE DEMONSTRATES THAT IT IS STILL POSSIBLE TO FIND IN FLIGHT THE CHALLENGE AND FULFILLMENT WHICH THEY FOUND. HER CONTRIBUTION TO AVIATION AND PRESERVATION OF THE INDIVIDUAL HUMAN SPIRIT OF EXPLORATION AND ADVENTURE ARE ALMOST UNPARALLELED IN OUR TIME" ...ASTRONAUT PHILIP K. CHAPMAN.

Sales of Sheila's book will undoubtedly assist with the staggering costs of work still being done to restore the Piper Aztec that she flew solo around the world and over the True North Pole in 1971, yet another history-making achievement in her illustrious flying career.....(Submitted by Shirley Allen, International P.R.)

Subscriptions for non-members are \$6.00 per year.

CONVENTION UPDATE

by
Esther Wright

GIRLS, GIRLS, GIRLS, What are you going to do when you get to the hotel and do not have accommodations? We have better than 500 airline reservations for the convention but very few reservations for the hotel. The rooms that were blocked off for us will be released by July 15, 1974. It is vitally important that you make your reservations **now**. For your convenience, reservation form printed in this magazine.

Remember you will know exactly what this convention will cost you before you leave home. No registration fees, no extras. Just come prepared to have the greatest time you have ever had at any international convention. All Committee chairmen have been truly working overtime just for you.

ATTENTION CHAPTER CHAIRMEN: Do you have any 99

goodies that you would like to see at the convention? You may have this privilege by taking a \$25 ad in the program for the convention and paying a \$5 fee for displaying the wares in an assigned area at convention. If any chapter would like to make their gift items or sale items available, please contact me, Esther Wright, immediately. The space is limited. Make your reservations for this space now.



(L) Miriam Davis, Florida Goldcoast Chapter, is Chairman of the International Convention Banquet. (R) Betty Hood, Florida Suncoast Chapter, is co-chairman.



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LEIGHTON COLLINS

AIR FACTS
PRESS

AWTAR WAYS AND MEANS

Hazel Jones, Chairman

Contributions to the 1975 AWTAR have been somewhat less than spectacular. A lot of girls feel since there is no Derby this year, there is no need for contributions for next year. While it is true the money does carry over it is an on-going operation that requires work by the AWTAR board all year. This year as in other years the AWTAR board needs operating funds. Hopefully, the commemorative album will provide funds to the board so they can continue to function and get the wheels in motion for next year. Preliminary work had already been done, such as trail blazing this year before the race was called off. That took money. So they still need **your help**. In the form of orders for the album and help in the form of contributions from your chapter to the operating fund. Get your cards and letters in with money for the album to: Kay Brick, AWTAR, Teterboro Airport, New Jersey 07608, and send your cash contributions to me or Kay for the 1975 Powder Puff Derby. Help us now to have a great race in '75.

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El Conquistador Hotel — site of 1974 International Convention Puerto Rico.

UFO — Believe 'em or not

by Tony Page

Editor Note: Tony Page, colorful and often controversial Publisher-Editor of the aviation newspaper Cross Country News (Meacham Field, Fort Worth, Texas 76106), is a member of the Fort Worth Chapter 99s. Tony and I wrote columns for the California published Aviation News Beacon, which had a wide distribution as a newspaper in the mid-1940s.

I have been writing about the UFO since 1947 when the pilot Kenneth Arnold saw and reported on a fleet of ten shining circular disks whizzing along at a thousand miles per hour, darting in and out of the peaks around Mount Rainer, Washington State.

The news flashed around the world with the speed of light waves and started the commotion called "flying saucers", which eventually were called Unidentified Flying Objects - UFOs.

At that time I was working for an editor who told me to forget it. But I couldn't - and started collecting stories on sightings, writing them up for other publications, often with a touch of skepticism.

Skepticism changed into a "seek and ye shall find" attitude, after an interview with a scientific man, who answered my question "Is there life out there?" thus: "Wouldn't we be conceited to think that in this galaxy, we were the only planet with life?"

There finally were so many reports, the Government set up Project Blue Book in Colorado to report on the UFOs. The conclusion from that program was disappointing to several scientists who continued to investigate sightings.

Dr. J. Allen Hynek, Chairman of the Department of Astronomy, Northwestern University, was one of the men on Project Blue Book. He was not satisfied with the results, and wrote a book - The UFO Experience, A Scientific Inquiry - which anyone who doubts the subject of UFOs should read.

Another scientist a NASA engineer, Josef F. Blumrich, of the Marshall Space Flight Center in Huntsville, Ala., believes the land of Israel was visited some 2,600 years ago by a spaceship more sophisticated than anything modern technology will be able to construct in the next two decades.

He believes the craft was an atomic-powered, atmospheric-entry vehicle, with four helicopter-like "dinghies" for local transportation on planets it visited sometime around the year 592 B.C.

Blumrich, an Austrian by birth also wrote a book - "Da Tat Sich Der Himmel Auf" or "The Heavens were Opened" roughly translated. Words in the first chapter of the Book of Ezekiel Blumrich believes set the stage for the prophet's account of man's earliest experience with space travel.

Ezekiel's account of what he called his "Visions of God" is one of the most lucid passages in the Bible. Psychologists have suggested the prophet must have suffered some kind of a fit, but Blumrich looked at the report through an aeronautical engineers eyes.

Viewed this way, he contends, Ezekiel's fiery chariot with wheels and winged beasts can be interpreted quite straightforwardly as sort of cone-shaped central body, 70 feet high and about 75 feet across with four landing legs which could be detached and flown independently, in helicopter mode.



99 Tony Page, is known for her quick sense of humor, as well as for her sharp ability to call a spade a dirty black shovel. She is shown here on the receiving end of a bit of clowning, when the Tulsa Chapter of the Experimental Aircraft Association (EAA) made her an Honorary Chief in the fictitious Sycamore Tribe.

Ezekiel's chariot must have been nuclear to perform as Ezekiel said it did, according to Blumrich. The power plant would require a specific impulse of 1,900 or 2,000 which is about double what we should be able to build in the way of an atomic rocket engine today, the NASA engineer believes. Blumrich's description of the atomic vehicle and the impression it made on the ground, brought back to memory a story we had back in 1969, on a landing of a "something" made in 1968 near Fort Worth.



This photo was snapped in Texas November 19, 1968, and although studied by many, from Government Agencies to photographic experts, conflicting conclusions were drawn as to its identity.

The man who told us about it did not want to be identified - the "laughter curtain" or a visit with a "Shrink" which happened to many pilots who reported UFO sightings and now do not. He is a pilot-farmer.

May 1968 was rainy. The black earth on his farm was muddy from spring rains. It was cotton planting time. He was checking his land, wading around in the gummy ground, he came across a strange depression. It was dish shaped, about five feet across, with an egg shape area surrounding. The area looked like a "something" had landed and taken off.

The former Air Force man, took a better look. He saw five holes in the ground. He measured the depth, each one eighteen inches into the black farm land. He measured the diameter of each. Four were two inches in diameter, the center one was one inch in diameter.

The earth was dried out, almost baked it was so firm "almost like a restaurant plane" smooth and hard.

He look around, found no foot prints other than his own in the entire muddy field. He left, went to the business section of his small community, got a local business man to come out, take a look and confirm what he'd seen.

Next he called a nearby Air Force Base, Down came two helicopters, with Air Force personnel, about twenty in all. They landed, started looking with interest at the five holes, the dish-like impression, made no comment.

Airmen walked the field, Officers took soil samples, took notes and flew away. Nothing more was ever heard on the subject from the Air Force.

Our farmer planted a crop, watched the land, watched the shoots and while inspecting for boll weevils, he checked the area again.

Not a stalk of cotton came up in the area where the five holes, had been made by a "something".

"It looked like the ground was sterilized by heat or something," he told one confidant. The second planting was made, the crop came in and the cotton around the area was sickly, not worth watching.

Could the depression have been made by the same kind of object which happened 2 November 1971, on the farm of Durel Johnson, of Delphos, Kansas? Very likely.

The Johnsons have a son, Ronnie, age 17, who was finishing his chores, feeding the last few sheep in the back yard.

Mrs. Johnson called him to supper. He said he'd be in as soon as he got the sheep taken care of. Minutes later, he still hadn't shown up, she called him again. There was no answer.

"He's just being stubborn" she told her husband. Then Ronnie came in and said, "Come here quick. There's been a flying saucer or something out here."

The Johnsons came out of the house in time to see a "flying mushroom" rise over the livestock shed and speed off to the South. The "stem" of the mushroom was glowing brightly "in all colors like an electric welder" according to Ronnie and it "shook and rumbled like mom's washing machine when it's out of balance."



A Texas pilot-farmer found the impressions baked in the ground in 1969, although it was rainy and surrounded by wet and muddy ground.

It was Ronnie who actually saw the object lift from the ground. His father who had just come in from the back yard says "I had to be 50 feet from it, but it was dark out and there was no reason to look back there, so I never saw it."

Ronnie says he was watering lambs when he heard a rumble from behind the shed. That's when he heard his mother call. He walked behind the shed in time to see the "flying mushroom" lift into the air. He swears he never heard his mom call him the second and third times. He was frozen to the ground where he stood, as was Snowball, the family dog, and the sheep in the pen near where the "mushroom" left the ground. Snowball was blind for three days and Ronnie's eyes hurt long after that "whatever", took off.

It was only after the "mushroom" was about 20 feet off the ground that he was able to move. The sheep recovered a few minutes later.

"The sheep jumped over the fence that night and every night for about three weeks afterward," Johnson said.

After the "mushroom" had left, Johnson and his wife "bent down and touched the ring it had left. Our hands went numb."

"You could have cut my fingers off for a couple of days afterwards and I wouldn't have known it."

In the fall of 1972, almost a year after the incident, a UFO investigator dug a trench in the ground where the object had apparently alighted. The diggers' hands also went numb.

The soil around the circle was dehydrated, not burned. The ground was wet from rain that night, but the ring in the back yard was dry after the incident. There is a white mossy substance in every pore of the soil, the nature of which has defied scientific investigation for over a year. It extends to at least 16 inches below the surface of the ring, the depth of the trench dug up by the investigating scientist.

The Johnsons were presented a check for \$5000 for reporting the UFO story "that supplied the most scientifically valuable evidence of extraterrestrial life in 1972" by the National Enquirer, a Florida based weekly tabloid, recently.

Are the two related? I don't know, but it tickles my imagination.

There is another UFO scientist, Stanton T. Friedman, a nuclear physicist, who gives lectures at colleges on the subject. He says UFOs from outer space are very real. He calls them EEMs for Earth Excursion Module, instead of UFO or "flying saucer".

"These vehicles have many features in common with our own Lunar Excursion Module (Lem) of Apollo, Friedman opined, "including the ability to hover, land, take off from unprepared sites and to carry strange-looking humanoids who wander around collecting specimens."

Friedman, a graduate with two degrees in physics from the University of Chicago, blamed a "laughter curtain" built by the news media and by a conservative scientific community for failures to report "good UFO sightings."

According to a Gallup Poll released in December '73, 15 million Americans believe UFOs are real, 11 percent of the adult population in the U.S. say they have seen a UFO - and more than half that number felt it was something real and not just their imagination.

I have had two Ninety Nines tell me of UFO experiences ("Don't use my name"), and one Whirly-Girl recently told of her son who had "an experience" but refused to tell about it, because of his fear of the "laughter curtain".

Therefore there's good news for those of you who happen to have a UFO or EEM experience and want to report it privately, to a scientist.

Dr. Allen Hynek, and others concerned, have set up a Center for UFO Studies. The address is P.O. Box 11, Northfield, Ill. 60093. However, if it's a current sighting, one which demands immediate attention, there is a 24-hour telephone number in Chicago, which all police departments have.

Should you have something to report, call your police ask them to call Chicago, and one of 500 volunteer scientists, specially-trained investigators who can respond to urgent reports within a matter of hours.

"These mobile units will make on the spot investigations, obtain first hand accounts from witnesses and record all traces of physical evidence found at the scene.

"We want to get unadulterated samples, before the circus of souvenir hunters arrive" Dr. Hynek says.

All reports and findings will be fed into an electronic computer which will serve as a data bank to help establish recurring patterns and features of the reports.

Any physical evidence collected at sites will be analyzed and given laboratory tests by trained scientists from various disciplines.

"One of the first things the center wants to do is issue a technical report on the Wave of UFO sightings that occurred this fall" Dr. Hynek stated.

Now you know where to report it, should you have an encounter, and why I have been so interested in the subject these many years. I am glad I didn't take that editor's advice - "forget it." Forget it? Never!

Chapter Personalities

LOUISE THADEN

By Nancy Wrenn

Members of the Carolinas and Kitty Hawk Chapters, with Governor Bee Reid representing the Southeast Section, gathered in Raleigh on Tuesday, 12 February 1974, to join the North Carolina General Assembly in paying special tribute to their own Charter 99, the very great lady of aviation, Louise M. Thaden.

Thanks to Nancy Jones and her 49½er, State Representative Robert A. Jones, "Louise M. Thaden Day" was officially written into the records of the Tar Heel state.

The day began for Louise and the 99's with coffee at the Executive Mansion as guests of the Governor's Lady, Mrs. James Holshouser. The Sir Walter Cabinet, an organization of the wives of the State Legislators, the Judiciary, and the Council of State, welcomed the group for luncheon. Louise Smith, Past International President, presented an interesting and informative history of the 99's organization. Nancy Jones introduced the honoree, Mrs. Thaden, who captivated her audience with an absorbing series of recollections of her close personal friend and fellow pilot, the legendary A.E. A standing ovation and an armful of red carnations could hardly begin to show the esteem tendered Mrs. Thaden who in her inimitable way had tried to turn the spotlight from her own accomplishments.

During the afternoon session of the General Assembly in the State Legislative Building, Rep. Jones introduced the following resolution: "A **JOINT RESOLUTION PAYING TRIBUTE TO LOUISE M. THADEN FROM HIGH POINT, NORTH CAROLINA, WHO HAS ACHIEVED OUTSTANDING VICTORIES IN THE FIELD OF AVIATION.**

Whereas, this General Assembly appreciates the opportunity to pay tribute to North Carolinians who have distinguished themselves in various endeavors and who bring credit to our state by their presence here; and



The quiet dignity of Louise M. Thaden is reflected as she stood in the gallery of the North Carolina State Legislative Building to receive the tribute of the General Assembly and her fellow Ninety-Nines of "Louise M. Thaden Day".

Whereas, we are privileged to have a resident in our state who has, by her own ability and determination, excelled in the field of aviation during an era when this career was heavily dominated by men; and Whereas, this grand lady, Louise M. Thaden of High Point, North Carolina, has achieved many outstanding goals and victories in the field of flying, some of the more significant of which are as follows:

1. Set an altitude record of over 20,000 feet in a small open cockpit, single engine plane in 1928;
2. Set a solo duration (over 22 hours) and speed record (156 mph) and won the first Women's Air Derby in 1929;
3. Set a refueling duration record (196 hours) in 1932;
4. Won the Bendix Transcontinental Air Race in 1936, the first year that women were permitted to compete with men in this National Air Race, and was awarded the Federation Aeronautique Internationale Aviator Harmon Trophy Award in 1936;

5. Founder and charter member of the Ninety-Nines (an international organization of women pilots).

Now, therefore, be it resolved by the House of Representatives, the Senate concurring:

Section 1. That we welcome Louise M. Thaden to the General Assembly this 12th day of February 1974, along with many of her friends and fellow members of the Ninety-Nines and wish her and these other courageous ladies fair winds and clear visibility as they 'slip the surly bonds of earth and dance the skies on laughter-silvered wings.'

Section 2. This resolution shall become effective upon ratification."

The resolution passed unanimously in both the House and Senate chambers. Again, standing ovations recognized this special lady who watched quietly with her friends from the gallery. It was with deep humility and tremendous respect that her sister 99's had flown in to honor Louise Thaden on her special day.

Meet a Flying Activity Chairman

by
Charlene Falkenberg,
International Flying Activities

I would like to introduce you to a typical flying activity chairman. Mary Krautkramer of the Chicago Area Chapter of 99's, has served as their flying activity chairman for the past two years.

Mary has brought much enthusiasm to flying activities in this chapter. She has a planned fly in for almost every month in the year. Some have been coordinated with nearby chapters, especially the Indiana Chapter of 99's. Each fly in is different. She has had them on week days, weekends, and at night, and everyone has been very successful with good attendance. Much of the success is due to Mary's enthusiasm at the regular chapter meeting. She has a sign-up sheet ready

and anyone who possibly may be able to go to the fly in signs up. Then Mary calls each one prior to the date of the fly in to remind them. She puts much work and thought into her job but it has paid off.

Mary received her private license in 1970 and has been a 99 since 1971. She holds a SEL commercial license with instrument rating and has over 400 hours. Her husband, Joe, is also a pilot and they are the parents of two children, a boy and a girl. They fly a Bonanza and a Messerschmidt.

Mary, as pilot, with co-pilot, Pat Friedman of the Chicago Area Chapter of 99's, placed fifth in the 1973 Powder Puff Derby with the Messerschmidt. Mary flies all the small races held in the nearby states, sometimes with Joe and other times with another 99.

Mary is very fortunate in that she lives on



Mary Krautkramer, Chicago Area Chapter, with friend.

her very own private strip at Bristol, Wisconsin. Winfield Air Strip is located at 41 degrees - 31' and 80 degrees - 01' with a sod runway of 2000'. Mary extends a personal invitation to each of you to fly-in and visit with her over a cup of coffee.



Memories of winter at Mary KrautKramer's private strip at Bristol, Wisconsin.

CAROLINE SMITH

Caroline Smith, dynamic Chairman of the Chicago Area Chapter, is constantly on the go — involved in a variety of 99s and civic activities that would keep ten ordinary mortals busy!

Caroline earned her private license in 1966 and became a 99 in 1967. She has served two years as Chapter Chairman, and two previously as Recording Secretary. She has also been chairman of such committees as Membership, By-Law Revision, Tellers, Resolutions, Mary Shumway Scholarship, and the Chapter Air Race. She's flown two Illi-Nines Air Derbies herself, and won our Chapter Air Race in 1968. Caroline has attended most Sectional and International meetings as a delegate.

In activities closer to her home in Naperville, Ill., Caroline is a member of the Naperville Women's Club and of the American Business Women's Association. She's presently Vice President of the Naperville Community Fund, having previously served 2 years as Secretary. She's also District Manager for Coppercraft Guild. In her "spare time", she

writes for magazines, and served 2 years as a reporter for the Naperville Sun. This busy gal still has plenty of time left over to be a wife and mother.

Caroline and her 49½er George own and fly a turbo Comanche 250. "Jovial George" was recently elected Tribe Chief of the International Comanche Society.

Caroline has been involved with the 99s Bicentennial Star Program. Caroline, accompanied by Joan Kerwin and Gail Wenk, met with the Program's chairman, 99s charter member Fay Gillis Wells, for luncheon at the Executive Club in Chicago, where Fay presented her with a number of the meaningful Star emblems to be placed on our chapter's airplanes. Among other things, the Star stands for promoting international good will, and contribution of women to excellence in aviation. Reminds one of Chicago Area's guiding light, Caroline Smith.

Two outstanding women in their field — aviation advertising, with the firm of McPhail & Associates, Inc., of Oklahoma City — are also active members of the Oklahoma Chapter of the Ninety-Nines. Suzette McPhail, shown here with the Check Chock, which she is currently promoting with enthusiasm, and Sandra Lapsley, Creative Director of the aviation firm.

Suzette McPhail

It was at the insistence of her brother (one of the now 1300 Americans still missing and unaccounted for in Vietnam) that this 99 started to fly. She went straight through to get her Commercial. Her husband, Wayne, was involved in aviation advertising, which meant often ferrying missions which she enjoyed. One of the results of these trips was the establishing of far-ranging accounts, which enabled them, even at the peak of the energy crisis, to establish McPhail & Associates, located at 4509 Classen Blvd., in Oklahoma City. Their firm is successfully engaged in advertising in the field of aviation, with which they are both highly informed, and very active.



Oklahoma Chapter Ninety-Nine Suzette McPhail displays the easy use of CHECK CHOCK on her Cessna Skyhawk N500BB. A commercial pilot, Suzette is an active real estate broker and vice president of the aviation advertising firm McPhail & Associates, Inc., of Oklahoma City.

Suzette has a real estate license, and credits her success in the field with her association with people who fly. She and her husband have their own (company) Cessna 172 with full IFR panel — which Suzette hopes will compel Wayne to take her on for that instrument rating.

She credits the "fringe benefits" — such as her friendships, particularly the 99s, which she has made through her flying — as being the most worthwhile part of the whole big adventure.

Sandra Lapsley

When Wayne McPhail, well-known aviation ad man, spotted Sandra Lapsley and her fine work for another advertising agency, he decided she had to be part of his new McPhail & Associates, Inc. She came as the Creative Director, with lots of work in the field as a writer, developing of marketing approaches, and knowledge of aviation. Sandra, more specifically, writes ads, brochures, ghosted stories for publications, speeches, instruction manuals, and "anything else a client happens to want". Although she works in all fields, as does McPhail, aviation is her first love, and in which she is best known and most knowledgeable.

Although her father was a pilot, and sympathetic to her desire to fly, it took her much planning, money-saving, and sheer determination to get her private license the day before her graduation from High School in 1966. From then on, her dad helped her out, so that with her Commercial license, Instrument and Instrument Instructor tickets finally won, she got a part-time job as flight and ground instructor at Oklahoma State University.

Her push into writing was given by 99 Page Shamburger at a NIFA meet, who gave her the assist she needed to start her writing career. Since then, although it has not all been smooth, her ability has put her in an enviable position with a fresh, new, top-notch company, McPhail & Associates, where she is having the time of her life.



Sandra Lapsley, holder of ratings through instrument flight instructor, gave up full time flying for full time writing about flying. She's creative director for the aviation advertising firm, McPhail & Associates, Inc., Oklahoma City.



Caroline Smith, Chicago Area Chapter Chairman, shows off the unique 99s Bicentennial Star received recently from charter member and Bicentennial Chairman Fay Gillis Wells. Please note that Caroline is holding the Star, and has not sealed off her baggage compartment — Chicagoans don't usually travel quite that light!

Chapter Personalities

Continued

LIZ TAYLOR

Flight Instructor of the Year for Arizona

During a luncheon meeting of the Arizona General Aviation Advisory Committee at Sky Harbor International Airport, Elizabeth C. Taylor was named Flight Instructor of the Year.

Liz was born in Los Angeles, California. She grew up in S. Pasadena and attended Pasadena City College and U.C.L.A.

She moved to Phoenix in 1965. It was while living in Phoenix that she became interested in aviation and earned her Private Pilot's License on June 18, 1966. Liz continued flying and obtained a Commercial License Nov. 28, 1967, adding an Instrument Rating on Jan. 16, 1968. After deciding to make aviation her career, she earned her Flight Instructor Airplane Rating on April 24, 1968, and shortly after began instructing for Saguaro Aviation, Inc. Six weeks later she passed the Instrument Instructors Flight Test. She has added a Multi-Engine Rating, an Instrument Ground Instructors Rating and a Gold Seal to her qualifications. She has been an instructor for the past 6 years, and has done all her teaching at Saguaro Aviation. To the present she has signed off 93 ratings. Says she's going to quit when she reaches 200!

Liz was selected as top flight instructor of the basis of her effectiveness as an instructor, her professionalism as a teacher, her initiative in developing and implanting new ideas and training methods, her efforts in promoting aviation in schools and to the general public, her knowledge of and compliance with the Federal Aviation Regulations, and her unblemished safety record.

Liz is a member of the Phoenix Chapter of the 99's, and is APT Chairman for the group. She resides in Phoenix with her husband Lester and their 14 year old cat Ignatz. Her hobbies include oil painting, fly fishing, horseback riding and mineralogy.



Liz Taylor, Phoenix Chapter 99, with her magnificent trophy for being selected Flight Instructor of the Year for the state of Arizona.



Evelyn Johnson looks over her tie-dyed "long-john" flight suit presented by Tennessee chapter 99's at a surprise birthday party in Morristown, Tennessee some time ago. She has just been named Flight Instructor of the Year by nashville GADO.



Dot Wilson, Memphis Chapter 99, receives a plaque from John Wright, Chief of FAA Memphis, naming her Flight Instructor of the Year by the Memphis office of the FAA.

**Do not send your
change of address
to your Editor.
send it to
Headquarters.**

**Please note address of
Circulation Editor.**

RESPIRATION



MARY FOLEY

Respiration is the process by which a living organism exchanges gases with its environment. Breathing enables us to get oxygens into the blood stream and to remove carbon dioxide, a product of metabolism. Respiration also helps maintain body temperature and the acid-base balance of the body.

The lungs contain millions of tiny sacs and blood vessels for the exchange of gases. The sacs, called alveoli, have porous walls through which the gases, normally oxygen and carbon dioxide, pass by diffusion. The gases also diffuse through the walls of the pulmonary capillaries, small blood vessels which surround each alveolus. These capillaries connect with the artery carrying blood from the heart to the lungs and with the veins carrying blood back to the heart. The heart pumps the blood to all parts of the body where the gases are exchanged in the cells. In the cells, the oxygen is used in the chemical reactions which sustain life, and carbon dioxide is produced.

The red blood cells are the gas carriers. They easily pick up oxygen in the lungs at ground-level atmospheric pressure, as it is in the lungs. They release oxygen rapidly at lower pressures, such as those found in the body's cells, and pick up the metabolic waste product, carbon dioxide.

At sea level, air exerts a pressure of 14.7 pounds per square inch (760 mm Hg.) 20.9 per cent of the air is oxygen, and this oxygen is responsible for 20.9 per cent of the total pressure. At sea level, oxygen thus exerts a pressure of about 3 pounds per square inch (100 MM Hg). This amount of pressure is necessary in the lungs to keep the blood cells saturated at about 95 per cent of their capacity which is normal.

TO BE CONTINUED

**Subscriptions for non-members
are \$6.00 per year.**

Flying on to

NEW HORIZONS

(The heading New Horizons reflects the belief that death is a horizon toward which we all fly, even though this new adventure is brought about by diverse causes. In a sense it is a flight from the "Bonds of Earth" to unknown "New Horizons".)

Zipora Alterman, Israeli Chapter, died of cancer, 26th of April, 1974.

Helen Strok, vice-chairman of Maryland 99s, died of cancer, Feb. 19. She was also serving as Queen of Maryland Flying Farmers this year.

Marian Burke and Ruth Hildebrand, San Antonio and Houston Chapter members, Killed in the crash of their plane during the Angel Derby, April 25, 1974.

Margie Jones and Doris Ann Norcross, Central Illinois Chapter, killed in the crash of their plane in the Angel Derby, April 25, 1974.

To date, no definite cause has been established for the loss of either of the two planes in the Angel Derby; weather and visibility were reported good in the area of both incidents. It has been established that neither plane "flew into" a mountain.

If fate destined these pilots for misfortune we hope that they, from their "New Horizons" vantage, and their families can take comfort from knowing that the Volunteer Army rescue unit at Uruapan now know about ELT's in the U. S. Registered aircraft and how to utilize the ELT for search and rescue.

We know and share the sorrow of the loss of these dear ones with their families.

ALL WOMEN'S INTERNATIONAL AIR RACE, INC.

Virginia Britt

Virginia Britt, President

The following is a tribute to the pilots who finished the race:

"I am not surprised at all that you ladies are continuing on your 'flight path' in spite of the tragedy that befell your fellow flyers — it is just what I would expect of persons like yourselves. To all those altitudes you always brought the same attitude. Sometimes the skies shone in brilliance and sometimes you were surrounded by dark clouds. Naturally, this is a somewhat sombre day for you. But, above that it is a beautiful day. Because your being heretofore represents superlative navigating right through the turbulence of the times and what's more— the triumph of human spirit. I salute each of you for that and for contributing to international good will."

(signed) Senator Edward J. Gurney

Professor ZIPORA ALTERMAN Israeli Chapter

It is with great sadness that I write this tribute to one of the World's great women, Zipora Alterman, who died in Sydney Hospital on 26th April, 1974, during Sabatical Leave in Australia.

Born in Berlin in 1925, she emigrated to Palestine with her family at the age of 12 years and spent much time travelling wherever she could, by boat, train or air. She studied at the Hebrew University and later became Professor Mathematics and Head of the Department of Environmental Sciences at Tel Aviv University. Here, she and her students studied everything about the Earth, from its molten core to the Solar Winds and the weather conditions on other planets, to help long range weather forecasting. Using an enormous computer, a CDC 1600, with information from a model of the Earth made by Professor Bullen of Sydney University, she calculated when and where earthquake waves would travel, where they would bounce off certain solids and fluids, over mountains and through water, showing the speed of these waves in various materials, and proved that Professor Bullen's model is correct, and this has

made it possible to calculate when and where future shocks would occur. This involved study of wave propagation, compression and shear. She was currently working on Crack Propagation in Elastic Material.

She has had hundreds of articles published in Scientific Journals all over the World, from the Royal Society in London to the U.S.S.R. and the U.S.A. Even the Russians published under her own name. During her many travels she became well known to airline pilots and was always invited up to the flight deck, here she decided flying was just like operating a computer, and she began to wonder why she employed a pilot to do her research over the sea and lakes, with an infra Red Camera, charting the varying temperatures of the waters, to pin-point hot springs in the sea, etc., and enable fishermen to know where to find various types of fish in various temperatures. One day in 1970, she decided to learn to fly, but was told that, at 45, she was too old. However, after much persistence the Department said she could only learn if she was taught by a certain very tough instructor, who was booked up for 3 years anyhow! However, she persuaded him to give her his time for a few weeks and in 30 hours flying she had her private licence and 2 more hours she had a multi-engine rating. She then flew the University's Twin Aircraft to chart the sea temperatures.

In 1971 whilst on a visit to U.S.A., she obtained her Seaplane Rating and back in Israel, her instrument rating. Then she hired a twin Cessna 337, for 4 hour flights, and began cloud seeding, which resulted in a 20 percent increase in rainfall over Israel.

In 1972 she returned to U.S.A. to obtain an Instructors rating, there being no instructors courses in Israel for civilians. Here she was twice awarded the Air Safety Test badge - a Safety Pin with an explanatory label attached!

In 1973 she again visited Los Angeles, to earn her I.F.R. Instructors Rating. She flew with a pupil to the 99's Convention in Milwaukee where she was presented with a gold watch for having traveled the farthest to the Convention. On her return to Los Angeles she immediately flew in the winning aircraft in the Palms to Pines Air Race.

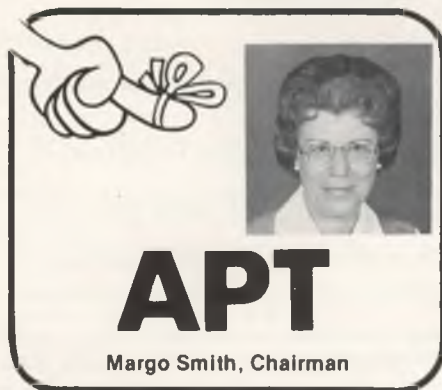
In 3½ years she flew over 1200 hours as pilot in command, letting no opportunity slip by that enabled her to get in the air. She was in the process of taking out an Australian Licence, to fly with me to the combined 99's and A.W.P.A., A.G.M. in Adelaide, when she slipped and badly broke her leg, on 26th March. Physically she was never very strong, but she swam a lot to help build up her energy. Her sheer determination and deep love of flying got her back in the air very rapidly, after more than 1 very serious illness, but she could not beat the cancer of the throat that caught up with her 2 weeks after her leg operation in Sydney.

Those of us who were privileged to meet her, with her husband Israel, will never forget her, for her delightful personality, her courage and her determination to get as much enjoyment and adventure out of life whilst there was yet time.

She is survived by her 19 year old son Ilan, who has already won the Weizmann Institute Prize for an auto pilot for landings, based on a pendulum, 1 of the 5 best prizes for Israel's 25 years of achievement, and by her Husband who is a consulting engineer and is the Israeli Representative Fellow of the Institute of Structural Engineers in London and their Examiner in Israel. Margaret Kentley
Australian Section 99's

What its all about...

COMMITTEE REPORTS



APT CHECKLIST

(CONTINUED) (PLEASE SAVE FOR FUTURE REFERENCE.)

In NOTAMS ONE, we said:

TO HAVE APT LISTING IN 1974-75 ROSTER

1. If, since July 1, 1973, you had any of the following— (a) an APT ride (b) a BFR (Biennial Flight Review) (c) a checkride for a new certificate-rating (d) a courtesy proficiency ride (safety pin) from an APS or APC (see NOTAMS ONE for definitions).

AND

2. If, by June 30, 1974, you submit the signed bottom portion of APT form with Membership renewal ... you will be listed APT in the roster.

Note: In lieu of signature, xeroxed "proof" stapled to APT form is OK.

A xerox copy of new certificate-rating or BFR logbook endorsement, stapled to APT form, will constitute the required "proof." APT forms are available through Chapter APT Chairmen, and one accompanied membership renewal form.

TO HAVE APT LISTING IN PERMANENT FILES

(INTERNATIONAL, SECTION AND CHAPTER)

Turn in middle portion of APT form to your CAC (Chapter APT Chairman) or Section APT Chairman, if no Chapter - immediately following the "ride". Form must be filled in completely and signed (or proof attached). By submitting form to CAC, and on time, you will 1) maintain consecutive years APT. 2) receive a card (gold every third year). 3) assist your Chapter in their bid for a Section APT trophy, where applicable. 4) save the sanity of the bookkeepers who are voluntary, unpaid slaves who care about you and the image 99's present.

TO BE APT FOR THE CALENDAR YEAR 1974

If you have had any of the 4 types of rides mentioned above, since January 1, 1974, you are APT this year. If not ... do it before December 31, 1974.

Remember: you MUST have a BFR prior to November 1, 1974 (USA regulations) **TO BE CURRENT IN USA** ... to fly PIC-solo (see FAR61-5T or complete wording) you

must have 1) a current, appropriate medical 2) a BFR in the 2 years prior to Nov. 1, 1974 3) made 3 takeoffs and landings in category and class, in last 90 days **Day:** touch and goes are okay unless you fly taildraggers

Night: must be full stop.

4) IFR currency: in last 6 months, 6 hours of actual or simulated (3 hours in flight) with 6 instrument approaches OR had a competency check given by FAA, designee or instrument instructor.

NOTE: 1) I have liberally paraphrased and condensed 61.57. Suggest you read it! 2) New FAR Part 61 went into effect Nov. 1, 1973 except those sections which had a qualifying date e.g. BFR, conversion of instructor certificates.

BIENNIAL FLIGHT REVIEW 61.57

The BFR can be given by an FAA examiner, a designee, an APS (Accident Prevention Specialist) and APC (Accident Prevention Counselor) — or your favorite instructor, so long as that instructor is authorized. Authorized means checked out and current in the aircraft to be used, and having a valid instructor certificate. Conduct and maneuvers to be included, is left to the discretion of the instructor. If you have acquired a new rating or higher certificate, you do not have to take a BFR.

HIGH PERFORMANCE AIRCRAFT CHECKOUT: If, prior to Nov. 1, 1973, you had not checked out in an aircraft that has more than 200 HP or that has retractable landing gear, flaps and a controllable prop, and you now wish to do so, the checkout must be given by an instructor the first time (see 61.31 e)

CATEGORY, CLASS, TYPE, GRADE

(see FAR Part 1 and 61.5)

GRADE - means "what kind of certificate" - Student, Private Commercial, Airline Transport Pilot and Flight Instructor. Certificate - License - Ticket in common talk.

RATINGS - you will always have a CATEGORY and CLASS rating put on your certificate (except student). Example - ASEL Airplane, Single-engine land.

TYPE - if you are qualified in a particular TYPE of aircraft requiring TYPE rating it too will be added.

INSTRUMENT RATING - This too would be added to Private and Commercial only.

CATEGORY and CLASS have different meanings depending on whether it is pilots or aircraft being discussed.

APT RIDE - Annual Proficiency Training Ride: a 99 Program term. The APT ride parallels BFR in criteria but with the recommendation that the ride be done annually.

SUMMARY

BFR is an APT ride ... may be given by Instructor or higher Safety Pin Ride (also good for APT ride) ... must be given by

APS or APC Checkride for new certificate-rating — BFR — APT

FAA Currency (1) current, appropriate medical (2) BFR within previous 2 years (3) 3 takeoffs and landings plus 3 for night currency.

AWTAR-PPD

by

Marion Andrews

Just in case you think the AWTAR Board of Directors is taking a sabbatical this no-race year, we all agree that putting together the Powder Puff Derby Commemorative Album is more work than running a race. We do wish more of the racers had sponsored their own pictures for the album. Fifteen pictures of deceased racers to be included have been sponsored by 99s or Chapters. It really is a colossal job to correlate the material for 27 races.

Maybe this is the time, when you are not spending the money to fly the race, to buy your Powder Puff Derby pin. We have a limited supply of solid gold at \$27.50 each and gold filled at \$15.00. Make checks payable to AWTAR, Inc. and send to Barbara Evans, 40 Stuart Pl., Manhasset, New York 11030.

The building that houses the AWTAR Headquarters has been sold and a new tenant has taken half of our office space. This with no reduction in the \$125.00 a month rent. By agreeing to the shrunken space, we avoided a sizeable increase and/or making another move at this time.

The film "Powder Puff for Joan" is available upon request. Write to Helen Shropshire for shipping charges and scheduling. A 25 minute color sound film of the 1972 Powder Puff Derby, Palomar, Cal. to Elmira, N.Y. is available from AWTAR Headquarters, Teterboro Airport, Teterboro, N.J. 07608. Write for shipping charges and scheduling.

We are happy to report that Board member Betty Wharton has recovered sufficiently from surgery to be convalescing in Hawaii. We hope the thought of flying her new airplane will make her recuperate faster.

PPD Album is also Commemorative in that those who have flown on to "New Horizons" will have a memorial Photo sponsored by a flying friend.

MEMORIALS

APPEL, Helen
DAVIS, Arlene
HART, Rita
JURLICH, Dot
MACPHERSON, Bea
MULLEN, Doris
MUTTER, Gladys
PRESTAS, Bobbie
SCHUBERT, Trixie Ann
SHUYM, Mary
SMITH, Elsie
SMITH, Joan Merriam
STEIERT, Jo Ann
TELLEKSON, Jeanine
WIKANDER, Ruth
SHEEHY, Ethel

PHOTO SPONSORED BY

Ilovene Potter
Jean Ross Howard
Geraldine Michelsen
Long Island Chapter
Tucson Chapter
Jean Ross Howard
Doris Langher
Pat Wilson
Lola Ricci
Geraldine Krause
Norman S. Smith
Fay Gillis Wells
Los Angeles Chapter
Charlene Falkenberg
Ilovene Potter
Anna Brenner



Three who won No. 1 places at the Chicago Area Chapter's Achievement Awards Banquet. L to R, Charlene Falkenberg, Elsie Wahrer, and Jean Ingle.



Sherry O'Keefe (R) receives her No. 1 Award from Chicago Area Chapter Chairman of the Achievement Awards, Rita Adams.

A FLYING ACTIVITY PROJECT

By Charlene Falkenberg,
Chairman, Flying Activities

Members of the Chicago area chapter held their annual Achievement Awards banquet on March 23.

Rita Adams, Achievement Chapter Chairman, Mistress of Ceremonies, gave an interesting presentation, assisted by her committee, Margie Kinney and Cheryl Hook.

Twenty-six members of the Chicago Area Chapter participated in the contest during the year. In order to make the contest fair to everyone a new member category received awards as well as members who participated for the entire twelve months. The six new members who participated and the order of their scores are as follows: 1. Pauline Gilkison, 2. Juanita Harr, 3. Gai Lapook, 4. Ruth Frantz, 5. Carol Para, and 6. Sue Dewulf.

In addition other categories awarded trophies and the winners are as follows: Bonus Points — 1. Charlene Falkenberg, 2. Mary Stroh.

In addition other categories awarded trophies and the winners are as follows: **BONUS POINTS** — 1. Charlene Falkenberg, 2. Mary Stroh.

FLYING TIME — 1. Sherry O'Keefe, 2. Patricia Friedman.

LICENSES, RATINGS, ETC. — 1. Jean Ingle, 2. Sylvia Harper.

CHAPTER ACTIVITIES — 1. Elsie Wahrer, 2. Mary Stroh.

TOTAL POINTS — 1. Charlene Falkenberg, 2. Mary Stroh.

As you can see participants in the Achievement Awards are not limited to members who do the most flying. It is understood that not everyone has the opportunity to own or have available an airplane, therefore, the other categories which are just as important in 99 membership are in the contest.

If your chapter does not participate in Achievement Awards I would urge each chapter Flying Activity Chairman to make it her goal to start this activity. It keeps the members on their toes and interested as well as culminating with a beautiful social event shared by both 99's and 49'ers, as well as friends.

Anyone wishing to receive information on achievement awards please contact me and I will send the information to you immediately.



INTERNATIONAL HOT-LINE

Shirley Allen,
International P.R.

AFRICA: The very word conjures up a mental picture of steamy jungles, wild animals, primitive natives and pulsating drums!! A country that is a kaleidoscope of ever changing climate and cultures, encompassing the early social orders of many Negro tribes to the most modern areas of civilized commerce and industry. A contrast from the ancient and simple to the intrusion of "progress." One does not readily associate AFRICA with 20th Century concepts. It is a young country with regard to flying, Governor Ann White states, yet it would seem to be the logical answer to transportation, both economically and socially. A proportionately small population spread over a vast Continent, second only in the World to Asia in area size and four times larger than the United States of America.

Women are waging an uphill battle to get into aviation commercially in South Africa. One or two are working in Air Traffic Control under the jurisdiction of the Department of Transport - no apparent problem there.

The last research that was done into the number of women pilots, either actively flying or on course was a few years ago and a rough number of around 200 was tabulated. Ann spearheaded a membership drive circular and although the response was good, she felt that they had barely scratched the surface.

Civil Aviation Rules and Regulations again based on ICAO standards with a few additions regarding local areas and restrictions. Private pilot qualifications are being upgraded with the introduction of periodic flight testing for license renewals and closer surveillance on private pilots with between 150 and 180 hours (the dangerous period) has been advocated. Instrument-rated pilots are re-tested every six months by a Department of Transport approved Instructor.

"WINGS OVER AMERICA" with a circulation of over 50,000 has been in print for 32 years. An excellent Aviation magazine that projects aviation as it applies to Africa only. It covers the gamut of flying - civil, military, air travel, general aviation,

private, parachuting, gliding and aero-modelling - with a heavy emphasis on Safety and Accident Prevention.

The only other publication is comparatively new - "World AIRNEWS", has a broader content with a Section on 'Club News' including a Report each issue in short form from the Ninety-Nines.

Flying Clubs abound, it is difficult keeping track of them. The Ninety-Nines is at present the only Women's Aviation Organization, there was a Women's Flying Association which unfortunately phased out. Many of the members were not licenced pilots, but women vitally interested in promoting aviation. They were responsible for setting up flying bursaries and events to sponsor individuals interested in flying careers. This fulfilled a real need and was sorely missed.

Local competitions are held at Club level, Provincial and National events, under the auspices of the Aero Club of South Africa. Aerobatics are taught, but on a very limited basis as aerobatic aircraft are in short supply. There is a National Aerobatic Competition.

Ann White reported that several of their members compete in the Air Races and Rallies. She mentioned that Miss Auriel Miller won a 5th place "Perfect Flight" Trophy in the round-Natal Air Rally in 1973 and Jeanette and Michael Van-Ginkel of Transvaal placed first twice, in 1969 and 1973 flying a twin Commanche in the State President's Air Race. This is the top event in South Africa and has a proud history. 60 to 85 planes enter in this race. One issue of "AIRNEWS" featured stories and pictures of our 99 members who had done so well.

Betty Ambrose writes from Rhodesia, Central Africa Section that while their numbers are small, their enthusiasm is high, but the fuel shortages have curbed their flying temporarily. Sight-seeing trips are very popular in Rhodesia and one Air Carrier operates three Apaches. For \$4.00 you can take a 10-minute flip over the Victoria Falls, a breathtaking, panoramic view of Africa's greatest tourist spectacle. Known as the "flight of the angels". Or for \$14.00 you can take off on a "Zambesi Sky Safari" and view the game from a comparatively (?) safe altitude.

South African Section was the first to be incorporated in July, 1966. There are at present two Sections in the Directory. By the time the next Membership Roster is printed there may be one or even two more. As the 99's increase in numbers, they divide to form their own Sections.

Our globe-trotting International Membership Liaison, Edith Denny, on a 5-week trip to Africa last year, reports considerable interest in the areas she visited - Ethiopia - Kenya - Tanzania and Nairobi - and an increasing number of women pilots. Two members at large were installed - Denise Marchand and Heather Irwin. Two more applications are now before the Board, one being one of the most revered and respected women aviator's in East Africa. Dr. Anne Spoerry is a legendary figure who flies a Cherokee 300 for the Flying Doctor's Association, administering to the sick in Tanzania,

Uganda and Kenya. We first learned about this remarkable woman talking with Madame Beauregarde in Paris last summer and Edith resolved to contact her on her forthcoming visit to Africa later that year.

We are extremely **honoured** that Dr. Spoerry has applied for membership in our organization.

Our newest members Denise and Heather are both Commercial pilots flying for Air Charter Services out of Kenya and Nairobi, respectively. Denise is very enthusiastically tracking down names of other women pilots through their local Aviation authorities in East Africa for the incorporation of the third African Section, the wheels are already in motion for International approval.

INTERNATIONAL HOTLINE U.S. REPORT- by Pauline Genung

The mailbag during recent weeks and a personal visit with the Ninety-Nines of the South Central Section in Houston, affirms once again the seriousness and professional attitude being reflected by U.S. Ninety-Nines in their approach to promoting aviation and Ninety-Nines membership.

Projecting a good image seems to be second nature to our members and one of the most successful areas appears to be in that of air education because it serves as a natural outlet to share enthusiasm for aviation and concern for air safety with both pilots and laymen of all ages.

One example which has come to my attention appeared in the April 1974 issue of "Flight Plan," published by the Maryland State Aviation Administration. The story follows:

"Twenty-five high school girls at Maryvale Preparatory School, Brooklandville, Md., participated in an aviation course conducted by the Maryland Chapter of the Ninety-Nines last month. The Ninety-Nines, and international organization of women pilots, were invited to teach aviation during the mini-mester, a new learning concept. This mini-mester provided students the opportunity to explore, for one week, subjects which were not included in their regular curriculum."

"The Ninety-Nines teaching team, Sally Williams, Lorena Burch, Cleo Sherbow, Sheila McEntire and Ginny Vogel, showed the girls the full scope of aviation. Their lessons included some ground school, discussions on career opportunities, practice in the use of an aircraft simulator, and a tour of the radar room and weather bureau at Baltimore-Washington International Airport. The highlight of the mini-mester came on the last day when the Ninety-Nines took the girls for airplane rides."

This involvement in the mini-mester is part of the new lecture program the Ninety-Nines have

begun in which they provide speakers for schools and clubs."

"The Maryland Ninety-Nines are also participating in the Direct Relief program which transports emergency medical supplies."

This is just one example out of many crossing my desk showing the dedication of Ninety-Nines and their contribution to the good public relations effort by our members.

+ + + + +

Ninety-Nines who were active in aviation prior to World War II can contribute some of their recollections of early flying experiences if they so desire by answering the following questionnaire to be used in preparing a documentary film on early women flyers, particularly those who flew before 1938. Excerpts from a letter recently received from the film company said in part, "..... It will be about not only the factual triumphs of the early women flyers but their more personalized accounts of their flying experiences during that pioneering period."

"..... Your response to the following questions would be most helpful. Disregard any that don't apply and feel free to include any additional thoughts and information."

Ninety-Nines interested in answering the following questions may send the information to: Wind and Stars-Women in Media, 256 S. Robertson, Beverly Hills, Ca. 90211 or phone (213) 659-4210.

QUESTIONS

1. When did you first begin flying and what were the circumstances of your training?
2. What kinds of planes did you fly?
3. What kind of clothes did you wear while flying?
4. What was the reaction of your friends, husband and family to your flying? Did their reactions influence your participation?
5. What did flying mean to you in the early days? What do you think it meant to early women aviatrix in general? How do you feel the country as a whole responded to the women fliers?
6. What events and places stand out in your mind as exciting, generally important or turning points in your own career as a flier? Please describe them in as much detail as you can remember.
7. Are you still flying now and if so under what circumstances?
8. Who do you admire most among the early women fliers and why?
9. Who would you particularly recommend we contact for this study and why?
10. Do you know of or have any film or still photos that we could look at and use in our documentary project?

Membership Corner

by

Pat Shearer, Chairman

INACTIVE

One of the interesting things about aviation is that a lot of the terms used in it are misunderstood. For instance, take the word "stall". To a person new in aviation, or to a person not in aviation, it means to come to a standstill, to stop. Now, we know that is not what it means. Another misunderstood expression is "final approach" — to some it sounds ominous — like it is that last chance at life.

In the Ninety-Nines, we have a term that is very misunderstood. It is the term "inactive." Inactive membership does not mean that the person is not active in the Ninety-Nines. In many cases, this is far from the truth.

The dictionary describes the word inactive as "characterized by inaction; not engaging in activity; idle; inert."

Inactive is a class of membership in the Ninety-Nines and does not refer to those "not engaging in activity" of the chapter. Instead, it means that this member's medical has lapsed and she has been a member for more than five years, and has 200 hours (or more) of pilot-in-command time.

An inactive member pays dues, may vote, but cannot hold office. Even though her medical has lapsed, she is showing to us that she is very interested in aviation, and is very interested in the Ninety-Nines by remaining a vital part of our organization. Don't count her out, for she is very needed by the Ninety-Nines.

For every airplane pilot, there is ground crew that enables that pilot to fly. There are mechanics who check the plane, the gas boys who gas a plane, the schools which provide instructors, the business that provide plane rentals. So, for every one in the sky as a pilot, there are at least two on the ground as "ground crew."

"Ground crew" is needed, too, by the Ninety-Nines. And I feel this is a point we should all consider.

What happens to a Ninety-Nine who loses her medical but DOES NOT have 200 hours of pilot-in-command time even though she has been a member of the Ninety-Nines for five years? She becomes an inactive member until the end of the fiscal year for which her dues have been paid. If at that time, her medical has not been renewed, her membership would terminate. She could be a very active chapter member, and a person who supports and believes in the Ninety-Nines fully. No matter what she wished, or her chapter wished, she would no longer be a member. This medical loss may be due to an accident or circumstances beyond human control. It would be a shame to lose her as a member.

What happens to the Ninety-Nine who loses her medical, has 200 hours pilot-in-command times but DOES NOT have five years a member in the Ninety-Nines? It is the same as above - she becomes an inactive member until the end of the fiscal year.

SECTION REPORTS

The new FARS in effect now requires a pilot to have a biennial (meaning once every two years) flight review in order to be a **current** pilot and act as Pilot-in-Command. Under the new FARS and our present By-Laws, if the 99 does not have a flight review by November 1, 1974, and does not have 200 hours pilot-in-command time, and has not been a member of the Ninety-Nines for five consecutive years, then (by our present By-Laws) her membership would terminate at the end of the fiscal year. A lot of our members do not have the opportunity to fly that some of us have. Some may be down with a slight medical problem at this time. Some may be down due to temporary financial problems. Because of their interest in Aviation, these members make invaluable contributions to the 99s, and thereby **sustain** the organization. They are the "ground crew" to the chapters, vital to their very existence. There is a **need** to redefine the status of 99 members to be more in the line with U.S. FARs, yet general enough for our non-U.S. members.

SPRING SECTION MEETING FOR SOUTHEAST HELD AT NAG'S HEAD, N.C. APRIL 5-7

Peggy McCormick, S.E. Section Secretary

Escorted by the trailing edges of an interesting frontal system, S'east Section 99's came to Kitty Hawk, where the prevailing winds pattern had coaxed the Wright brothers into using the winds and the dunes area for their earliest successful powered flights. All of us enjoyed the strange beauty and the historic background at Nag's Head for 1974 Spring Section Meeting.

Regular business plus an extra session to work on final plans for Puerto Rico International Convention, come this August 21-25, took some time, but Saturday afternoon was free to visit with each other, explore the Wright Memorial grounds, and investigate the many other fascinations within reach of the headquarters at the Holiday Inn. The S'east Section has had a busy year — the APT program and Aerospace Education work deserve special recognition. Convention plans are in great shape and will be thoroughly reported elsewhere in the News.

At Saturday night's banquet, Bob Farrington, Comm ASMEL Instrument, radio and TV personality, FAA APC, and former president of the Carolina Aero Club, kept the audience in an uproar as he took the whole gang hangar-flying with him in a series of misadventurous tales. Annette Rogers, Kitty Hawk Chairman, expressed the Chapter's thanks to all who helped, but the guests felt that she and the Chapter were the ones who were due the gratitude for a really super weekend.

REPORT OF SOUTH CENTRAL SECTION MEETING HOUSTON, TEXAS, MARCH 29, 30, 31, 1974

SPRING ROUND-UP IN HOUSTON

By Marilyn Cragin

The Houston Chapter, known for doing things right, did it again! The Sectional Meeting, appropriately titled "Spring Round-up", was a success, and the Houston girls should be proud! Even the weatherman cooperated—blue skies all weekend in Houston and "going home" weather reported fairly good to most areas.

For early arrivals, Friday morning started with the television show "Dialing for Dollars", a combination talk and give-away show. The Ninety-Nines, seated at tables, "aaahhed" and "clapped" properly, were interviewed, and photographed. It was great fun. Two blonds interviewed on the show were the former Miss Houston and the current Miss Washington, and although they were very lovely, our own Governor, blond Brenda Strickler, would be competition for either of them!!

Friday afternoon was the historical and museum tours, hospitality room, and the unusual ride on the blimp, the "America". The ride, limited to the first 12 registrants (I was lucky) took place from the blimp base 22 miles North of Houston and lasted about 30 minutes, six passengers at a time. Getting on and off the blimp, while it hovered, was a test of our agility. Clear weather over Houston added to the pleasure of the flight.

Friday night at the Round-up Supper we were greeted by blue and white gingham dresses, cowboy hats, "The Yellow Rose of Texas", and an exceptional buffet dinner. The Houston Chapter looked charming in floor length gowns and white cowboy style hats. The music was a mixture of rock and western. South Louisiana Chapter enlivened the room on one side, and Golden Triangle the other, with 14 strong, winning the Attendance Award.

Saturday morning a two hour meeting was held and Mr. Perry Wesbrooks, a 49½er, and an attorney from Wichita Falls, spent part of that time informing us of the advantages of chapter incorporation, turning a lack-luster subject into a very interesting one. It was also disclosed where the next 4 South Central Section meetings will be held. Immediately, thoughts of future trips to Las Cruces, Abilene, Aspen, and Baton Rouge started the wheels of our minds turning very fast!

Again, good food prevailed at the luncheon at Sakowitz's Sky Terrace Room. All of us enthusiastically viewed the styles and could have looked on and on at more fashions. After lunch, many of the girls were seen scurrying around the store, obviously enjoying the instant credit afforded us as Ninety-Nines.

The cocktail hour, prior to the banquet on Saturday night, found M. E. Oliver at the grand piano and nearly everyone stopping by to sing a few bars of an old favorite tune. After the cocktail hour: the banquet, and an interesting speech, slide, and strumming presentation by Dr. Hypolite Landry, who set 13 records in an around-the-world flight in a S-35 Bonanza.

Sunday morning, after breakfast and a weather briefing, everyone departed Houston with memories of another successful South Central Section meeting. Old acquaintances renewed—happy hours of being with old friends, comparing notes on chapter activities. The Ninety-Nines are undoubtedly the best women in the world, and knowing and seeing one another at the meetings is really the essence of the meeting!

SOUTHWEST SECTIONAL MEETING REPORT

A Texan looks at Hawaii
by Hazel McKendrick Jones

For all of you who did not avail yourselves of the Southwest Sectional meeting in Hawaii; you missed it!!! It was almost an International Convention with 315 Ninety Nines in attendance from the Southwest Section and from Texas, Oregon, Washington, Alaska, Illinois, Michigan, Oklahoma, Australia, Canada, Norway, and New Mexico.

All of the things you have ever heard about Hawaii are true about twice over! It is Paradise and it is hard to believe there is a spot like this left in the world. From the moment we stepped off the plane and were given a carnation and plumeria lei and a kiss, you knew you had stepped into another world. The Aloha Chapter must surely be given a tremendous vote of thanks and appreciation for all the work it took to put this meeting together. A big ALOHA! (I've already gone native) to Pat Kelley Shearer, her family, and friends who have worked from "can to kain't" to assure that everyone got where they were suppose to be when they were suppose to be there. All of the escorts from Tradewind Tours were captured so that we could have a leader at all times. This chapter must have an "in" with the weather department for it was ideal the whole time.

They had something for everyone. There was a tour to an airfield for flying or soaring; surfboard riding and lessons, golf, snorkeling, or just sunning on the beach. Swimming in the BLUE PACIFIC was something else. It really is blue, blue, blue! I hate to say this, but we haven't got a single lake in Texas this big. In fact this Native Son of the Lone Star state is ready to defect to the 50th state.

The Aloha Chapter and Pat Shearer had arranged for us "first timers" to do all the things you are supposed to do to see Hawaii. We went to the Hawaiian Hut, a tour of the city by day and another one by

Chapter Reports

night. Incidentally, all the bus drivers sing and sing well and as you are going home to the hotel they sing to or with you. It is really wild!! We were taken to the Polynesian Cultural Center. Some took the H.A.T.S. tour which is an all day tour of all the other islands. Part of the group went to the other islands with Rick Burger, an escort from Tradewinds, by air and bus. Those of us who stayed behind had the Pacifica Flora, Pearl Harbor, or the Golden People Tours to occupy our time. Or just "hang loose" out on the beach with an outrigger canoe ride.

Tour guides and directors kept their cool with this gaggle of female pilots, and not one appeared displeased with the dumb questions or the endless repetitions. This is truly a different world, a different attitude, and it is neat. Hawaii is our newest state and their pride in being a member of the team is "something else". Can you imagine the audience standing up to sing "God Bless America" in a cocktail night club show? It happened at the Don Ho show. My goosebumps had goosebumps.

It was truly an exceptionally organized meeting. For those of us who pre-registered it was great because we took advantage of Pat Shearer's discount and didn't have to pay as much.

Thanks to the Southwest Section and the Aloha Chapter for extending an invitation to us outsiders to join in on the fun. The Texas delegation had a ball.

Southwest Section
ARIZONA - CALIFORNIA
HAWAII - NEVADA - UTAH

ALOHA CHAPTER
Trippi V. Penland, Reporter

By the time this newsletter is out, the Aloha chapter will hopefully have recovered from the Spring Sectional. What with scheduling airplanes, both private size and commercial, the sanity of certain members is becoming doubtful. We owe a great deal of SPECIAL THANKS to PAT SHEARER, who has devoted the last eight months to scheduling all the fantastic events and complicated schedules for the 365 99's who were able to join us in sunny Hawaii. And also to JIM SHEARER, Pat's husband who licked, stamped, computerized, and generally kept Pat going. MANY THANKS.

Patty HALLAM also deserves a warm thank you, because with her prior experience of other sectionals, she made a perfect sectional chairman. Other thanks go to Jane KELLEY for the use of her home for the luau, Pat COATES for organizing the Bishop Museum night, and Hawaii for having such beautiful weather. Thanks to everyone else, too many to mention.

EVE KERR passed her instrument

written, on the first try! March can be a rainy month in Hawaii, but after two unsuccessful days of rain and over-scheduled airplanes, TRIPPI PENLAND took three of her cohorts from the FDIC, of the Los Angeles and San Francisco offices, for a sightseeing tour of Oahu. She was able to gain two more converts to take up pleasure flying.

PAT DAVIS and hubby put on a Pattie's Day party to beat all. It even made the celebrity column the next day. Belly dancer, Shalimar, was there to wiggle her way into the hearts of male pilots everywhere.

66'er Barb NOYES decided flying with her husband, Terry, was getting her nowhere, so she changed instructors, and right off she soloed! Husbands can be funny that way!

BAKERSFIELD CHAPTER
Margaret Harps, Reporter

Good food and fellowship were enjoyed when the Bakersfield "99's" air marked Meadows Field, April 20th. F.A.A. personnel joined us.

At a recent meeting Joan Davidson was welcomed as a new member.

Jack Patrick, F.A.A. Accident and Prevention Chairman for this region came down from Fresno to be a "99" speaker. La Verne Billingley, "Butch" Ayars, Joan Paynter, and Carol Dunsmore took their bi-annual proficiency rides with Jack. Thanks to Jack four more are now "Apt".

As this goes to press we are envious of all who enjoyed the Southwest Section meeting in Hawaii.

BAY CITIES CHAPTER
Kathy Walton, Reporter

Twenty-six Bay Cities members and our friends from other chapters recently celebrated the 42nd anniversary of our chapter founding. We had a flight to Rio Vista where we went to a local restaurant for lunch. La Rue Brown (Sacramento Valley Chapter) made us a birthday cake in the form of Rio Vista's runways and presented us with a key to the city. We were joined by members from Mt. Diablo, Redwood Empire, Sacramento Valley, Santa Clara Valley Chapters.

While Gertrude Cherry, Helen Kelton and Ruth Jacquot were sunning on Waikiki at Spring Sectional those of us who stayed behind flew to Clearlake Highlands. We entered worms in the 4th Annual Worm Races. Mary Ann and Bob Penson-Santa Clara Valley Chapter joined us for lunch at this now annual chapter event.

Future events include a Domino Tournament on September 14, 1974 at the Oakland Hilton Inn. Information may be obtained from Joyce Wells. Some of the proceeds from this fund raising event will be used to provide a scholarship for aeronautical education.

We will be assisting at a Safety Seminar

at Gross Field in association with Marin County Chapter, the CAP and FAA on May 17th.

With summer weather and longer days upon us remember runways get "shorter" as the weather gets hotter. Happy Flying!

GOLDEN WEST CHAPTER
Jeanne Abramson, Reporter

Ever hear of a house-cooling? That's what the GW fourth anniversary pot-luck dinner party at Pat and Dave Forbes' residence on April 27 might euphemistically be called. Part-time racer (he'll fly the bi-plane at Merced on May 31) and full-time UAL flight engineer Dave has been transferred to CHI, and Pat has been commuting with some regularity, getting ready to set up housekeeping at 4611 Daniel Drive, Crystal Lake, Ill. 60014. California ties will not be severed, however, as they plan to rent rather than sell the Atherton house.

Party night was wedged right in the middle of one of the prettiest flying weather weekends we've had in a long time, considerably easing the envy of mainlanders who were not enjoying Aloha hospitality at SW Sectional. Festivities were augmented by the presence of ten (!) fully-fledged (how APT!) new chapter members, including Caroline Zapata, who managed to tear herself away in time to shape up for participation in a CAP search mission the next day. Others welcomed include Gay Baldwin, Maureen Carter, Pat Glasser, Joan Cassidy, Cecile Deriman, Sandra Green, Dorothy Reel, Betty Walsh, and Geri Wiecks. Barbara LaPoint, who recently earned her commercial ticket, is more than delighted with the expanded work force potential for June 15 MINIDERBY chores.

Reminder: kits available from Barbara at 10 Estrada Place, Redwood City, CA. 94062 for \$1.50; Hayward round-robin cruise and proficiency race open to men, women, students with maximum 750 hours or no race experience.

Meanwhile, back at the party sometime around the witching hour, Kathi Wentworth produced several bottles of bubbly with which to toast hostess Pat on her upcoming birthday. Surprise enough, but unbeknownst to Pat, more was to be forthcoming, as Rae Gilmore and Nancy Stock had spent much of the evening surreptitiously arranging a fly-away to Monterey luncheon for the very natal day. DL prevents a synopsis of what we know will be another auspicious event.

LAS VEGAS VALLEY CHAPTER
Liz Heller, Reporter

All sorts of things doing recently in and around the valley. In January, Marie McMillan and Liz Heller flew Marie's 150 to Albuquerque to attend The International Balloon Fiesta. The flying weather was perfect VFR and the girls got to work in one of the ground crews.

February found us co-sponsoring the

AOPA Flight Instructors Clinic. Several of our members worked on the registration desk and attended the lectures.

We were fortunate to meet several visiting Ninety-Nines who were attending The National Aerospace Education Association Convention. Marie McMillan, Carole Vilardo, Lois Erickson, Jane Leighty and Liz Heller helped out during the three day session.

Our congratulations to Marie McMillan on becoming our chapters first CFI. In a recent spot landing contest held at north Las Vegas Air Terminal, Marie came in first in the girls division.

Memorial day week-end will see some of us at Parowan, Utah doing an air-marging. Promises to be a fun project.

The chapter has embarked on the co-sponsorship of an Explorer Scout Troup.

LONG BEACH CHAPTER

Jean Pyatt, Reporter

The Long Beach Chapter's annual Palms to Pines event will be a proficiency flight with par speeds from Santa Monica, CA. to Independence, Oregon. The event will take place on July 26th and July 27th. Entries close June 26th and kits may be ordered from Juanita Thompson, 4013 W. 120th St. Hawthorne, CA. 90250. Juanita spoke to a group of 171 Wing Scouts on April 20th at Northrup Institute. Her topics included certificate requirements, women in aviation and air racing.

Jean Shiffman has passed her written examination for the Instrument rating. Betty Gabrielson and Joan Rees are taking their commercial training with Gene Fitzpatrick and Joyce Jones is also flying with Gene for her Instrument Instructor rating.

The May meeting was held at Coleen Giglie's Eagle Aviation in Long Beach. Don Brink, Chief of ATC operations for the Western Region and Jim Turner presented an evaluation of the over the water approach to LAX - a noise abatement procedure. Ken Cress, also of ATC will be in charge of arrangements for the Palms to Pines proficiency flight. Ken also invited all interested 99's to an ATC forum at the American Hotel on June 13th.

ATE of California is presenting one Silver Seal proficiency course scholarship each to Long Beach, Los Angeles and San Fernando Valley chapters. This consists of 2 hours of ground school, 3 hours of simulator and 3 hours of flight for an instrument rated pilot. ATE wishes the scholarship to go to a 99 who has financial need, is worthy of the award and has been active in her chapter. Rita Gibson, Jean Pyatt and Mary Wenholz will serve as the committee to select the Long Beach recipient.

Our various flying activities include: Margaret Calloway flew a 172 from Brackett Field, California to Yakima, Washington for Gini Richardson; Betty Gabrielson flew a group to Palm Springs; Joan Rees estimates 800 labor hours to put together her Bede 5; and Kay and Doug Woodson will be leaving for Big Springs,

Texas where Doug will be receiving his jet training with the Air Force.

LOS ANGELES CHAPTER

Holley Ballard, Reporter

Some lucky LA 99's made Honolulu for the Southwest Sectional...looking greenly at Sally La Forge, Rachel Bonzon, Dianna Sloan, Lynne Oppen, and Dorothy Pepin.

Our entrants to the ANGEL DERBY were Berni Stevenson, Norma Futterman and Virginia Showers. Although the race ended just today, I have it on good authority that our BERNI STEVENSON placed among the TOP THREE...

Berni is also the chairwoman of the Pinch Hitter Mechanics Course at Northrup, June 8 and 9. She just got her seaplane rating, so she is now SMELS!

Norma Futterman and family hosted our Chapter's 42nd BIRTHDAY festivities. Sharing drinks, dinner, music and pool made a happy evening for 50 members and guests.

Anna Baca will be moving to Phoenix this summer. She is our activities chairwoman and has always done a super job organizing fly-ins. WE WILL MISS YOU, ANNA.

Welcome to Christine Sooter, our newest member, whose hobby is...well...toilet paper cutting...in an airplane, of course. Look for her at the Porterville Moon-lite Fly-In.

We are hitting the Anza Sky Trail in May, with an overnight at Norma's in Palm Springs...and margaritas, for which Norma is justly famous.

Look for LA 99's in new navy blue-with-white-stitching jackets, and patches. If you have any patches to sell, we're buying.

Have a pleasant summer.

MONTEREY BAY CHAPTER

Elaine Brady, Reporter

Ninety-Nines flew in from Sacramento, San Joaquin, Santa Clara and Santa Barbara in spite of other than CAVU weather for our aviation oriented luncheon and fashion show March 2 at the Salinas Elks Lodge. "Fly Into Fashions With The Ninety-Nines" was the theme for the Monterey Bay Chapter sponsored show featuring travel coordinated, packables and sportswear. Polynesian fashions for Hawaiian holidays and the Southwest Sectional were accented with leis donated by the Aloha Chapter Ninety-Nines. Models were our own Ninety-Nines: Dell Hinn, Judy Dake, June Knapp, Sara Jane Clouse, Jo Dieser, Kay Harmon and daughter, Dianne, and yours truly. The luncheon-show was a success due to the participation and cooperation of many people, particularly Geri Halfpenny, Show Coordinator, Rosemary Tomai, Commentator, and Kay Harmon, Show Chairman. Sound effects included Hawaiian background piano music plus authentic control tower dialogue by our own Sharon Goodwin, who is a Salinas Control Tower Operator. Numerous door prizes of travel bags and dinner tickets



LA Chapter members who managed to get in front of camera on DRF Day: Rachel Bonzon, Sally LaForge, Dianna Sloane, Norma Futterman, and Virginia Showers. The rest of us are there in spirit.

were won by the gals and their hubbies and guests who joined in the fun.

Our newest Chapter members are Ali Guest and her Daughter, Tina Crabtree. They fly a Commanche 250.

ORANGE COUNTY CHAPTER

Jean Garrett, Reporter

At Ginny Flanary's suggestion for our April meeting, we each had 5, which stretched into 15 minutes, to learn enough to introduce the person sitting next to us. Ginny was right; we didn't know as much about each other as we thought.

Lately, with some of our traditional flying activities being curtailed, we have been attending classes. Margo Smith, Shirley Coté, & Shirley Baker completed a 9 week mechanics course for pilots at Orange Coast College. Betty Farrar passed her Commercial written, & Kathy Boyer passed the written fundamentals in her ground & flight instructor class. After signing up for soaring ground school, rent-free gliders for woman only was announced at Crystal Air. They wanted to get more women involved & thought up a beautiful solution.

Taking to heart Pat Shearer's desire to improve the ratio between women pilots and 99's, we have ordered business cards for members to give to any potential gals. The theory is that a card is more likely to be kept than an addressed scrap of paper. Even without the cards, we have gained new members Betty Carrier & Sharon Temps. Betty, after receiving her private license, immediately enrolled in instrument ground school; and Sharon is taking commercial soaring ground school and supplying us with soaring films.

We just welcomed Marty Harstad back to the fold and now she is leaving indefinitely for South America. Marty did have time to get APT along with Ursula Tracy, Madine Carpenter, Enid Gray, Shirley Coté, & Barbara Stewart.

Betty Acerman is giving her high school district a taste of general aviation. She has organized a work experience program at Fullerton Airport, where students spend 90 hours in one of the departments. Soon, Orange County Airport will be included.

PHOENIX CHAPTER
Natasha Swigard, Reporter

One of the biggest events of the chapter was our airmarking at Litchfield Park. We had 22 99ers plus 12 CAP cadets from Sq. 309 show up to paint those BIG letters. Dale Liljegren (a very active 49½) laid out the 40 ft. high letters. His wife, Aggie, is our chapter's airmarking chairman, had things well organized. Layout, painting and cleanup were all done in 2 hrs. time! We have George Hex (airport manager), Owen Perry (owner of Litchfield Aviation), and Will Ellis (owner of restaurant and chief pilot for PSA) to thank for the very delicious German-style feed they provided for all the hungry airmarkers.

The chapter also airmarked Stellar Airpark, 40 people turned out for that event. Once again things went smoothly and quickly. So far this year the chapter has airmarked 8,737 sq. ft.!

We had a special day for gals to get APT. Instructor & APT Chairman, Liz Taylor checked out Beth Ussher, Nancy Peniston, Bev Powell, Nancy Crase, and Sue Harper. Our other APT gals to date are: Aggie Liljegren, Carol Borgerding, Brunhilde Bradley, Charlotte Graham, Caroline Reibert and Liz Taylor.

Liz Taylor had a fantastic honor bestowed upon her by the Safety Advisory Board of the Arizona Dept. of Aeronautics. She was selected as the flight instructor of the year for our state.

Natasha Swigard (P.R. Chairman) gave a talk before a group of Phoenix Business Women. Told them all about the 99's and their various activities; and also related personal experiences about what it's like to fly.

In the past few months we have added some new members to our roster. They are: Eileen Athey, Mary Damstra, Judi Gunter, Sue Houck, Margie Jenson, Nancy Peniston, Caroline Reibert, Shirley Rogers, Cheryl Sterns, Joan Strand, Jerri Toci and Mary Williams. This brings our total chapter membership to 85 members. Praises go to our membership chairman Nancy Crase.

Jan Edens passed all the necessary tests to achieve her commercial rating. June Bonesteel earned her twin ATR; and Natasha Swigard and 49½er Cliff both passed their instrument written.

A few weeks ago, Anne Roethke from the Milwaukee Chapter, flew into Sky Harbor. She was on her way to attend a medical symposium. Local 99ers who welcomed her to Phoenix, and shared a delicious luncheon, were Sue Harper, Alice Roberts, Natasha Swigard, Mary Vial and Jessie Wimmers.

Beth Ussher was married April 27th, and honeymooned in Hawaii. This glad event coincided with the Sectional. Imagine Beth and her 49½ Bob Carlsen will attend some of the functions.

We are happy to know that Charlotte Graham is well and about after a long convalescence following ear surgery. She is the present president of Whirly-Girls.

One of the biggest events of the year is

our Project AWARE. It was held on a Saturday morning which allowed many working gals to attend. Co-chairmen Libby Pruett, Nancy Crase and Caroline Reibert did an excellent job of organizing a good program. Original and imaginative skits were performed by Sue Harper, Alice Roberts, Nancy Crase, Nancy Peniston, Judi Gunter, Louise Toncre and Sandi Haag.

We had a hangar full of medical supplies for the DRF, but through the efforts of Anita Staton and Gwen Dare the hangar is empty and the medical supplies in Santa Barbara.

The 8th Annual Desert Sportsman Pilots Assn. Airshow was just held. The Phoenix 99's helped park 325 visiting airplanes, collected between \$4000-5000 to help finance the U.S. Aerobatic Team. The hit of the Airshow was local 49½er Bobby Bishop in his Bede jet.

The biggest event we are planning on next is our annual Proficiency Air Rally. It will be held in November - so mark your calendar!



The gals who welcomed Anne Roethke (Milwaukee Chapter) to Phoenix: Front row: Alice Roberts, Jessie Wimmers, Anne Roethke Back row: Mary Vial, Natasha Swigard, Sue Harper

REDWOOD EMPIRE CHAPTER
Nina Rookaird, Reporter

The Redwood Empire Chapter met at Pat Stauffer's last meeting. Lynn Ahrens has joined CAP at Hamilton and will soon be practicing in the T-34 for possible Search and Rescue activities.

Jeanne Gibson, Esther Harri, and Nina Rookaird drove to Merced for the Physiological Pressure Chamber session at Castle. Frances Gauger and her son met the group there as they had been camping near Castle; while Anita Worel and 49½ Jack flew from their new home in Nevada. Ask them about the problems of flying with the door open on their Bonanza! The class is very informative and very well run.

Nina Rookaird was privileged to attend the NAEA Convention in Las Vegas April 4,5,6. The speakers were excellent. It was worth while meeting aerospace people from all over the United States.

SACRAMENTO VALLEY CHAPTER
Barbara Foster, Reporter

It has taken fancy foot work to sandwich our many activities into good week ends between the many weather fronts that have been marching through, but Sacramento Valley Chapter has managed pretty well with only a few disappointments. The flight to Salinas for luncheon with Monterey Bay Chapter was necessarily limited to IFR rated pilots. A proficiency flight to Rio Vista where we met with members of Bay Cities, Redwood Empire and Mt. Diablo Chapters to help Bay Cities Chapter celebrate an anniversary was delayed an hour due to fog. Featuring severe clear, was a trip to Napa for lunch and a tour of Japan Air Lines training school.

Two more airports in our vicinity are sporting fresh letters on their runways as a result of Sacramento Valley Chapter roller wielders. They are Yolo County Airport and Woodland-Watts.

Miriam Burchham, Barbara Goetz and Helen Hoffman attended the Southwest Spring Sectional in Hawaii. They are the envy of the rest of the Chapter because, obviously, much preparation has gone into the meeting.



Representatives from Bay Cities, Redwood Empire, Mt. Diablo, Santa Clara Valley, and Sacramento Valley Chapters gather at Rio Vista to help Bay Cities celebrate their 42nd Anniversary.

SAN DIEGO CHAPTER
Marilyn Elmers, Reporter

On April 6, 1974 a joint dinner was held with El Cajon Valley Chapter at Boom Trenchard's Restaurant. San Diego Chapter member, Betty Gillies, charter member of the 99's, gave a delightful account of her career in aviation, commencing in 1928.

Our monthly business meeting was held at the home of Cindy de Courcey on April 15th. A majority of the chapter members were present to hear guest speaker, Valerie Humphreys, member of the South Central Africa Chapter of the Ninety-Nines. Val is a bush pilot and flies an Italian built aircraft throughout Africa. Val states that there are one hundred Ninety-Nines in South Africa

who meet twice yearly. These gals enjoy more than 300 VFR flying days a year.

San Diego Chapter's newest member, Patricia Mouzella, who holds a private license. Pat teaches ballet. Eight prospective members attended the April meeting, each with unusual and interesting careers and aeronautical experience. Linda McGee of La Mesa is a teacher and a new private pilot. Joan Balmin is an aeronautical engineer and has been flying for four years previously in Santa Paula where she became an experienced glider and aerobatic pilot. Glenda Trego, a new pilot, is also a speech therapist. Another private pilot, Margie Nunez, serves as an interpreter for the Flying Samaritans, and teaches for deaf children in San Diego. Linda Doucher, a student pilot, is a dietician. Kitty Razook is a 10 year veteran who is currently working on her multiengine rating. Ericka McCleave is a student pilot and mother.

On April 27-28, members Diane Stocklin and Shirley Wolf attended a survival course sponsored by the San Diego Mountain Rescue Team, Inc.

Eleanor Richardson and Pat Osmon, though absent from meetings recently, were on a winning aviation team in 1973: Squadron 97, Group 3, Civil Air Patrol. This unit, which meets at Gillespie Field Monday nights, was named California's Outstanding Senior Squadron of the Year at the Wing Conference at Anaheim the first weekend in February. Eleanor has qualified as a Cadet Orientation Pilot and in February received her promotion to First Lieutenant. At a Group 3 awards dinner in La Mesa March 29, Pat was named Outstanding Pilot for Group 3 in 1973 as a result of her efforts in giving Cadet orientation rides and qualifying as Air Operations Officer for search missions.

SAN FERNANDO VALLEY CHAPTER **Bonnie L. Seymour, Reporter**

Mary Totans and 49½ er Bob, and their Cessna 175 Skylark, N8174T were the subject of a feature article in the April, 1974 issue of "Plane and Pilot" magazine. Quoting author Don Dwiggin, "When Bob Totans and his wife Mary go skylarking in their 175, they've got the whole world by the tail!" They have, too. Mary has been an active member of the San Fernando Valley Chapter 99's since July, 1973, soon after she passed her private pilot check ride. Bob has been flying for six years, and became part owner of 8174T four years ago. Since Bob retired from the Detective Bureau of the Los Angeles Police Department in January, 1972, after twenty-six years service, they have taken many cross-country flights, landing at airports in thirty-six states.

During the summer of 1973 Mary and Bob took a two months flying vacation (in a 182), touring several of the Eastern states and all of the Southern states including Texas. Bob and Mary stayed with 99 Ellie McCullough for four days. They also paid a

short visit to 99 Evelyn Brease, from the Cape Girardeau Area Chapter, North Central Section. Evelyn and 49½ er Bill are the FBO's at the Dyersburg, Tennessee Municipal Airport.

1972 Cross Countries included flights to Spokane and Seattle, Washington and to New York State, with a two day stop-over at Rapid City, South Dakota, for trips to Mount Rushmore and the Badlands.

Along with San Fernando Valley member Lula (Rodge) Rodgers and 49½ Ed, Bob and Mary have been active in "Aviation Youth of America," a Neighborhood Adult Participation Project, sponsored by the Whiteman Airport Pilots Association, and the merchants and Chamber of Commerce of Pacoima, California. The organization is open to all youth, ages 10 to 18, who are interested in aviation. There are flights for all participants, plus model building for the youngsters and ground school for the older kids.

Mary and Bob will have to curtail their flying and work with the future pilots of America for a few months, however, as they are going to work a Forest Service Fire Control Lookout in the Klamath National Forest in Northern California, from May to October. Together twenty-four hours a day, seven days a week, for one hundred and thirty-five days. That's Love!



Mary Totans standing beside her Cessna 175 Skylark N8174T Member of San Fernando Valley Chapter Ninety Nines.

SAN GABRIEL VALLEY CHAPTER **Eve Hunt, Reporter**

Margaret Lawson has been carefully supervising our Bede 5 Seminar. What would we do without her! April's meeting was a workshop for folding flyers and checking final details. Since we met during Easter vacation, Marjorie Loomis was able to attend.

Many of our 99's took to the skies around Easter--Carrleen and Glenn Hargett flew to Texas with Carleen flying twenty-one hours; Margaret and David Lawson, to Las Vegas; Dorothy and Ed Monsanto, flying to Pioche and Reno, Nevada. Joan Winter flew to Brown Field with the Christian Pilots to deliver supplies to the Rose Park Orphanage. Jo Ann and Ed Miro and Dorothy and Bob Messenger flew with the Rialto Cherokee Club to New Cuyama. Dorothy and Jo Ann and their families recently flew to Lake Havasu for the weekend. Portia Cornell conducted

another tour of Redlands Airport for a group of pre-schoolers. Making the proficiency flight to Apple Valley were Joan and Ed Winter, Ilse and Jack Cook, and Carrleen and Glenn Hargett.

With regret our Chapter will loose two fine members in May. Marijane Nelson will sail in Puff, a 26 foot sailboat, with her husband, son, and a friend for Hawaii. Ann Piggott will move to Tucson, Arizona.



Beverly Mahoney and Peggy Marsh display their trophy for Pacific Air Race in the Angel Derby, they wore No. 14, sponsored by the Chino Bowl and El Rancho Pharmacy, and flew a newly painted Comanche 250.

SAN JOAQUIN VALLEY **Charlotte Morrill, Reporter**

This month the San Joaquin Valley Chapter would like to introduce our Helen MacDonald McGee who we feel is very special as a person and outstanding as pilot and 99.

Helen was maneuvered into flying by her husband, Harvey, a former Navy pilot who



Helen MacDonald McGee, outstanding 99 of the San Joaquin Valley Chapter.

had a yen to own a plane. Harvey being a man of action and sneaky too, just up and bought one and presented it to Helen for a birthday present. This was in 1965. Little did he know what chain reaction he had set into motion. In the following nine years, Helen has flown six Powder Puff Derbies. Her first in 1968 with Laverne Gudel of Chowchilla, California, placing 17th. In subsequent years she has placed 4th twice and 2nd in 1972 flying solo. Helen has entered the Pacific Air Race four times winning 1st place in 1972 flying with her daughter Laura Mary as co-pilot. She has

also participated twice in the Angel Derby and as this article is being written she is on her way to Acapulco for another go in this 1974 race. Helen's total is fourteen races in all.

If this isn't enough she is the proud wife and mother of the 1973 winners of the Fresno 400 Men's Race.

Helen is presently our Air Marking Chairman, having served as chapter chairman in 1968 and 1970. She is instrument rated and typifies the best in our chapter or any chapter. Mentally very sharp, with an equally sharp sense of humor and certainly a person who contributes the finest human qualities to our organization and to society in general.

The McGee family consists of four daughters and one son. Their home is in Sonoma, California, high atop a beautiful hill so close to the sky that the next logical step was to "take to the Air."

The San Joaquin Valley Chapter salutes you, Helen MacDonald McGee. We are indeed fortunate to have you as a fellow 99.

SANTA BARBARA CHAPTER **Judy Roeser, Reporter**

Santa Barbara's famous Joan Steinberger has done it again. This time she's in a book called **Great Flying Adventures**. The chapter about Joannie is entitled "The Race With Two Winners" and it chronicles the 1969 Powder Puff Derby where she unselfishly sacrificed her chances of winning the race in order to help another pilot find her way in the storm. Great work, Joannie. We're proud of you!

For our March meeting we met with the Santa Barbara Airport Association. This was indeed informative and opened our eyes to some of the problems of running a municipal airport.

Jean Wiley and Judy Roeser both received their multi engine ratings this month. Betty Engstrom has passed her instrument written exam and is just about ready for her check ride. Jan Edmond, Irma and John Christian, and Evy and Woody Treen have all been attending instrument ground school.

We had two D.R.F. fly-ins this month, organized by D.R.F. Chairman Joan Steinberger (there's that name again). Two planes flew to Fresno to pick up "groceries" and say "Hi" to Kathy McNamara. Five planes flew to Bakersfield the following weekend.

Evy Treen tells us that seven of the women who attended our Program AWARE meetings are now taking the Pinch Hitter course offered by Santa Barbara Aviation and that six of those seven have signed up for private pilot ground school. That's really great.

Rachael Cowin, our Fly In Chairman is thinking hard about future fly-ins and especially about a Treasure Hunt she is planning in May.

Welcome to Shy Smith who is joining our chapter from Portland, Oregon. Shy is working weekends as a "line boy" at the airport. What a fun job that must be!

Many of our girls attended the Spring Southwest Sectional in Hawaii. Attending from Santa Barbara was Marion Fickett, Rachael Cowin, Diane Dee, Jean Wiley, Mary Lewis, Janet Shelby and her 49½er, Dick, who presented this trip as a Christmas present to Janet -- isn't that neat?

SANTA CLARA VALLEY CHAPTER **Betty Hicks, Reporter**

Irrepressible Janet Hitt and indefatigable Marion Barnick are Santa Clara Valley Chapter's top award winners for the selection year of 1972. The announcements were made with appropriate ceremony at the chapter's awards banquet April 18.

The adjectives are interchangeable.

Flight instructor Janet Hitt became the first professional pilot to earn the accolade "Pilot of the Year." Marion Barnick, who has volunteered for almost everything in the chapter except the honor she won, was awarded chapter gratitude in the form of the "Service Award."

Janet, celebrating her silver anniversary as a CFI, has been so busy scooping up honors in the past six months she has scarcely had time to scratch the ears of the prize collies she raises. She kicked off her prize-grabbing orgy by winning, by chapter acclaim, the free ticket to the Southwest Sectional in Hawaii the chapter was awarded by the section for being the most-reservations victor. She followed this by winning the Santa Clara Valley scholarship, which she promptly applied to the annexation of her multi-engine rating on her already-earned airline transport pilot certificate. But Janet had not yet completed the gilding of her lily.

The San Jose GADO next selected her as its Flight Instructor of the Year, after having appointed her an Accident Prevention Counselor. The Stephens College aeronautics graduate was then formally presented with a diamond-embellished gold "Safety Pin" by FAA's John Zentner at the same awards banquet at which she became the "Pilot of the Year." Chapter members agreed: for the unheralded star of "Tora! Tora! Tora!" acclaim was long overdue.

No one has ever been eased into the "Service Award" with more secrecy than was Marion Barnick, who has stubbornly resisted any past efforts to nominate her for this honor. For Marion too, the acknowledgement was behind its ETA. "She doesn't miss a meeting!" marvelled chapter chairman Pat Roberts, referring to Marion's inevitable participation at aerospace education conferences, local and regional meetings on airports, and gatherings anywhere that aviation is either threatened or encouraged.

Part owner of Gee Bee Aero, a parts and repair facility at Reid-Hillview Airport, Marion provided much of the impetus which saved that airport from its potential annihilation by belligerent neighbors. She

was the innovator of the construction of Little League baseball fields on airport clear areas, of the high school flight scholarships for students in the deprived areas which enclose the airport.

Housemother to aspiring women pilots, Marion won particular chapter gratitude for providing bed, board and airplane to India's Mohini Shroff when she was winning her commercial pilot certificate. Nor is Mohini the only young aviatrix Marion has prodded tenderly on her way to achievement.

These are unfortunate space restrictions which do not permit the full listing of the totally unselfish efforts of this chapter's candidate for sectional governor. Marion Barnick has never asked if her love for aviation would be required.

Chapter tidbits: recuperating from a rather serious case of what they diagnose only as "jet lag" are Pat Roberts, Pat Rowe, Des Stuart-Alexander, Marion Barnick, Verna West, Adrienne Parker, Willy Gardner, Susan Bates, Mardo Crane, and 99 friend Martha Baechie. They're just returned from what they breathlessly describe as a fabulous trip to Hawaii, with the Southwest Sectional as a thinly-disguised excuse....No excuse was needed for Susan Bates to zero in on that instrument rating, now just two-weeks old. Who wants to let a 96 on the Instrument written expire?

SANTA PAULA CHAPTER **Adrienne Nater, Reporter**

Eighteen members including 49½er went on the quickly planned trip to Palmdale, this despite the fuel shortages. The tour was of the Los Angeles ARTCC in Palmdale, arranged and conducted by the FAA, purpose - orientation and familiarization of the center. We were able to view the routing and directing the traffic in the various sectors and how traffic is landed off to the bordering centers. The tour was very educational. The tour lasted three hours and was extremely thorough. It would really benefit anyone working on their instrument rating. We did learn that a plan of this type, of a government installation, should be initiated six weeks or more in advance for the processing of the reams of paper work necessary for clearances.

Sally Allen arranged another tour, this one to the 747 tour facility at Los Angeles International Airport. Those who attended were impressed with the scope of services needed to keep the large commercial carriers operative. It was a thorough tour.

Della Abernathy attended our March Chapter meeting, we are hopeful that she will become a member to thus double our membership since chartering last July.

Barbara Deed has positive proof that the wing of a Cessna 172 can pass over a wing of a Cessna 150 while taxiing for take-off position.

SANTA ROSA CHAPTER
Lynn P. Cary, Reporter

Santa Rosa Chapter of the 99's is going A.P.E. and almost one-hundred per cent so. We are having a June **AIRPLANE PROFICIENCY EXCURSION**. Twelve airplanes are going and twenty-five gals....not bad considering our total membership of thirty-one. The enthusiasm is great and we are all grabbing our best casuals and glad rags and flying off to identify three mysterious airports and a destination that offers fun and sun. We will all be stretching our navigational skills and hoping to get the closest to that mystery spot! Then for the second night the 49½'s will come along for a Western Style Awards. The second day will find us competing in short field landing contests and flour bag drops.

Our June flight promises to be Super-Fun but also a real chance to upgrade our flying skills.

Can you believe our list of NEW members...welcome...welcome: Mary Johnson, Eleanor Buckingham, Diane Cory, Carol Valette, Ester Binz and Claudia Kirk. Congratulations to our upgraded gals: Jeannie Schulz, Joann Robbins and Lynn Cary conquered the Commercial Ticket.

Good Travelling to our convention bound gals: Faye Kirk and daughter Claudia and Sandy Petersen. Sure sounds like a great trip..."Butch" et al. We are spreading our 99's word further and further; thanx to Fran Johnson and Rae Pass for their Eagle-Flying posters now in many new surrounding airports. We have a lot of hard working gals trying to zero in on a "uniform" and hopefully soon we will be great look-a-likes.

Sandy Petersen and Carol Valette will be flying 400 pounds of medical supplies to Santa Barbara. Our own Santa Rosa through its medical wives group and the 99's in one years time have transported two thousand pounds of medical supplies.

SOUTHERN SIERRA CHAPTER
Doris Corwin, Reporter

Two runways, Delano and Tulare, were painted in April by five 99s and seven prospective members. The runway identification program proves to be a great aid to navigation in flying the 100 mile long San Joaquin Valley of agricultural land where the highway connects a series of city airports, all look-alikes. Each city provided the paint, engineering skill in layout and lunches and the energetic pilots painted the outlined letters.

We five members Phyllis Taggart, Doris Corwin, Sally Gillespie, Murl Bragg and Alline Linthicum are appreciative of the enthusiasm of the prospective members who joined in the fun- Sarah Armstrong, Martha Cummings, Betty Ferguson, Frankie Ferguson, Betty Massey, Joyce Noell, Lorraine Sevier.

Airshow schedules are being posted and

plans are being formulated for chapter fund-raising. Southern Sierra will sell ice cream again to the spectators of the Porterville Area Pilots Association Moonlite Fly-in June 8th and 9th. We look forward to many exchanges of ice cream bars for greenbacks and two days of flying activities.



Southern Sierra Chapter painting the "O" in Delano



Southern Sierra Chapter paints Tulare.

TUCSON CHAPTER
Jayne Hunter, Reporter

Tucson Chapter was pleased to welcome in two new members at our last meeting; Margaret Harshberger and Joan McDonald; both are teachers and recent new pilots. In process is a chapter directory that will contain a thumbnail history of each member as well as a short chapter history.

Through the efforts of Hilde Peterson and Nancy Engebretson, our chapter's "Project Electra" --- involving the renovation and rehabilitation of an aircraft of the same type as flown by our founder, Amelia Earhart --- has been endorsed as a Bicentennial activity and therefore as a part of the observance of our country's 200th anniversary.

In searching through Chapter records, we have become aware that our chapter's silver anniversary will coincide with the Bicentennial Year and we plan to start generating some ideas to suitably celebrate this event. All plans are "pigeon-holed" until after the SW Sectional in

Hawaii which has captured the interest and excitement of the "almost-half" of the chapter who are going to attend. By the time this makes print, our glorious Hawaiian Holiday will be an accomplished fact, and Giunny Cook will have unraveled from the taxing job of coping with the Orchid Special charter.

Also by the time this makes print, all election ballots will be in and counted and we will know "who takes it from here." Knowing the candidates, this "lame duck chairman" is sure the chapter will flourish and stands eager to wish her successor well.

UTAH CHAPTER
Jane Patterson, Reporter

The Southwest Sectional in the Fall of 1974 will be held at Snowbird ski resort in the Wasatch mountains east of Salt Lake City. The event will be held on September 13, 14 and 15th. The theme will be "enjoying the mountains in the out of doors." The Utah chapter hopes to meet a lot of 99s at Snowbird next Fall.

In March the chapter was treated to movies of hang gliding and a chance to "try one on." Four pilots and two students were guests at the meeting. Mary Lou Klein, a transfer from Long Beach chapter was welcomed to the chapter. Mary Lou and her husband have joined a flying club.

In April, hardy 99s attended the April meeting at the Ogden airport in spite of a severe Spring snow storm. Movies on aerobatic flying were shown. Business involved the plans for the sectional, and for the making of the hats that will be given to each 99 attending the sectional in the fall.

The May meeting will be a tour of Air Caledonia's BC-8 and a chance to sit in the cockpit of an airliner.

Your reporter is writing this from Falcon Field, Mesa, Arizona, after attending the Desert Sportsman Pilots Association Air Show. It was a fantastic show. Beautiful weather, hundreds of airplanes and spectacular aerobatics. It was well worth the trip and a chance to see ex-member Barbara Barlow, who is now a resident of Arizona. Noticed many 99s in attendance. Especially the hard working Phoenix Chapter members.

Wilma Nichols and husband are the proud owners of a Cessna 120. That makes two Cessna 120's in the group. She flew it to Wendover, Utah on April 21st, where she was joined by other 99s Vivian Yardley, Maureen Simpson and Barbara Whitaker. Barbara has also been to Jackpot twice during April and Pocatello.

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Northwest Section

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COLUMBIA CASCADE CHAPTER Dorothy Mercer, Reporter

In March our meeting was held at Aurora Airport, our topic survival. Mr. Frank Heyl, Director of outdoor education for Oregon Museum of Science & Industry, treated us to a fine, long talk on hazards and preservation to insure survival in all types of emergencies and environment, the basics of survival supplies, and means available to effect rescue. We heard also a tape-recorded interview with a hiker lost recently for several days in a blizzard on Mt. Hood, narrating his experience, survival and rescue.

Fourteen members, at our April meeting, thoroughly enjoyed a day-long tour of Oregon Air Guard facility on Portland Int'l. Airport, watched takeoffs and landings of two F-101 interceptor-fighter practice missions, flight-planning and debriefing session, inspected one of the planes, and thrilled to the experience of flying their F-101 simulator through the imagine wild-blue-yonder at the speed of sound. Try flying an ILS in one of those to shatter your self-confidence!

A welcome guest at this get-together was Ellen Mayo of Wisconsin chapter, and her 49½, presently living in Longview, Wash.

We had time for a hurried lunch at Cosmo Airtel near the airport and presented a going-away gift to Vera Arnold who is returning to California in May. We have greatly enjoyed having Vera with us the past two years and envy Santa Clara Valley getting her back. Pegge Blinco will take her place as our treasurer.

EASTERN WASHINGTON CHAPTER

Suzy Ward, Reporter

HOT NEWS FLASH: Our first Air Lift of 1974 was held at Felts Field, Spokane, Washington on Sunday, April 28th. We had a good turnout and good weather. Helen Shanewise, who is our 2nd Chapter member to receive her FAA Safety Pin, was Chairman of this event.

Note paper with our 1975 International Convention symbol on it will go on sale early this Spring. The price will be reasonable, not cheap but reasonable.

Keep watching this space for news of the 1975 International Convention in Coeur d'Alene, Idaho.

Subscriptions for non-members
are \$6.00 per year

GREATER SEATTLE CHAPTER

Carol Canedale, Reporter

Our April meeting was held at Fancher Flyways at Renton airport after weather again kept us from flying to Arlington, our original destination. Why is it that the weatherman frowns upon the 2nd Wednesday of each month? We're all looking forward to sunny skies, though, for next month's fly-in meeting at Arlington. (Knock on wood!)

A report from Van Adderson, who visited the Eastern Wash. chapter meeting April 6 in Coeur d'Alene, Idaho at the North Shore Lodge. She and Charlotte Kamm went to look over the facilities for the 1975 International Convention to be held there, and to check on information about the banquet room. Seems that Greater Seattle chapter will be hostesses for the banquet at the convention! Van and Charlotte also took time to visit the EXPO '74 grounds in Spokane which opened, May 4. "It was great seeing all the gals...and meeting the new ones!"

A warm welcome to Linda Harris, our newest member. We also had four prospective members join us in April: Candy Harvey, Louise Anderson, JoAnn Burnett and Majoria Holten. The major order of business was the upcoming 1974 Northwest Sectional on September 6, 7 and 8 in Renton, Wash. at the Doubletree Inn sponsored Greater Seattle! With the help of Mt. Tahoma, Puget Sound and Far West chapters, we are all looking forward to a successful sectional and a great time for all! Be sure to bring a few empty bags, gals. The Doubletree Inn is a next-door neighbor to Seattle's largest shopping center, Southcenter. Hope to see you all there!

Our meeting was followed up with a small "white elephant" sale with items auctioned off to the highest bidder by our own "Monty Hall", Gloria Andrus. One of the hottest items to go was a rather battered paperback copy of **You'll Never Get Off the Ground!** We're planning another "white elephant" sale for next month. Pack your airplanes full and we'll see you at Arlington!

MONTANA CHAPTER

Juli Peden, Reporter

The Montana 99's met at the new home of Pat Roemer in Missoula for April's meeting. Ten members were present. A special guest was Esther Combes Vance, Montana's charter member of the national organization. Everyone was interested to hear Esther tell of her barnstorming days with her husband.

Creta Duncan from Missoula is a new member and is employed by Executive Aviation as a bookkeeper and parts manager.

One topic discussed at the meeting was aircraft property taxes. Many Montana aircraft owners are paying their taxes under protest because they feel they are being assessed improperly.

Elsie and Glen Childs are back from their trip to Ireland. No details on that yet.



Left to right: Laulette Hansen, Glen Childs, Helen Dunlop, Marty Volkomener, and Doris Kamerad enjoying lunch after Great Falls meeting. (Montana Chapter)



Back row: Mary Stevenson, Marge Rolle, Liz Gunn, Margaret Tuxill, Pat Roemer, Marge Swartz. Front row: Helen Dunlop, Esther Combes Vance - our Charter Member of Int. Org. 99s: Doris Kamerad.

MT. TAHOMA CHAPTER

Betty Geisler, Reporter

The April meeting of the Mt. Tahoma Chapter was held on Thursday, April 11, at Johnny's On The Mall with dinner following the regular business meeting.

The controversy over the proposed headquarters for the 99's was among topics discussed to determine how our chapter feels about it. Our governor will be representing ours and other Northwest chapter's views when she attends the international meeting in Puerto Rico this summer.

Kathy Amendt, from Shady Acres, has been attending meetings as a guest and we are delighted that she soon is to become a member of this Chapter.

Jean Freeburg, Alice Butler, and Betty Geisler worked at the Springbird Clinic in Port Orchard held on Saturday, March 23 approximately 70 pilots were registered. One of our own members, Leslie Reynolds, attended also.

Four of us met for a flyout luncheon at Shelton on April 20. The weather was with us this month. Jody Wheeler and Janet Penner came up in a Cessna and Jean Freeburg flew a Cherokee Warrior with your reporter enjoying every minute of it. Jean has been very busy these days, having just completed her checkride for multi-engine.

Next month's meeting will find fewer of the members in attendance as vacations are coming up, but hopefully we will have more flying women attending as guests.

PUGET SOUND CHAPTER

Betty Curran, Reporter

We had a nice luncheon at the Jet Deck on Paine Field for our February meeting. Our meeting turned out to be quite a jam session discussing all the foils that have developed in the flying field through no fault of any of us flying enthusiasts and we are all a bit irate about the whole thing. The price of gas has skyrocketed but fortunately we have fuel (so far anyway) if we can afford to pay for it. Then we turned to the brighter side of our favorite sport and found out that Peggy Nugent is now the proud processor of a lovely 172 Skyhawk and Peggy says they all wear kid gloves just to go near the proud bird. Betty and her husband flew to various airports in Oregon and much to our surprise had no problem getting enough fuel. It turned out to be a much more relaxing flight than we expected especially as we watched the long lines of automobiles queued up at the service stations. Lorna Kringle is compiling news for the Washington State Aerospace Educational Board newsletter to be distributed to all members of this Board once a month and we are proud to announce that Lorna does her share to help keep the ladies' flying activities available to this reading media. Our chapter is looking into the possibility of creating a college credit course on a particular phase of flying. Apparently this is already being done elsewhere. Marina Lewis is putting her teaching skills to work as often as she can, providing the weather permits which has been very unfavorable so far this year. Our chapter voiced its opinion on the method used in selecting a recipient for the A.E. scholarship through our letter writer, Marchine Dexter, and she received a somewhat enlightening reply from Alice Roberts which we did not agree with in part. Our chapter discussed the 18" high numerals for planes and we all agreed that this is ridiculous.

WESTERN WASHINGTON CHAPTER

Anita Morrison Baker, Reporter

Our January meeting was held at the Sea Tac International Airport. Judy Nesland arranged with FAA personnel to escort the 99s and their guests on a tour showing and explaining the new radar system, which shows not only the aircraft coming into the airport but the speed in knots, and the change of altitude on the screen as the aircraft descends. We also viewed the construction work going on on the new tower. Laura Baxter became our latest 99.

February: Jayne Pykonen brought us up to date by telling us about renting a Cessna 172 in Sweden last summer and enjoying the flight immensely. They purchased a Bonanza after selling their 180. Judy Nesland is accomplishing a great deal as APT chairman. She keeps reminding us and the first of February she sent a personal letter to each chapter member to encourage (or shame) us into getting "APT". She's very persistent.

Terry and Dave Kellogg will be spending a great deal of time in the San Francisco area since Dave who is with Western

Airlines will be flying out of that base to the Hawaiian Islands as of June 1st. They're keeping their yacht and will spend some time aboard it and cruising the San Juans--What a life!

Della Koss is still working on her instrument rating--the weather has surely cooperated, we've had nothing but instrument conditions. Also, we have a VIP in Della's case--she was elected president of the Washington Pilots Association - Seattle Chapter.

Priscilla Cook was up for ½ hour in February - the first in 3 months- that weather again!

March: During the gas crunch we are trying to save by meeting in private homes and forming car pools. This month we met at Priscilla Cook's beautiful lake Washington waterfront home (with their "his" & "hers" planes parked at their wharf right off their front deck.) Priscilla's son, Wyatt, showed two films on hang gliding. He has built his own wings and made 2 (jumps) flights from a 600' cliff. It's very thrilling. What a flying family--seems they were born with wings. Priscilla and her 49½er flew to Guanajuato, Mexico for a week of blue skies, warm sun, and among other things brought back a beautiful hand made rug that now covers almost one full wall of their living room (like the old castles & their tapestries).

Doris & Harold Wolfstone were off to Mexico again in their Bonanza they flew with a group of 10 planes & 35 people from the Seattle area.

Della Koss is a member of the "First Round-The-World Flight Committee". This committee was formed to plan a celebration commemorating the flight which (occurred fifty years ago. Four Douglas World Cruisers left Sand Point Air Drome, Seattle, Washington, April 6, 1924, and returned September 28, 1924.) The celebration is planned for September 1974, with many dignitaries, including General Leigh Wade, the last remaining pilot.

South Central Section

ARKANSAS-COLORADO-LOUISIANA

ABILENE, TEXAS CHAPTER

Marjorie Andrews, Reporter

A record turnout for our chapter greeted Brenda Strickler, Section Governor at our April meeting. New member Marianne Burhans hosted the luncheon at her home at Dyess Air Force Base. Dyess personnel then welcomed the group of eleven to their weather-reporting facilities, control tower and the RAPCON area. We all have a clearer understanding of who and what are on the other end of that invisible radio wave now, and as Amber Cree commented: "I feel like a Ninety-Nine again!"

Governor Strickler made a special trip to Abilene to guide us with plans for the spring, 1975 Sectional. Her en-

couragement helped greatly since we are a small group and a little nervous about such an undertaking.

Nancy and Dan Richter, Marjorie and Mac Andrews attended the recent awards banquet for local instructor, Don Bondick, who was area "Instructor of the Year". M.C. for this event was TV and motion picture star, Cliff Robertson, who kept us entertained for an hour with tales from his varied flying background.

Marjorie experienced another first: radio failure, but THEIRS, not HERS! Lubbock blew a fuse just as she and Nervous Navigator Mac had been handed off to Lubbock Tower from Approach Control with a Texas International jet just behind. The Lubbock transmitter became operative just in time for "make short approach 50X — CLEARED TO LAND!"; no receiver, though, so there was some violent wing-wagging and light flashing and we got down and off, so TI didn't have to go around. "Whew!"

ARKANSAS CHAPTER

Marguerite Nielsen, Reporter

Dermott Airport in Dermott, Arkansas was airmarked by the Arkansas Ninety-Nines in March. The numbers were painted on the runway as well as the center line and taxi line.

Marjorie McLean has been appointed by Governor Dale Bumpers to the Arkansas State Aeronautics Commission for a term to expire November 8, 1978. Virginia Proctor is also serving on Arkansas State Aeronautics Commission.

Marjorie and Bill McLean have been enjoying their Beech Sundowner which they recently flew to Tulsa for a visit with their daughter and to New Orleans for a fun week end.

Marge Nielsen has been flying search and rescue with CAP Arkansas Wing, again and the aircraft was found with one survivor.

Kay Newth is our candidate for Treasurer of the South Central Section. Kay is a very dedicated willing worker in general aviation and especially in the Ninety-Nines. Kay deserves our support.

.... and may you all have fair skies and a strong tailwind wherever you may fly.

CHAPARRAL CHAPTER

Mary De Kinder, Reporter

At the Houston Sectional Hazel Jones was the lucky winner of the beautiful afghan made by Rene Hirth of our chapter. Rene crocheted the afghan to help us raise funds for our Fall South Central Sectional here in Las Cruces.

Karen Iselin is joining our chapter, and has brought a very good little guest to our last two meetings — Kail Laurene Iselin, born February 7 this year.

At our March 25 meeting we honored our beloved member Lela Carwardine by presenting a Life Membership to her. Lela

has spent the better part of the last twenty five years aiding general aviation and the 99's; and in Alaska, Texas, New Mexico, or in any of the many other places she has visited, there will be for many years people who will remember a sweet, pretty, thoughtful, and intelligent pilot. Again, we salute you, Mrs. Chester Carwardine!

COLORADO CHAPTER **Mary Neil, Reporter**

RED ALERT: to all friends of DEEDO HEISE. Deedo is not well. She was in the hospital in Wisconsin where she was so helped before. Her address now is at home

Deedo Heise
8990 Alkire Street
Arvada, Colo. 80005

Cindy Bellmar passed CFI Rating.

Dolly Gibbons will be working with NCAR (Atmospheric Research) and NHRE (Nat'l Hail Research Experiment) all summer chasing thunder-storms and hail through Northeastern Colorado and Southwestern Nebraska and she gets paid for this?

Anita Hessin and husband Bill taking the Cherokee to Baja-Punta Pescadore and Cabo San Lucas.

Ann Luce gone to Mexico City for research work on her Master's Thesis. She also flew the Angel Derby as did (I think) Velda Mapelli and daughter Stephanie Beuchat.

Mary Neil took APT ride with Bill Guinther — the famous Bonanza instructor who hails from Kutztown Pa. — What a guy and does he make that Bonanza fly and the pilot work.

Plans are already afoot for our South Central Section meeting for Fall 75 combined with a Mountain flying COURSE AND CHECK RIDE. We expect this course to be open to everyone not just 99's from SCS. So start your plans to join us for the Fall Color in Aspen, Colo. Accommodations will be plush condominiums combined with the casual atmosphere of the High country. Betty Pfister will be our "on sight" coordinator, Eulalia Nichols and Jean Ferrell will be our Mountain flying coordinators and Mary Neil is Co-Chairman of the whole with Eulalia Nichols.

DALLAS CHAPTER **Judy Cobb, Reporter**

The March Meeting was held at the home of CATHY WAYS. Plans were in the finalization stage that night for our Hangar Party in May.

SANDRA SIMMONS went to Hawaii and upon return received word to report for final examinations, etc., and at our last meeting it was proudly announced that Sandra had started work as a Flight Engineer.

JAN THOMAS passed her instrument written and now holds a brand new commercial certificate. Jan also reports

she had the pleasure of serving as co-pilot during a trip to Houston on an F-27 recently.

DOT and CHUCK WARREN have been going to Jetstream school. They are both now qualified to instruct (Dot, Ground School and Chuck Flight Training) in that lovely aircraft.

BETTY and POSEY HUNDLEY just returned from Breckenridge, Colorado. Betty says they experienced the 'miracle of the mountain' while there — she finally learned how to ski.

EL PASO CHAPTER **Norma Kudlesy, Reporter**

Our Chapter Chairman, Marilyn Cragin and husband George, have purchased a twin Apache and are getting checked out in it. They flew to Culiacan, Mexico last week on a business trip.

Ruby Tatman and Betty Rogers will attend the S W Sectional in Honolulu. Ruby will stop off in California for an extended vacation on their return. Betty won a \$200.00 first place prize as a member of the city-wide automobile safety contest for her work with KISS, "Keep It Safe, Students".

Ann Nobles, Accident Prevention Specialist, with the local FAA office was married 12 April to Lucin Stone of the Fort Worth FAA office.

Mrs. Jean Cartier is our latest member being voted in at our April monthly meeting. Husband, Thomas, is a Marine Corp Liaison Representative for active and reserve units in the El Paso area.

A Marvelous time was had by Emma Udovich and Marilyn at the S W Sectional in Houston. They helped Rene Hirth of the Chaparral Chapter sell tickets on a beautiful Squash Blossom to be given away at the Fall Sectional in Las Cruces. All flew to Huston in a Jet Commander.

FORT WORTH CHAPTER **Jean Bishop, Reporter**

Our beautiful spring weather has had all our Ninety-Nines heading for the sky. Juanita Waddell flew her 172 to Houston for the Spring Sectional with Mary Lou Blain as her copilot. Ernie and Gladys Latham had a lovely flight to Oil City, Louisiana for a weekend with friends, Dr. and Mrs. Frank Doyle. Jean and Tom Bishop are the proud new owners of a Mooney MK 21. It takes just the barest excuse to get them flying these days.

Freda Price reports that she and her family enjoyed a weekend fishing trip to Lake Texoma. And our own Malena Richardson was the Fort Worth Chapter Queen, leader and Graduate Kops at the Corpus Christi convention of TOPS (Take Off Pounds Sensibly).

April saw the addition of three new members to our roster, Carole Wheeler, Henrietta Pence, and Betty Hann. Welcome, girls! Unfortunately, we have lost Betty and Joe Parsons to the south

Texas border country. Joe and Betty finally finished building their house down there. We will certainly miss both of them at our meetings. Tony Page sponsored a Going Away Party for Joe and Betty at the Fort Worth Press Club.

Edna Whyte extends an invitation to all 99's to visit her at her airport, Aero Valley Airport. Edna has just finished her 45th T-hanger. She has a flight school, sky-diving school, restaurant, full FAA approved shop, acrobatic box area and homebuilt club headquarters. The airport is a big project, but Edna enjoys her 16 hour days managing it.

GOLDEN TRIANGLE CHAPTER **Ellen VanDeventer, Reporter**

We have six new members: Glenda Farmer, Jackie Hansen, Ann Hoffman, LaVine Horton, Peggy Norman and Penny Peyton. Each one has been working with us for several months, helping make our Easter eggs, participating in our Bake Sale, Airmarking and doing Air Age Education projects. As you can see, they've been fully indoctrinated to the 99's.

Our April business meeting was held in Hurst. Jean Lemmon discussed the air-marking of a local field and Brenda Strickler announced May 9 as the date for the coming Safety Seminar. Helen Hill has reserved May 11 AS THE DAY FOR SAILPLANING AND June 15 to be our chapter's race to Lake Murray.

The final report from our money making chairman, Carol Callan is in. During the past Easter season, 225 sugar eggs were made and sold. That's really fantastic, Carol.

Golden Triangle took 14 members to Houston. It took everyone's effort to bring back the attendance award. Golden Triangle tries and achieves.



Seen at the South Central Spring Section banquet are (l. to r.) section officers Hazel Jones (secretary) and Jan Million (treasurer) with Betty Fritts, chairman of the Houston Chapter.



South Central Section Governor Brenda Strickler is seated at the head table as Houston's Mabel Edith Oliver greets the South Central Section.

HOUSTON CHAPTER

Stephanie Vickery, Reporter

The Houston Chapter wishes to extend their thanks to all those attending the South Central Section meeting March 29-31. We wish to extend a special thanks to those early arrivals who participated in the Houston television show "Dialing for Dollars," as they went without coffee and breakfast to meet our time schedule.

Among the featured events of the Sectional was a tour of Houston in the Goodyear Blimp **America** for 12 lucky 99's. The Dialing for Dollars show featured Alice Seaborn, Pat McEwen, Mary Able, Brenda Strickler, and an audience of South Central 99's. At the business meeting lawyer Perry Wesbrooks (49½'er from Wichita Falls) spoke on the 99's incorporation under 501-C3 exempt status. Dr. Hippolite Landry flew in from south Louisiana to be our guest speaker at the banquet. Dr. Landry set an around-the-world speed record in 1969 in an S-35 Bonanza.

Houston welcomes new members Shannon Able, Beth Akin, Audrey Haley, Pat St. Germaine, Molly Smyth, and Sally Windham.

Mary Able is filling in regularly on Big Three Industries' Lear Jet with trips to Palm Springs, Lake Charles, Baton Rouge, and Wichita.

Billie Wyche has been busy with corporate flying in a Beech King Air and a Piper pressurized Navajo and has checked out in a Beech Baron.

Pharmacist Marilyn Curtis has become the first woman store manager in the pharmacy chain for which she works.

Linda Turk has graduated to solo aerobatics after having received instruction from Shreveport's Bud Ports (Dottie's 49½'er) in his Decathlon. Linda reports that it is great fun.

Billie Wyche flew Dow Chemical's Windecker Eagle 1 to Washington, D.C., for the 29th Annual Conference and Exhibit of the Reinforced Plastics-Composites Institute in February. The Eagle was on display in the ballroom of the Shoreham Hotel and received the Grand Design Award for Excellence in the field of reinforced plastics.

We are glad to have Vivian Bennett out of the hospital now. She reports a great flight to Denver... Gene and Gus Gonzales have bought back the Luscombe which they once had... We are planning another airlift of clothing and craft supplies to the Rusk State Hospital.

KANSAS CHAPTER

Carolyn Westerman, Reporter

Our April meeting was held in conjunction with the Oklahoma Chapter in Stillwater, Oklahoma. Due to high winds our spot-landing contest was cancelled. However the bomb-dropping contest took place and our Jackie Luke took third place. The Oklahoma 99's baked cakes for our dessert and they were delicious!

Wilma Sheets, our newest member, won the Cessna Employees Flying Club spot-landing contest in the category of 50 to 200 hours. The contest was held at Redwing Airport, Augusta, Kansas on April 21.

Dorothy and Bob Barker added to their family an instrument-equipped Piper Cherokee 140.

The new Mayor of Neodesha, Kansas is Ruth Johnson's 49½'er Leonard. Leonard won the election as a write-in on the ballot.

Marilyn and John Copeland attended a dental seminar in Rio de Janeiro, Brazil. They spent eleven days touring the city and surrounding areas. Marilyn reports that Rio de Janeiro is the most beautiful city and has the most beautiful beaches she has ever seen.

LUBBOCK CHAPTER

Beth Covey, Reporter

Our strobe light this month is on the "Founding Mother", and first Chairman of our chapter, Angela Boren. Angela is one of those people everybody looks for when they need a job done. She is an Assistant Professor of Foods and Nutrition at Texas Tech University, and Faculty Sponsor of a student Foods and Nutrition group. She holds membership in several professional organizations. In 1973, she was appointed to a 3 year term on the Lubbock Regional Airport Board, and is Secretary of the Board this year. In addition to working for our 99's chapter, she has started working toward her instrument rating, and hopes to complete it while school is out this summer.

Angela's 49½'er, Doug, is President of The Security National Bank in Lubbock, and an avid pilot. He was a pilot even before he finished high school, served in the Air Force, though not in a flying capacity, and is instrument rated. They bought their first airplane about 6 years ago, and are part owners of the Alexander Eagle Rock, the 1973 Grand Champion of both the EAA and AAA shows.

One of Angela's two most exciting flying experiences led to her career as a pilot instead of a passenger. In 1970, she and Doug owned a Beech Staggerwing D17S.

May 11, 1970, Lubbock was hit by a tornado which damaged or destroyed several planes at the airport. The Staggerwing was damaged, but after about 6 weeks' work, in July, 1970, they flew it "straight north about 4,000 miles" to Inuvik, Northwest Territories, on the mouth of the Mackenzie River where it empties into the Arctic Ocean. As a result of this flight, Angela returned home and started working toward her private pilot's license. The day she earned her private license, May 1, 1971, she applied for membership in the Top of Texas Chapter of the 99's. In January, 1972, a small group began organization of the Lubbock Chapter. Angela was made temporary Chairman of the group, and when the charter was issued April 16, 1972, she was elected the first Chairman of the Lubbock Chapter. She was on the air safety and the program committee the first year, and this year she is Chairman of the public relations, moneymaking, and aviation safety committees for the Chapter, and is Air-marking Chairman of the South Central Section for 1973-74. She has attended all section and international meetings since the formation of the Lubbock Chapter.

Angela's other most exciting flying experience came in June, 1973 when she flew in her Bonanza as co-pilot to Edna Gardner Whyte in the Women's Intercontinental Air Race from Monterrey, Mexico to Nassau. They didn't place, but did have a wonderful time trying, and Angela said she learned a lot from Edna Gardner Whyte.

The 99's are most fortunate to have this go-getter working for them.

PIKES PEAK CHAPTER

Marion Hein, Reporter

The Pikes Peak Chapter of the Ninety-Nines, Inc., the Mountain Safety Foundation Aero Club and the City of Colorado Springs sponsored a Federal Aviation Administration safety seminar April 5th and 6th in Colorado Springs. The FAA Rocky Mountain Region's Golden Sentinel Team conducted the seminar, which included accident prevention specialists from the district office in Denver. There were discussions and presentations on accidents and cause factors, airspace, airspeed, weather, mountain flying and survival, and the new Part 61 pilot requirements.

June 1st will be AVIATION DAY in Colorado Springs. The Mountain Safety Foundation Aero Club and the Pikes Peak Chapter of the Ninety-Nines, Inc., will participate by giving Pennies-a-Pound rides, setting up a static display and lining up an air show, with the cooperation of the Rampart Aviation Company, Colorado Springs.

Shirley Marshall reports the Feminine Wave Camp recently held at the Black Forest Glider Port was a tremendous success. Hannah Duncan received her diamond for the highest absolute altitude, soaring to 32,000 ft.

SAN ANTONIO CHAPTER

Marian Burke, Reporter

RATINGS: CYNTHIA McGARY has recently received her instrument rating. Congrats to you Cynthia!

PROJECTS: The San Antonio Chapter helped present the Aviation Education portion of "Free Form" week in March at Ursline Academy under the direction of LAURA RICHTER. Laura teaches at Ursline and did an excellent job of directing the program.

Safety films were shown at the March 9, '74 99's meeting by San Antonio FAA office.

RACES: MARIAN BURKE & Co pilot RUTH HILDEBRAND will leave for Acapulco, Mexico April 20th to participate in the Angel Derby. 35 planes were entered at closing date.

April will be AirMarking month for San Antonio Chapter & in May they will have a "Treasure Hunt".

Got your proficiency ride yet? ... Are you APT? ... DO IT SOON and have a SAFE FLYIN' SPRING!

NOTE: Marian was reporter for the San Antonio Chapter. This was her last report — as usual "shorty and meaty." 99s will all miss her. She and Ruth Hildebrand won the 1973 PPD, AND WERE GREAT PILOTS.

SHREVEPORT CHAPTER

Dot Lindsey, Reporter

Martha Christy, Jere Saur and Evelyn Snow attended the Sectional at Houston. SHV Chapter won the Section Award for 1973 APT — a silver tray donated by the Oklahoma Chapter. It is on display in the lobby of Downtown Airport. Let's keep it as long as we can by all becoming APT.

Many hours of paper work, telephoning and personal contacts were logged by Joan Carroll, Dottie Ports, Mary Jo Voss, Helen Hewitt, Jere Saur and Evelyn Snow in connection with the Louisiana Air Tour's brief, successful visit - twenty-five aircraft were on tour - everyone enjoyed the hospitality.

The April meeting was held at the reporter's home. We fashioned "Aunt Jemima Dolls" out of red rags to give Angel Derby participants - together with a praline - thus they will have a clean rag and a source of quick energy. Martha Christy's idea.

Sarah Hiern has moved to Rome, Georgia - we miss you Sarah.

The Biennial Flight Review Seminar (May 4 and 5) sponsored by Louisiana Tech and SHV 99s in cooperation with the FAA has arranged an interesting and knowledgeable program.

Ann King has temporarily shelved the airmarking program due to our participation in other projects.

SOUTH LOUISIANA CHAPTER

Prunella Peachtree, Reporter

Greetings from the land of Spanish moss and magnolias! — and crawfish, and gumbo, and pirogues, and tarpin, and cypress! The nine members who traveled

to Houston in Pat Ward's Dodge Maxivan had so much fun that tentative plans are in the mill for a similar trip to the Fall SC Section meeting in Las Cruces! The Houston Chapter really out-did themselves on a magnificent event. (We are happy to hear that Delle Hightower's "Grand Opening" was successful the day after we all went home.) For October, would anybody along the route in Texas want to offer their living room floor, barn, hangar, garage for us to toss a sleeping bag down as we go? Houston? San Antonio? San Angelo? El Paso? Odessa-Midland? Abilene? Fort Worth-Dallas? Longview? We seldom snore, (seldom sleep!), come equipped with our own canteens and bath towels, pick up our sandwich bags— oh yes, and we also dance: at least the Bunny Hop!

Polly Baughman and Pat Ward are dedicating hours and days of every week on the IRS 501.C(c) application for our Chapter; were invited to attend the Annual Governor's Conference on Tourism in Louisiana as representatives of The 99s, and did so on Thursday, April 25. Polly, Pat and Shirley Bernhardt met with the Hilton management in early April regarding the Spring '76 Section meeting (Note: this will be 3 night-3 day meeting, Thursday - Sunday, April 22-25, 1976). Gloria Holmes has been to Abita Springs towing gliders in a Citabria, and had a real treat when she ferried a Blantik sailplane from



WE'D RATHER BE FLYING is what one of the banners on Pat Ward's Maxivan says, but those South La. 99s who traveled to the SC Section meeting in Houston say that the fun, games and conversation was terrific. The Nine Ninety-Nines traveling together were: Pat Ward, Polly Baughman, Molly Stockwell, Shirley Bernhardt, Betty Jones, Gloria Holmes, Sandra Rice, Dee Wilson and Cal Meredith.

Abita Springs' La. Soaring Center to Bogalusa; says it's a real fine sailplane (would you believe, our little Gloria is enrolled in Karate lessons? Betty Jones' daughter is an impressively accomplished Karate expert, too!). Mary White is busy making out final exams for her students at USL where she teaches a Math Seminar in the graduate school. Dee Wilson spent a couple of days during Easter with Pat Ward at the Wards' camp on Toledo Bend Lake (within shouting distance of the Ammons Air Strip near the Pendleton Bridge.) Cal Meredith offered her home in Houma for any of us who wanted to RON (ala South La. 99-style) for the last weekend of Fran

Salles' La. Air Tour so we could go to the fish fry, then on to Opelousas for the Confederate Air Force show and air antics by our own Marion Cole. Fran's air tour included an entourage of over 30 airplanes from 14 states this year, and was beautifully executed - as always. She's considering having it on the week immediately following the '76 Spring Section meeting in Baton Rouge.

We had a visiting 99 "dignitary" in our midst in April: Vice-Chairman of the Kentucky Bluegrass Chapter, Ginger Edwins, formerly of South La. Chapter, and enjoyed having dinner with her while she was here.

Some of us will see some of you in San Juan!



Frito-Bandito Contest? Not quite! Just the South Louisiana Chapter at the gala Western Supper in Houston. (L-R) Cal Meredith, Pat Ward, Gloria Holmes, Molly Stockwell, Polly Baughman, Mary White, Eleanor Lowry (standing); Sandra Rice, Shirley Bernhardt, Ding-Ding Dee Wilson, Betty Jones (on their knees— a-hem!).

North Central Section

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

ALL-OHIO CHAPTER

Kathy Talalas, Reporter

The ladies of All-Ohio have been spreading the news about 99s a lot lately, as we head into a great summer of flying. Marie Wolfe talked to a 6th grade science class about flying. (Marie says wow the questions they asked), Jane Weislogel spoke to a 4th grade class, and Akron 99 Jean Hixson who is a member of WACOA (Womens Advisory Committee on Aviation), appeared on the Mike Douglas TV program talking about women in Aviation and astronauts. Joan More, Flight Instructor at Ohio University was recently appointed an Instrument Examiner by the Columbus GADO office. She is also a CPE for Private & Commercial ratings. Caorline Snell (present secretary of All-Ohio) participated in a county meeting for the Montgomery County Girl Scouts, subject "WOMAN POWER". Anne Esselburne passed her multi-engine and

multi ATP flight checks, while Marcia Greenham earned her Instrument rating in April. Shawnee Lee von Klinger, who will be heading up a new kind of public relations program for All-Ohio received the Amos Ives Root award for excellence in aviation journalism sponsored by the Ohio Aviation Trades Association, Columbus. She is a reporter for the Middletown Journal and has been invited to join the Aviation-Space Writers Assn., a national organization for aviation and space writers. Bonnie Miller flew to Florida with Marge & Jim Gorman in their new Duke. Marge went through the Duke school at the Beech factory last fall, logging lots of hours.

We were informed of the illness of Doctor Charles Thomas, 49½ of Virginia Thomas. Cards can be sent to Good Samaritan Hospital, Dayton, Ohio. Bertie & Charles Barbeau just got back from a trip to Mexico in their 172 with stop overs at such exciting places as Harlingen, Texas (say Rebel Ball Air Show and Ciudad Valles, S.L.P., Mexico.)

Here's a real love story about one of our 99's. Marion Betzler Brown met a guy named Jack Brown at Romulus Air Force Base in 1943, but then he left for overseas and they lost contact with each other for 30 years. Then Herb Fisher of N.Y. Port Authority made up a roster of A.T.C. pilots and soon found Jack (J.D.) flying for a cattle rancher. The happy ending-they were married Feb. 23, 74 and moved to Laredo, Texas. Marion will be joining the San Antonio or Corpus Christi Chapter. Their gain is our loss.

FEATURED 99 OF THE MONTH

Doris Gill joined 99's in August of 1972, since then she has worked at APT Chairman, Ways & Means, Budget & Audit, was a co-pilot in the Michigan Small Race of 1973, sponsored 4 new members in 73-74. She and her husband operate an FBO operation at Clinton Field, Wilmington Ohio. Doris is making items for 99's and will be bringing them to the Kansas sectional, knitted long sweaters with 99 on pocket, great throw pillow and purses, all personalized for a smart looking 99.

The June Poker Party is coming up with Bonnie McSwain working extra hard.

CAPE GIRARDEAU AREA CHAPTER Charmiane W. Freeman, Reporter

After a long seige of inclement weather, the Cape Girardeau Area Chapter finally had a meeting and could actually fly to it! Plans were discussed for the Fall Sectional to be held in Marion, Illinois and hosted by our chapter. We are looking forward to a very successful meeting at that time.

Members of Cub Scout Den 5 visited the Dyersburg Airport recently and were taken for an orientation ride by Mary Boyd, Evelyn Braese, and Charmiane Freeman. For most, it was a first ride in an airplane.

Since Mary Boyd has been accepted in Law School this fall, she will not be up for

re-election as Chapter chairman.

Charmiane Freeman recently attended the National Aerospace Congress in Las Vegas, Nevada; traveling via T-29 from Nashville, Tn. to Jackson, Ms. and from there by C-130. At the conclusion of this meeting, she accepted an invitation by Dr. Bealer Smotherman, Director of the Aerospace Workshop of Middle Tennessee State University, to join the staff for the 1974 session from June 10 - July 5.

CENTRAL ILLINOIS CHAPTER Clarissa Holcomb, Reporter



L. to R. Libby Ann Dunseth, Ronda Phillips, Norma Newbury, Kathleen Wood, Jayne Schiek Barbara Jenison, Eleanor Schmelzer, Doris Ann Norcross. Margie Jones in front, Deed Holcomb in back. At Sparta to celebrate 29th chapter charter date. (Central Ill.)

Jean McLaughlin is busy with students, taking three 172 loads to Florida before our weather in this area permitted much flying. They went all the way to the Keys. Had everything from ice to thunderstorms so they learned a lot.

Margie Jones and Doris Ann Norcross started out to join in the Angel Derby fun and fought thunderstorms in Texas. Finally made it in time to Acapulco.

Next meeting Macomb girls are charging for every empty seat--25 cents a seat! Then a spot-landing contest, the Country Club for lunch and the second draw on our Poker Run. We're hoping the Quad City Area girls will join us. Some of them are in our area, but belong to QC to have some place to fly. We are disappointed at no Illi-Nines Air Derby this year, it gave the Illinois girls a chance to meet together.

Several made it to Sparta for a meeting. We celebrated our 29th Charter date. Had a beautiful cake to commemorate the occasion thanks to hostess, Margie Jones. We sent the 49½'s off to find Vernon Willingham's latest work of art in the plane-building field. John Norcross has the same plans and hopes to start on it as soon as Doris Ann's poor Iron Butterfly is put back to rights after storm damage.

Jayne Schiek was "bumped" from her seat in the Bonanza when John flew Doris Ann down to join Margie enroute to the Angel Derby, so she jumped into the Durllyaire (her Plane Jayne) and flew down for overnight and the Friday morning send-off. She had packed a goodie bag for the



Our cake comemorating our 8 April 1945 Chapter Charter date.

girls with several champagne splits to be used at the discretion of the co-pilot. She knew they wouldn't think of undertaking such a trip without Snoopy so there he was on his dog house to give moral support. Jayne was held up by weather reports of low ceilings in the Springfield area so I got a ride in the Plane Jayne--shades of 25 years ago when we had the Vagabond--that's flying. Later I got under-the-hood and tried to find Mount Vernon by VOR and back to Sparta with an NDB sproach. A bit rusty! Misread the new Mark 16 radio.

Helen Lewis has been dogging that Instrument Rating. Drives all the way to Chicago and then the weather is impossible. Things should improve soon. Eleanor Schmelzer is after her Commercial rating.

Our chapter is planning a camp-out at the Andrew's RLA for the first of June. This will be a first for us. It will also end our Poker Run which Norma Newbery dreamed up for us. She is making plans to beat us to the finish "to hide things."

Barbara Jenison made us all proud when she related that Jerrie Cobb said that one tribe in South America planted rice and really grew a surplus which they bartered for fish and game and improved their food supply immensely because of our interest and help.

We have been invited to participate in the Flying Farmers Park Tour which will be held September 14 and 15. Our Illinois Park Strips are kept open through use so we are urged to fly in and use them.

Jayne Schiek is keeping at that instrument work. Filed and got into Detroit under IFR conditions even the CAVU weather had been forseen for the whole trip. Then to Saint Louis and although the weather was supposed to be clean, arrived to find a cloud cover and 500 ft. and 2 miles. Was glad she had filed IFR. Re-filed to get out, so in the 30-minute wait it cleared. She wasn't the least disappointed in that.

CHICAGO AREA CHAPTER Sandy Klock, Reporter

"Tripping Around:" Sue DeWulf & family flew down to Knoxville, Tenn. recently for a mini-vacation in the Smokies National

Park. Barb Silagi & 3 friends flew further south to Fort Myers Beach, Fla. for a week in the sun during Easter vacation. And Mary Panczynsyn & her two sons recently flew to Naples, Fla. for some sun and fun - mom got the sun, and the boys had fun "girl-watching!"

Meanwhile, back at the U. of Illinois, Chicago Circle Campus, our 99s are helping the Circle Flyers with their Private Pilot Ground School. NIFA Chairman Polly Gilkison started the ball rolling there, and then Polly, Karen Irvin, Jean Ingle, and Joan Mallin offered to donate their time and talent by lecturing to keep it rolling. Karen couldn't make the first class, but sent a stand-in, Lee Cupp, who got the program off to a good start by lecturing on "Theory of Flight."

Mark your calendars! The Chicago Area Chapter is sponsoring a "Treasure Hunt" to help finance the 1975 Illi-Nines Air Derby. It will be held June 30th at Greater Rockford Airport, Rockford, Ill., at 10:00 AM, and run for 2 hours, with a nice lunch afterwards at the SkyRoom Restaurant on the field. Donations will be \$10.00 per plane, and the hunt is open to both male and female pilots -- everyone's invited!

GREATER KANSAS CITY CHAPTER **Dorothy Stratton, Reporter**

Our chapter meets the first Thursday of each month in Kansas City either in a 99 home or have a dinner meeting with 49½ers. April meeting was held at the Runway Restaurant at the Old Municipal Airport. The nominating committee submitted a slate of nominees for office for the upcoming fiscal year. Ballots are to be turned in at the May meeting. Marilyn Dickson reported on final plans for Sectional meeting we are having in Kansas City May 10-12th.

Our guest speaker could not attend so members told about trips taken during the winter months. Places visited included Hong Kong, Barbados, Spain, South America, Hawaii, States of Washington, New York and Florida.

We do not have Fly-in meetings so we have a Fly-Out day during the month. These were discontinued during the energy crises and tours of local interest were made. April 18th was Fly-Out day again. Planes piloted by Joan Maple, Jean Wilson and Sherry Quinlan with 11 members and guests flew to Bentonville, Arkansas for a complimentary lunch at Hill and Dale Country Club and a tour of Bella Vista.

Charles and Billie Bordner just returned from a vacation trip. They flew their plane to Mobile Alabama, Vero Beach, Florida and on to the Bahamas for a few days.

Sheldon and Ruth Stafford are making another trip across the Atlantic (Ruths 4th) ferrying Beech Sundowners to Johannesburg, South Africa.

We are anxiously waiting to hear from our members Mary Ann Hamilton and Nita Irwin who are flying the Angel Derby.

GREATER ST. LOUIS CHAPTER **Rose Mary Roth, Reporter**

Doc Peter's favorite nurse, Mary, has a knitting class she instructs on Tuesday evenings, which is why we haven't seen a whole lot of Mary lately. Not only that, but this great gal who adopted four Indian children a couple of years ago is attending a class at Washington University on, of all things, raising adoptive children!

Tuesday April 2nd Tex Wickenhauser, Sue Matheis, Nelda Lee and Rose Mary Roth, represented the 99's at a combination Missouri Pilots Association meeting with the Greater St. Louis Chapter as their guests. Our speakers enlightened the audience on what its like to be a female Aerospace Engineer, a helicopter traffic reporter and a flight instructor.

New ratings---Doris Kuhn received her Flight Instructor Rating.

New planes---Shirley Wall flew to Wichita to pick up her new C-182 and received Cessna's royal treatment. Shirley said that she wished she could buy a new plane more often because of her VIP treatment. Shirley took her Commercial check ride and will start her Instrument Rating in the new 182 with all the radio equipment you could ever want.

Wednesday, April 24th Peggy Kilby was our hostess at a fly-in to Wentzville, Missouri. Betty Board, Doris Kuhn, Norma and Dan Brauch, Ruth Lake, Gerry Beetz, Marion Taylor and Virginia Kunkel were present to enjoy the beauty of Peggy's restored farm home with the most fantastic selection of antiques you'd ever hope to see in a home. Peggy also gave us a peek in her Antique Shop.

Racers at large---Val Johnson and Mary Peters are flying their Bonanzas in the Angel Derby.

Rose Mary Roth was asked to come in for an interview at Ozark Air Lines for a co-pilot's position. Although she wasn't hired in this class, Ozark will give Rose Mary consideration for the next class, which should be hired by early summer.

INDIANA CHAPTER **Lois Hawley** **Kathy Forrest** **Reporters**



Indiana Chapter Chairman Anne Black, awards Jill McCormick a special pin for her contribution to the Chapter "above and beyond" the call of duty.

The Indiana Chapter of the 99's received a stiff challenge from chapter president, Anne Black at their February meeting. Saying that aero-space education is "where it's at," Anne urged each member to become involved in an air age education activity within the next month. These include speaking to local school children, setting up displays at our local airports, and reporting 99 activities to the communications media.

Barbara Jennings, Tina Sturdevant, Norma Nevitt, Ann Bellefiore and Nancy Hagans, 99s from Valparaiso, have been instrumental in organizing the pilots and aircraft owners in Porter County. Fifty interested persons attended the first meeting in January, and they will elect officers in February.

Ninety-nine Jill McCormick will appear in her real-life role as an aviation educator in a television program on aero-space education which was filmed at the School of Aviation Technology of Purdue University, where Jill is a staff member. The program will illustrate use of Purdue's 707 simulator in their Professional Pilot Curriculum.

March found the Indiana 99s rising to the challenge to participate in air age education. Lilly Danek, 99 and music teacher, takes her flying to the classroom with her, and said her students should soon be able to pass the private written exam as well as their regular lessons. Margaret Ringenberg, CFI in Ft. Wayne gives weekly films on ground instruction to members of the general public. Another 99, Sue Bathauer is working with Boy-Girl Scouts in their aviation merit badges.

Spring brings many hopes and some disappointments to the Indiana chapter of the 99s. We regret having to cancel our annual F.A.I.R. race due to the fuel shortage, and are already planning for a spectacular renewal of it in 1975 in Anderson, Indiana.

On a hopeful note, we are looking for a "new look" in 1974 as we try to decide on uniforms for the Indiana Chapter. Getting 100 ladies to agree on style is no easy matter!

Several of our members are planning to attend the midwest sectional meeting in Kansas City on May 10, to report on our many activities in public relations, air marking, air age education and other areas.

IOWA CHAPTER **Ruth Ulfers, Reporter**

April found 23 members, 2 guests and 16 49½ers attending the Newton meeting. The picture shows some of the 99's smiling in spite of the 30 kt winds. Pat Muehl gave a report on Aerospace Education and suggestion included: dispersing more information into schools; scout groups; career education sessions; and utilizing old issues of the 99 Magazine to promote flying and the activities of the 99s. Pam Ellingson has also designed publicity posters for each of us to post at

our home airport to assist us in contacting potential 99s.

Gwen McClure who is our Safe Pilot chairman commented on the FAA Seminar held in DSM and also reminded us of the upcoming seminars being held throughout our state during the next several weeks. The local IOW evening was graced with 100 per cent attendance on the part of us local 99s.

The April program was presented by Herb Motch (49½ of Diane) who is the Jasper County Mental Health Director and his associate P.J. who spoke on "Fear of Flying." P.J. holds several ratings and is working on his ATP and has 1400 hrs. Herb hypnotized P.J. and induced considerable anxiety about flying. Herb then brought him out of his hypnotized state and allowed the group to question him with a variety of related questions. Ann Clay suggested to him that Earl Johnson (16,000 hrs and Roberta's 49½) take them for a ride and according to her report his response was impressive: He was not interested in flying, his hands were "cold and clammy, he was wild-eyed, breathing heavily and clasp his hands nervously" and not about to go. Herb then reversed the state. They made the point that people can and do dump all their anxieties on one thing, whether it is flying or scuba diving or whatever and that their attitude seriously affects their ability to perform competently. **Quite** an impressive demonstration and program.

Our May meeting in Omaha is going to be a weekend frolic as well as our usual down-to-business meeting. The hostesses are also planning a brunch so we have an opportunity to meet members of the Nebraska 99s.



Our 99s modeling the windtousled hair styles are (L to R) Ann Johnson, FOD; Fran Doherty, SUX; Roberta Johnson, TNU; Carolyn Rowney, SUX; and Jeanne Bedinger, SUX. This was taken in TNU in April on a day with great sunshine and even greater wind.

LAKE ERIE CHAPTER Helen Keidel, Reporter

On January 12, 1974 a new chapter was born -- the Lake Erie Chapter with a charter membership of 42. The

territorial boundaries include ten counties in northeast Ohio and 3 in Pennsylvania with all points in easy driving distance if the weather does not cooperate on meeting days. Ohio's rapidly changing weather had a lot to do with the formation of this chapter, as it is an offshoot of the All-Ohio Chapter. It is about a 5-hour drive by car between north and south Ohio -- contributing to poor attendance when IFR weather prevailed. Hopefully the Lake Erie VFR pilots will have no excuse now for skipping meetings.

Officers elected for 1974 are Carol Stephan, Chairman; Margaret Wellington, Vice Chairman; Annette Fedor, Secretary, and Mardi Mulvey, Treasurer. Parliamentarian Bernice Barris and her committee have been working feverishly to get a set of By-Laws acceptable to the membership.



Starting off with a smile, the 1974 officers (l to r) Mardi Mulvey, Carol Stephan, Margaret Wellington and Annette Fedor, display the banner made and presented by Bernice Barris and Helen Keidel at the new chapter's first official meeting. (Lake Erie Chapter)

The official charter was presented to Carol Stephan by Joan Hrubec of the All-Ohio Chapter at a special Charter Dinner held at the spial Charter Dinner held at the Avalon Inn, Warren, Ohio in January. Members and husbands totaled 49 at that historic gathering.

The first official meeting was held February 10th at the Cuyahoga County Airport, Cleveland, with Bernice Barris and Helen Keidel as co-hostesses. They presented the Chapter with a banner to be displayed at each of their monthly meetings. Fourteen 49½'s were given a tour and history of the airport by Robert Shea, Airport Manager, while 29 members participated in their meeting. Special guest that day was Jean Sims, Chief of Control Tower Operations at Cuyahoga, and the first woman to hold such a position.

Air marking projects are being planned for whenever the weather breaks, and a "66" program is also on their agenda. This section of the country has a great many airports, which means female student pilots who should be informed of the Ninety-Nines organization. "Watch Us Grow" might be an appropriate slogan for this new group.

MICHIGAN CHAPTER Suzanne Whyte, Reporter



Loma May chats with an old friend, John Kreischer, at the reception.



Marilyn Sidwell and Pat Domas greet Senator Cannon

The Michigan Chapter has been keeping abreast of Michigan's new radar installations and current on ATC procedures. Program Chairman, Kathy Gerhold, arranged for Bill Beynon, FAA Radar Specialist, and Gene Simons, Flint Bishop Airport Tower Chief, to give us our April program. Mr. Beynon spoke on the installation and operation of radar equipment. Mr. Simons spoke and showed a film on proper radio communication techniques.

An invitation was issued to Suzanne Whyte, Chapter Chairman, to send a representative to a controller meeting at the Detroit Metropolitan Airport. The Ninety-Nines, Inc. was one of two organizations invited. The purpose of the meeting was to discuss depictions for local VFR charts under the new systems. Joyce Odom attended as representative for the chapter. Another meeting program featured William Elcoate of the Bell Telephone Co. Mr. Elcoate gave a presentation on NORAD, the Canadian and American defense system. A telephone and television system developed by Bell Telephone enabled members to talk directly with the commanding officer in Colorado.

William Sauber, business manager for the Special Products Group in Functional Products at the Dow Chemical Co. was guest speaker in May. He is a pilot who has been involved with the research and development of the Windecker Eagle since its inception. His program included a film of last years Powder Puff Derby in which a Windecker flew.

A Direct Relief Flight took place following the May meeting. Kay Chamberlain, DFR Chairman, arranged for medical supplies to be prepared for flights from Mt. Pleasant to Detroit City Airport.

Sammy McKay and Winnie Duperow flew Sammy's Cessna 210 in the Angel Derby.

A Poker Run is planned for June. This fund raising project will urge pilots to fly to keep proficient Sammy McKay and Winnie DuPerow flew Sammy's Cessna 210 in the Angel Derby.

MICHIGAN CHAPTER **Lillian Snyder, Reporter**

COST ALLOCATION MAJOR TOPIC OF MIDWESTERN AVIATION CONFERENCE

The Michigan Chapter Ninety-Nines, cooperating with the Aviation Advisory Council of Michigan, was active in sponsoring the 4th Annual Midwestern Aviation Conference held in Dearborn, Michigan. Winnie DuPerow, Marge Hatfield, and Lillian Snyder served on the executive committee.

U.S. Senator Howard W. Cannon, (D. Nev.), Chairman of the Senate Subcommittee on Aviation; Edward W. Stimpson, President of GAMA; and James D. Ramsey, Director of Michigan Aeronautics Commission spoke on cost allocation, fuel crisis, and other problems facing general aviation.

A Panel representing a cross section of aviation, discussed the issues with the speakers. When audience participation was encouraged by Dr. Joseph Novello, moderator, the audience responded with enthusiasm and proved to be both interested and informed.

A reception and dinner honoring the speakers was held at the Detroit Athletic Club in the evening. Loma May was in her usual great form as the Mistress of Ceremonies.



I. to r. James L. Murray, President of Teledyne CAE; Marge Hatfield; Lou Young, Vice-President of Bendix Corp.; and Mrs. Murray at the reception.



Senator Cannon meets with pilots as they come onstage following the Conference. Lillian Snyder is second from left.

WISCONSIN CHAPTER **Betty Willmore, Reporter**

Wisconsin 99's invited Chicago Area Chapter to a fly-in luncheon at General Mitchel Field, Mke, on Sat. April 6. Thirty members and guests attended. Hostess Diane Gorak and GADO personnel rigged a Cessna 150 to test our pre-flight capabilities. Loosened screws and fuel caps were fairly obvious, but then they pulled a few "shrewdies" like removing the aircraft registration and the fuse for the flaps.

Chicago 99's, who sponsor the Ill-Nines Derby, shared tips on air derby s.o.p.s. The Wis-Sky Run, a 250 mile proficiency air derby, scheduled for June 8, is Wisconsin 99's first air race. Hopefully, it may become an annual event. May 15th is the deadline for registration. 83 race kits have been sold and 35 lady pilots have registered at this writing.

Jean Zapata recently got an instrument rating and now is concentrating on her time and fuel estimates for the Wis-Sky Run.

Katie Conkling visited 99 headquarters, Oklahoma City and reports that A.E.'s flight suit is on display. The suit was donated by Wis Chapter member. Florence Fintak, who received it from a friend of Amelia.

QUAD CITY AREA CHAPTER **Jo Anne Walker, Reporter**

Quad City Area Chapter has sent a letter to the International President requesting that a ballot be taken on whether or not individual members are willing to support a new Headquarters and Museum in separate facilities.

Von and Charley Alter took a trip in their Cherokee this week beginning from Moline to Shelbyville, Illinois, with stops in Evansville, Richmond and Frankfort, Indiana after that. They also flew over Xenia, Ohio and Hanover, Indiana for a look at the tornado damage on the way home. A couple of weeks ago, Von had the pleasure of meeting Ensign Jane Skiles who is one of only three women who have completed their training to be Navy Pilots. Jane is currently based in Memphis, Tennessee and eventually expects to be stationed in Spain.

Gina and Gordon Millar and family recently flew to Chicago to celebrate their daughter, Juliet's birthday. They had dinner in the revolving restaurant at the top of the Holiday Inn on the lake.

Norma and Roger Smith and daughters recently spent a weekend in Chicago visiting the Museum of Science and Industry, the Shedd Aquarium and the top of the John Hancock Building. Norma also flew a Warrior for the first time recently.

Ellen and Robert Thiel plus daughter, Shana Kay, have joined the Flying Farmers.

Yvonne Boone of Davenport was recently elected President of the Iowa DAR.

It was with great sorrow that Quad City Chapter received the news of the death of neighboring chapter (Central Illinois)

members, Doris Ann Norcross and Margie Jones, in Mexico at the start of the Angel Derby. Being a small chapter ourselves, we sometimes depend on other chapters for help on large projects; and when help was needed, Doris Ann was nearly always cheerfully and competently in the center of the action. We'll miss her dearly! Unfortunately, since Margie was a relatively new member of Central Illinois Chapter, most of our members had not made her acquaintance, but our hearts are with her family and friends also.

MINNESOTA CHAPTER **Clara Johansen, Reporter**

Five young women controllers working in the four MSP area control towers shared some of their experiences with us at our April meeting. Several of them are also pilots and have been invited to join our chapter.

The May NIFA meet at St. Cloud, Mn. was a success and Gail Vail and Ruby St. Onge breath easier again. The enthusiasm of all the college flyers was great. The chapter members who were at STC to help were glad they did.

Congratulations to Linda Haedge on her new instrument rating.

When the FAA and Mn Dept. of Aeronautics held a 2 day Air Traffic Control Symposium, Dorothy Bolander efficiently organized our chapter to assist.

Several of our Chapt. members are working on new ratings. Gerry Bendickson has her Instrument and Commercial and is working on her CFI. She and Boby Smith are in Airforce reserve - we'll give you their whole story in a later issue.

Gail Vail not only worked hard all year on NIFA meet, but helped ferry 3 Bellancas for 3 Brazilian Pilots to Iowa, Jan. 31, where they took over and flew on to San Paulo. We know they made it because when this reporter was on a flight to SoAm. (Commercial this time) shortly thereafter and the plane stopped at S.P., there parked on the apron were the three Bellancas with their New Numbers! Only disappointment in SoAm. was not getting to fly with Brazilian son, Mario, but when he met his Am. parents in Rio, he had just returned from 10 wks in Europe and there wasn't time to get activated at his home airport in Porto Alegre during the six days they spent there - Brazilian air regulations are stringent. Mario earned his license in P.A. the year after he'd been an AFS Student in Mpls. His solo flight was culminated with a Crank Case Oil Bath - wonder if that's why we didn't meet any women pilots in Brazil?

**Subscriptions for non-members
are \$6.00 per year.**

New York-New Jersey Section
NEW YORK - NEW JERSEY

GARDEN STATE CHAPTER
Dolores Jane Zilincar, Reporter

Our April meeting, held at Miller Air Park, was important business - the final phase of plans for the 1974 GARDEN STATE 300. Our annual event which is opened to any licensed pilot will take place at the start of the three day Memorial Day weekend. Impound will be on Friday 24th from 2 to 7:30 p.m. with the race off on the 25th at 10 a.m. We are fortunate to have Gary Essex, Channel 7 News meteorologist as our Honorary Air Marshal and as our official weather man.

Since practice makes perfect we expect our 1974 proficiency race to be even more successful than our 73 inaugural. General Chairman Alma Hitichings, who is Chairman of Rules, has the following outstanding members heading the race - **Race Chairman:** Grace Maguire; **Route:** Jerry Roberts, Beth Sturtevant; **Chief Judges and Timers:** Judy Meltzner, Chickie Alper; **Operations and Impound:** Steve Gredsted, Diane Shaw; **Ways and Means:** Janis Blackburn; **Entries:** Dana Mack; **Hospitality:** Jane Martin, Louise Meisner; **Programs:** Sandy Duma, Dorothy Smith; **Publicity:** Dana Mack, Claire Kurica; **Transportation:** Flo Walsh; **Awards Banquet:** Claire Kurica, Dolores Zilincar.

Jerry Roberts and Claire Kurica represented our Chapter in the Angel Derby. Margaret Nicholson has acquired her instrument rating - that makes her APT for the year. We had a fine APT program set for May 11th at Preston Airport. FAA flight safety specialists from Teterboro Gato was on hand to give check rides to all 99's.

Alice Hammond lead a discussion airing views concerning publicity for the 99's and new members. It was agreed that as a service organization we should aim for a discreet membership drive based on good taste and the desire to perpetuate in our organization, the ideals of citizenship demonstrated in the character of our founder, Amelia Earhart. We are proud of our organization - we should always let it be proud of us! And that's the truth.

GREATER N.Y. CHAPTER
Mary Lou Balogh, Reporter

Member Penny Amabile is now flying as co-pilot with Captain Murray Bennett for station WFAS - flew to Albuquerque, New Mexico, February 19-24 for the International Hot Air Balloon Races. She also did three tapes for WFAS and got in a plug or two for the 99's.

Among other ratings, she has a balloon instructor's license and is founder and president of Skyrovers, Inc. Working through the Chalet Club, a sports club in New York, and the Sport Rites Club Inc. in White Plains, where she is director of Aviation and sky diving she arranges for the craft and sometimes does the flying or ballooning herself. Rye residents who attended the Rye Historical Society Ball last June may have seen a balloonist dressed in a ball gown descending on the Rye Town Hilton. It wasn't Mary Poppins, it was Penny Amabile helping to make the evening exciting and profitable. We will do a real feature on Penny soon.



Hudson Valley Chapter members who attended the March dinner meeting at which Betty McNabb was the guest speaker, were (L to R) Evaline Cooney, Joan Rhodes, Virginia Wentzel, Betty McNabb, Marcia Buller, and Minnie Osteyee.

HUDSON VALLEY CHAPTER
Sherri Bliss, Reporter

With the coming of summer, our membership is looking forward to some good flying days and good old VFR sunshine. Virginia Wentzel flew to Albuquerque for the National Balloon Races. Three members flew the Angel Derby-Gert Felsen, Doris Miller and Nancy Moore.

Doris Miller reports that Micky Duncan, Gert Felsen & Nancy Moore and herself attended the luncheon at the Wings Club in N.Y.C. on 2-14-74 - honoring women in aviation.

Some other short memos . . . Mary Spaeth is feeling better after a bout in the hospital this winter. Although it will be awhile before she's back in her Cessna 172. Doris Miller has earned her commercial pilots license. She has also been busy speaking to local Zonta Clubs on last year's Powder Puff Derby. Shirley Dingman has been doing the same in the Herkimer area.

SOUTHERN TIER CHAPTER
Ellen K. Taylor, Reporter

It seems that some flying activity has been reduced during the past month or so due to the normal blustery mid-winter weather. However, this doesn't seem to deter our newest and youngest member, Pam Grant and 99 applicant Lois Podrasky who have been sighted at our local F.B.O. alighting from one of their winged jewels. Lois is now getting checked out in a Piper Cruiser after having received her pilot's certificate in a Cessna 150.

LONG ISLAND CHAPTER
Alice Borodkin, Reporter

MARCH 30-31: L.I. 99 co-sponsor with GADO, FAA Accident Prevention Program-VOLUNTEER Safety Rides and SAFETY PINS held at Brookhaven Airport.

MAY 4: Weekend of New York, New Jersey Sectional Meeting held at Colony Hill. Contact:

MADELINE LA CARRUBBA, 54 Long Oak Path, Smithtown N.Y. 11787.

Pioneer Aviatix and Charter member VIOLA GENTRY made news with feature article in Clearwater Sun News (Fla).

LOVED MEETING AND GREETING YOU ALL ON MAY 4! AND HAPPY FLYING!

Fran Morrissey is getting current in an Arrow, planning to "just head South" with husband Bill sometime in the near future.

Kay Wolcott and 49½ Ezra have returned from a Puerto Rico vacation. While there, they rented a Cessna 182 and had themselves a real treat exploring the nearby islands.

A wonderful day was in store for several of our chapter members who ventured to New York City on Valentines Day to attend a "salute to women in aviation" at the Wings Club. Those attending were Barbara and John Riggs, Mary and Jack Willis, and Ellen Taylor. We were most impressed with the women being honored for their contributions in the field of aviation -- from interior aircraft designer, jet pilot, first stewardess, members of board of directors of various airlines, our 99 International President, Powder Puff Derby chairman, a woman with 230 solo crossings over the oceans of the world and 17,000 hours -- to mention a few. I believe it would be difficult to find such a prestigious gathering of aviation-minded women again in the near future. Their keen awareness and contributions to the entire aviation field would be difficult to surpass.

The month's activities were concluded with a Valentine party at the home of Mary and Jack Wallis, with our most ardent chapter auxiliary member Harriette Brett and husband Bob joining us.

Do not send change of address to Editor. Send to Headquarters.
- Thanks

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

CONNECTICUT CHAPTER
Claire Ball, Reporter

Our evening meetings seem to be quite popular and it appears we'll continue this trend. Our members are constantly traveling, but somehow managing to attend most meetings, although we do find it hard to keep track of one of our newer members--Audrey Sweet. Since her trip to Caracas, Vz. in January (with a flight to Angel Falls), Audrey then went on a safari in East Africa (saw over 40 species of animals, including an elusive leopard and some black maned lions!) and just returned from a trip to Athens and Crete! Audrey says she hopes to be home for a while.

Laurie Spence, Marcia Spakoski and Evelyn Kropp attended the FAA 3-day CFI refresher course at Bradley Field.

Cynthia Kemper has been instructing a Flying Workshop for her elementary pupils in Westport and recently had Stanley Ball, First Officer with American Airlines, as guest speaker. Stan found the children very enthusiastic about flying and presented each child with a little pair of Junior American Airlines wings.

Laurie Spence is planning a radio controlled model airplane show at Waterford Airport on May 19th. Laurie expects that the attendance will exceed last year's 6000 people.

Planning Easter vacations are: Claire Ball and family to their condominium in the Bahamas and Laurie Spence in a Commanche 260 to Florida.

EASTERN NEW ENGLAND CHAPTER
Judy Gillis

April Meeting -- Sterling, Mass. Airport's ramp has shiny new 30' high letters thanks to about 20 enthusiastic painters who turned out on a lovely Saturday for the airmarking. Lunch was either "brownbag" type or at a restaurant just a short walk from the runway.

Carol Stites recently received her instrument rating.

Lynn Obelcz has received first prize on a science project entitled "Purity of Biosynthesized Vitamin B-12," and was awarded a \$500.00 scholarship by the Worcester Engineering Society.

Lillian Emerson's daughter, Chris, recently passed her Private written, and Lillian and her 49½er, Howard, spent a lovely 2½ weeks in Florida the first part of March, despite some "interesting" instrument weather on the trip there and back.

Georgia Pappas has recently accepted the position as afternoon traffic reporter for a local Boston radio station - WHDH-- and is riding in a Cherokee 235 Charger, flown by the station's pilot.

NORTHERN NEW ENGLAND CHAPTER
Anne Good, Reporter

Congratulations to Jean Batchelder, our N.N.E. Governor: she now has her Commercial certificate. Also to Rae Tally, our Secretary-Treasurer, is now Instrument rated.

Some of our members are really travelling. Rae Tally went to Jamaica, Jean Batchelder to Australia. Betsy Alexander to Hawaii. While there she met Pat Shearer and other 99 s. The hospitality in the island is unbelievable according to Betsy.

The N.N.E. Chapter will be hosting the fall Section meeting, place undecided as of now.

Middle East Section
DELAWARE - MARYLAND
PENNSYLVANIA - VIRGINIA

CENTRAL PENNSYLVANIA CHAPTER
Mary Galbraith, Reporter

Bad weather seems to arrive the same time our chapter meetings are scheduled and the gals are unable to fly. Bad weather doesn't hamper our attendance, as we take to the highways instead.

Our March meeting was held at the lovely new home of Ronnie Johnson in Woolrich. Our speaker was Walter Moody who operates a ferry service for overseas flights. The highlight of this meeting was the Mexican luncheon prepared for us by our hostess Ronnie Johnson. A "hot" time was had by all.

Martie Pool gave a talk to the Lancaster Aero Club for WACOA (Women's Advisory Committee on Aviation). Her topic was the Powder Puff Derby. Martie Pool and Mary Galbraith flew 300 pounds of medical supplies from Harrisburg to Grove City where they were received by Jane Menzies of the Greater Pittsburgh Chapter.

Helen Sheffer has recently been appointed Accident Prevention Counselor for the F.A.A. She is busy instructing the C.A.P. members from Williamsport.

Our April meeting was greeted with more rain but was successful none the less. Champe Pool presented slides and narration of the National Aerobatic Competition held in Romans, France.

Mary Galbraith and 49½, Bob, just returned from a trip to Florida in their newly acquired Navion Rangemaster. Weather was CAVU all the way.

Our chapter boasts two new members, Beverly Bailey and Christine Myers. Welcome aboard gals.

EASTERN PENNSYLVANIA CHAPTER
Judy De Marco, Reporter

Our chapter as usual had a very hectic month in April what with our meeting at Butter Valley Airport, the lunch-with-the-bunch, & the Sectional. Had a short but enthusiastic note from Susie Simon, her trip to the islands in a corporate jet sounded like the only way to go. Kate & Tom Macarrio delivered a biplane to Dupont in Long Island. Want to say that all had a good time at the sectional. Well planned by the host chapter. To introduce our chapter chairman Joan Jones (see picture insert) Joan started working toward her goal at the age of 10 in the scouts when she earned her Aviation badge. Since then she has seen her dreams fulfilled. At the tender age of 24 Joan has flown for 6 years, in every thing from gliders to heavy twins. She has her Private & Instrument & is working on the Comm. & II, with the hope of either instructing or corporate.

She has worked on 2 P.P.D. terminus, rallies, C.A.P. open house, seminars, & helped organize our Fall Sectional.

Joan has taught school for 5 yrs. She has incorporated aviation into the curriculum, such as weather and aero space. In fact, she developed an Aero Space education program for 4-6 grades.

She has now started working on her Masters with concentration on Aero Space. With all this going for her she still has time to run for Vice-Governor of the Middle East Section. She is someone who can get the job done.

You may like to pay your condolences to Yvette Hortman on the recent loss of her husband in a crash in Virginia on April 25.

Here's hoping for fair weather and safe flying.



Joan Jones
Chairman Eastern Penn

MARYLAND CHAPTER
June Hanson, Reporter

Maryland 99s were introduced to Hang Gliding by enthusiast Jerry Lanham on the grassy ski slopes of Oregon Ridge in Baltimore County. All 99s, 49½ers and children who tried this powerless flight got airborne on their first attempt---much to Mr. Lanham's surprise and delight. Hope to do more later.

AVIATION MINI MESTER for the high school students at Maryvale Preparatory School for Girls was interesting and successful. Chairman Rene Birch, Kay Bays, Sally Williams, Doris Jacobson, and Ginny Vogel helped teach a general ground school and introduction to flying. Included were a tour of B W I tower, radar room and weather station with the final day spent at Aldino-Churchville aAirpark where 21 of the 27 girls enrolled in the mini mester were treated to airplane rides, courtesy of the Md 99s. Pilots were Barbara Feader, CFII Edna Somerlock, CFI Sheila

McEntire, prospective 99 Ann Elliot, and CFI Don Butler using Sally Williams new Piper Seneca. ANOTHER MINI MESTER is currently being conducted at Oldfield School for Girls in Glencoe, Md.

AERIAL PHOTO IDENTIFICATION CONTEST currently in Harford Democrat, a Harford County weekly newspaper, for non-pilots only. Winners will be those who send postcards correctly identifying the most photos; prizes will be a free airplane ride courtesy of the Maryland 99s. Contest to run for 10 weeks.

New ratings: Tommie Strauss--Commercial, Barbara Feader--Instrument, Edna Somerlock and Connie Ball--MEL; Edna now working on ATR and Sally Williams on MEL. Where they've been flying: Sally Williams to Florida, Kay Bays to Utah and Mexico, Sally Herchenrider to Florida, Catherine Grover to Atlanta, Tommie Strauss to Arizona.



Three girls from Maryvale School proudly holding their FIRST FLIGHT certificates signed by pilot Barbara Feader.



Maryland 99 Tommie Strauss, center, with Helen Davison and Georgetta Dix of the Greater Pittsburgh Chapter. Tommie had just flown a Direct Relief Supply from Maryland.



Maryland 99s try hang gliding after a demonstration and instruction from Jerry Lanham. 99s in photo, l to r, are Chairman Rene Birch, Ginny Vogel, Lenora Eaton, Jane Noyes, Cleo Sherbow, and Mary Beth Jones with Mr. Lanham and some 49 1/2 ers and 24 3/4 ers.



Mid-East Governor, Jackie Scott (R) visited with Bozena Vrla (L) and Margaret Kentley (center) from the Australian Section on her round the world tour.

TRI-CITIES CHAPTER Evelyn Richards, Reporter

Our chapter has sponsored (5) of The Pilot Educational Clinic Seminars to date, one every six months. We have always had at least (120) in attendance of the area local pilots. These pilots feel as we do, that it is most helpful in keeping the pilots abreast of the rule changes, and any new situations in the flying status for the area. This (photo) was an introductory meeting for our new Charleston G.A.D.O., F.A.A. accident prevention specialist...G.A. "Pits" Pitsenberger... Other speakers were the Tower Chief, F.S.S. Chief, and Chief of the weather bureau. It was a good meeting.

Our chapter was hostess, with the Local A.F.A. Chapter, on May 29th dinner meeting. Brigadier General Charles E. Yeager was our speaker.



Pilot educational clinic. At the left is G.A. "Pits" Pitsenberger, F.A.A. accident prevention specialist, Charleston, W. VA. G.A.D.O. and Evelyn Richards, Chairman, Tri-Cities chapter.

VIRGINIA CHAPTER Mary A. Baldwin, Reporter

On March 16th, five Ninety-Nines and a group of EAA members boarded a bus in Richmond for a trip to Washington, D.C. We spent the afternoon touring the Smithsonian Air Museum. We gathered several times around the "Women in Aviation" exhibit which displays the 99 insignia and Powder Puff Derby trophy.

Richmond was the site of our April meeting. Visions of open cockpit planes and the wind blowing our white silk scarves greeted us as we entered the Aerodrome Lounge of the Holiday Inn for lunch. During the meeting, we welcomed Pat Lester into our chapter and congratulated Janie Allen upon earning her Multi-engine rating. Later, we all returned to the airport to watch 49 1/2 er Jim Riley take off into the sky in the Pitts "Special" that he built himself, Virginia Riley and Maxine Walker in their Piper taildragger, Carol Matthews in her Cessna 150, and the Norfolk girls in their Cessna 172s.

Southeast Section

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

FLORIDA GOLD COAST CHAPTER Mina Elschner, Reporter

Do we have a record? Lois Porter has received her Air Transport Pilot's Certificate taken in a Cessna 150! Joyce Pittman and Marian Keys now instrument rated. The chapter is very proud of Katie Strehle who was selected by the FAA as Instructor of the Year for the Florida area. A.E. Scholarship winner, Fran Sargent has started working for her A.T.R., the object of the award.

The meetings have been business and workshop types since the beginning of this year. Margaret Mary (Peggy) Borek, our flying nun, invited the members to Retreat House in southwest Miami for the March meeting. The work consisted of fund-raising White Elephants and convention momentos.

Recent 99s visiting this area are Julie vom Saal, Creater New York; Peggy Brown, W. New England; Bernie Stevenson, Los Angeles; Pauline Mallary, No. Georgia; Irene Wirtschafter, Washington, D.C.; Fay Gillis Wells, Washington, D.C. and Irene Keith, Greater New York. Miss Keith has the unusual and rare position of Dispatcher with Pan American A.L. and is temporarily assigned to the Miami area. She recently received the company's Twenty-Five Year Award certificate.

Gold Coast Chapter members are all busier than the proverbial ant with plans for fund raising and the convention.

FLORIDA SPACEPORT CHAPTER Norma McReynolds, Reporter

On March 13, 27 members and guests flew to Titusville for our regular meeting. Sharon Levine and Bonnie Quenzler were voted in as new members. Mr. Lloyd Lane of the Tico Airport Authority gave a brief history and some future plans for the Tico Airport.

The April meeting was held in Vero Beach with 35 members and guests present. Cy Beers represented this Chapter at the Sectional meeting at Kitty Hawk. The following members are now APT: Lavina Tabor, Sharon Levine, Alma Drummond, Betty Hawkes, Gail Sims, Margaret Stannah, and Joan Davis. Officers for the coming year were elected.

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Mary Jane Law, chairman; Joan Davis, Vice chairman; Norma McReynolds, recording secretary; Gail Sims, corresponding secretary; and Alma Drummond, Treasurer.

Congratulations to recent bride, Ellie McCullough Odrorico.

Any contributions to the Mary Blackwell Joehrendt fund can be sent to Cy Beers or Gail Sims. Cy presented two beautiful plaques at the sectional, to be placed in the museum in memory of Mary.

The May meeting was the altitude chamber at McDill AFB in Tampa. We are planning to go through the center in Jacksonville for the June meeting.

FLORIDA SUNCOAST CHAPTER

Dotty Birdsong, Reporter

The Florida Suncoast Chapter held an air marking event at Winter Haven, which was hosted by Barbara Sharit and Sue Van Duyn on April 10. It took two days of blocking and painting.

Six members reported on attending the Southeast Section meeting in North Carolina. All agreed it was great!

A party at the Daytona Beach home of President Jack Hunt of Embry Riddle, was held to honor Susan Oliver, who was there to address the first graduating class to graduate a woman at the University. Mr. Hunt also showed pictures of Russia for the benefit of the Birdsongs, who will be departing for that spot very soon.

Susan Oliver, who is our well-known actress-99 member, is in her last year at WACOA. She was awarded an Honorary Doctorate of Aeronautical Science after her talk to the graduating class. She was the first woman speaker at the University event.



The Florida Suncoast girls are shown airmarking Winter Haven, Florida.



Florida Suncoast Chapter members attended a dinner party in honor of Susan Oliver (fourth from left) at Daytona Beach. L to R are Dr. Jack Hunt, President of Embry Riddle, Rickey McDaniels of the spaceport Chapter, Mr. Riddle, co-founder

of Embry-Riddle, Susan Oliver, actress-pilot, who is serving her last year on WACOA, Dotty Birdsong, Dr. Merv Strickles of FAA, and Elly McCullough Odrorico.

MEMPHIS CHAPTER

Betty Rockwood, Reporter

Netta and Doug Holden with their 11-year old son, Cody, flew their Bellanca Super Viking to Baton Rouge, La.

In spite of low ceilings and poor visibility, the Memphis Ninety-Nines flew to Reelfoot Lake for the regular monthly meeting on March 2nd. Those who made it were Dot Wilson, Gladys Estes, Martha and Frank Tobey, Virginia and Everett Proctor, Joanne and John Murdock, Carolyn Sullivan, Jean McCarthy, Nancy Miller, Fern and Chuck Mann, Netta and Doug Holden, Elizabeth and Don Farmer and Pat Kellett. Jean McCarthy and Butch Sullivan won the prize for ETA in route.

A three Bellanca flight to Clarksdale, Mississippi consisted of Chuck and Fern Mann and Doug and Netta Holden. They attended the local International Aerobatic Meeting to help select a site for their upcoming aerobatic contest in May.

Gladys Estes flew to Bolivar, Mississippi and Jackson, Tennessee. She also took her daughter (and boyfriend) to Reelfoot Lake.

On Sunday, March 17th, Fern and Chuck Mann flew to Heber Springs on Greers Ferry Lake for lunch. Had a great time. They also flew a Decathlon in proficiency flights at Sport Flite, Inc.

MISSISSIPPI CHAPTER

Ernestine Mahan

A beautiful sky with ceiling unlimited at Meridian Airport on April 27th and the Mississippi Chapter gathered in the tower for their meeting. Hosts were Mr. J. T. Dawkins and Mr. C. R. Thomas, FAA Tower Operators.

The business of the meeting was discussion of the advertising for the International Convention Program and Mississippi's responsibility. Janet Green, Chairman of Registration for the Convention, has everything under control. Jan McWilliams is planning an Air Marking Day on May 18th with Shreveport Chapter joining us as "Pro's" in Air Marking at North Jackson Aviation, Madison.

We appreciate "Wanda Garson" and prospective member "Dino Stevens." Wanda served as "Angel Derby Stop" Chairman in Meridian and was assisted by Dino Stevens of Meridian. Wanda and Dino made things happen. Through their efforts -- the Mayor declared Saturday Angel Derby Day, the Civil Air Patrol was out in full force, Key Aviation welcomed every one and supplied prizes for the race, and the event was covered by newspaper, television, and radio. Members of the 99s interviewed on radio were Wanda Garson, Janet Green, and Ernestine Mahan. Janet Green of Ocean Springs was the official timer for the Race Stop.

NORTH GEORGIA CHAPTER

Vernita George, Reporter

Kay Guice and Vernita George attended

the Southeast section meeting at Kitty Hawk, North Carolina and became even more excited about Puerto Rico after hearing all of the fabulous plans.

Four girls again assisted the Georgia Department of Transportation with registration for the Flight Instructor's Revalidation Clinic.

April was clean up and out time as we held our spring rummage sale. Thanks to Chairman Kay Guice it was another success.

We are sorry to report that Carolyn Riley was injured in an automobile accident and will be hospitalized for a month or more. She is at South Fulton Hospital, 1170 Cleveland Avenue, East Point, Georgia. I'm sure she would appreciate hearing from 99's.

TENNESSEE CHAPTER

Ruth W. Thomas, Reporter

Tennessee 99s joined the Southeast Section Chapters in Kitty Hawk for the Spring meeting the first weekend in April. On top of jaunts to First Flight Airport, the Outer Banks, and becoming involved with "Sea Hags," the members will have much to discuss and confirm regarding the coming International Convention in Puerto Rico.

The Nashville GADO has named Evelyn Johnson of Morristown the Flight Instructor of the Year. Tennessee 99s, Civic Organizations in Morristown and friends celebrated the occasion of the presentation at the Morristown Country Club the night of April 18. Nashville GADO will enter Evelyn's name in the regional contest - and without a doubt, on to the National contest.

The 24th of May we celebrated the dedication of the new terminal building in Knoxville; the first Saturday in June at Nashville Airport, we learn the name of the Annual Award recipient; and the first Saturday in July we will meet in Dayton, Tennessee.

East Canada Section

MONTREAL CHAPTER

Sandy Frank, Reporter

The Montreal Chapter has been working on new ratings! Patti-Sue Gould has been concentrating on her multi-engine, Betty Issenman is boning up for her first IFR renewal, yours truly has been checked out on a Cessna 182 and is toiling on an instructor's license. One of our very APT members, Dr. Beverly Sanders, who moved down to North Carolina, has informed us that she is now Mrs. Daniel Boone. Mr. Boone is an FBO there. Good luck, Bev! Anita Nunns and 49½'er Frank flew their Cessna 182 in the Bahamas Treasure Hunt. They tell us that it was both enjoyable and challenging.

A hearty welcome to our new member, Althea Smith, who has her private license. On the other hand, a say good-bye to "Pat" Poulter who moved to Pembroke, Ontario.

Our usual business meetings have been varied with some very interesting events. The October one saw us gathered together in a Chinese Restaurant for a farewell "lunch-with-the-bunch" to Pat Poulter. There we all met Althea for the first time.

February saw the brainstorm of Betty Issenman come to fruition! With Patti-Sue doing some neat telephoning, Major Price and Master Seaman John Garipey of the Rescue and Survival Unit of the Canadian Armed Forces Base at St. Hubert, Quebec, treated us to an introductory course on survival. (As a finale they took us out to the end of the runway and let us each have a practice shot at sending up a flare - having first warned the ACT tower what we were up to!) A second PRACTICAL course up in St. Agathe, in the Laurentians, near Betty and Arnie's home (thanks to their kind invitation) will follow. Many thanks also to the R & S unit through them we will acquire useful and basic skills for survival in the wilderness.

Giselle and 49½er Jack Debacheera, who fly their Navion on many interesting excursions, showed us a complete videotaped session on their instructress daughter, Georgette, instructing a student of Wondel Aviation in St. Hubert, at the March meeting.

A board meeting for the East Canada Section was held at the home of yours truly on Saturday, March 10th. Governor, Barbara Brotherton, Vice-Governor, Heather Sifton, Gillian Holden, Chairman of First Canadian Chapter, Elizabeth J. Schermerhorn, Chairman of Eastern Ontario Chapter and myself, Chairman of Montreal Chapter attended. With this type of get-together, in addition to the Spring and Fall Sectional meetings, our governor hopes to obliterate the many geographic miles between us! All enjoyed the Spring Sectional in Ottawa with the Eastern Ontario Chapter on April 26th and 27th.

Western Canadian Section

SASKATCHEWAN CHAPTER Darleen E. Yergens, Reporter

In San Diego for the HAA convention. We saw a nice display honoring the 99's organization in the Air Space Museum.

The Saskatchewan Chapter sponsored a Defensive Flying Seminar in conjunction with the Canadian Owners & Pilots Association Flight 4 in January.

The Audio Visual presentation on Defensive Flying was held at the Regina Flying Club on Jan 29 with approximately 75 pilots in attendance, many from surrounding areas. Some as far as on hundred & fifty miles away attended.

The Canadian Armed Forces Search & Rescue Squadron offer this presentation free to all Flying Clubs, schools or flying organizations.

Captain Birch & Corporal George Walker did an excellent presentation, and encouraged the audience to ask questions regarding any phase of the presentation.



Saskatchewan Chapter: Left to right (taken at the Search & Rescue Presentation) Corporal George Walker, Search & Rescue; Darleen E. Yergens, News Editor & P.R.O.; Noreen Shook, Secretary Treasurer; Nadine Cooper, Chairman; Jean Hanft, Vice Chairman; Captain Ken Birch, Search & Rescue.



Western Manitoba Chapter 99s: Air marking at McGill Field Brandon Manitoba - Marj Polo, Jean Rose, Mildred Murray, Dorothy Rosenman, Mae Binkley.

Australian Section

AUSTRALIAN SECTION Doreen McLeod, Reporter

A get together for many 99s at the recent AGM breakfast time meeting held in conjunction with the annual convention of A.W.P.A.; - this year in Adelaide, South Australia, coinciding with the Adelaide Festival of Arts. Visiting from New Zealand were Pamela Lock and Judy Costello, whilst all other States were represented including Freda Thompson from Melbourne, Helen Blackburn flying from Canberra and Rosemary de Pierres from Western Australia. Olga Tarling, Dorothy Herbert and Peg Kelman flew back to Queensland in Dorothy's Comanche via Sydney Opera House, - satiated with culture and camaraderie. New member Barbara Collins won a section of the Reliability Trial in Adelaide, and the most exciting news to come out of the meeting was the proposal for a womens' trans-

Australian Air Race - Sydney to Perth; Rosemary de Pierres is organising.

Congratulations to Christine Davy and Beth Garrett on completing 10,000 flying hours.

Christine Wills, our Governor, is moving house; this time to Nhulunbuy (Gove peninsula) where Des will be working with the Swiss-Australian firm Nabalco. Christine's sister Kathryn Flynn, also at Gove will be visiting Russia with her husband for five weeks, traveling via the trans-Siberian railway.

South African Section

SOUTH AFRICAN SECTION Yvonne van den Dool, reporter

Once more Auriel Miller has come out tops. Auriel was the winner of this year's "Woman of the Year" Award which she richly deserves. This award is presented annually to the South African 99 who has accomplished most in aviation during that year. The announcement was made at the Sectional held at Grand Central Flying Club (our headquarters) near Johannesburg over the weekend of 20th-21st October.

At the cheese and wine party on Saturday night we met several new members. Thanks to Amalie von Maltitz for organising the party. Our Section has a Scholarship Fund to help a deserving South African member. It has been decided to carry over this year's funds and to award the scholarship during 1974. A member has awarded a trophy to go to the first South African Section member of the Ninety-Nines home in the annual State President's Air Race. More details later.

Charmaine Klaue of Bloemfontein flew to the Sectional in her newly acquired Beech Baron. Charmaine pushed her conversion to twins so that she could fly her own twin to the meeting, completing the conversion only three days before leaving. Madge Griffiths, also from Bloemfontein flew in her Beech Baron. Hope to have news soon of Madge's trip out from Wichita to South Africa in the Baron. Theresa Marais from Posmasburg just made it to the meeting in time, in a Cessna 172.

Do not send your change of address to your Editor. Send it to Headquarters. Please note address of Circulation Editor.

Governor, Ann White, 49½r Peter, Val Cunningham our Secretary, and Eve Ramsay flew in from Durban in a Bonanza. Auriel Miller, Treasurer was unable to attend personally. These office-bearers were all voted in for another year in the same capacities. Lo-an, Vice-Governor from Ladysmith, Natal will be joining the Transvaal girls as from next year as she will be living in Johannesburg. Natal's loss, Transvaal's gain. Amalie von Maltitz, Johannesburg is our new APT Chairman.

Members not wearing their 99 badges were each fined 25 cents. This is a permanent arrangement so be warned! This Sectional meeting was the largest turn-out we have had yet. Looking forward to the next one.

We are over 50 per cent APT.



Charmaine Klaue of Bloemfontein with her new Baron. (South African Section)



Left to Right. Back Row: Yvonne van den Dool, Lyn Wessels, Madge Griffiths, Ann White (Governor), Eva Holiingworth, Gail Michau, Janet Manning. Middle Row: Charmaine Klaue, Lo-an Roux (Vice-Governor), Ingrid Adolphs, Eve Ramsay, Val Cunningham (Secretary). Front Row: Val Hunt-Davis, Theresa Marais, Fay Preston, Angela Heinz and Amalie von Maltitz. (South African Section)

South Central African Section

SOUTH CENTRAL AFRICAN SECTION
Brigitte Hildebrandt, Reporter

We're under new management! At our 5th biannual meeting held in Lourenco

Marques, Mozambique, BETTY AMBROSE was - almost - unanimously voted to the helm of our section. The 'almost' needs to be qualified; the one and only alternative suggestion came from a very far-away member who has not yet had the pleasure of meeting Betty. Our new governor is backed by a strong, proven team with Hedy Greene as the vice-governor and Ingrid Heinz as secretary. Our thanks and appreciation go to the outgoing office-bearers for their hard work and success. It was they who built up the section from scratch in 1972 to the present 17-strong membership and, most important, contributed so much to international understanding by initiating the contact with Botswana, Mozambique, Rhodesian and Angolan pilots - all hundreds of miles away. It remains for the new team to strengthen these bonds and to build on foundations well laid. Good luck!

As usual our meeting was good fun with the official part treated with just the right amount of decorum to leave lots of room for friendly interjections. Valerie Humphreys was riddled with questions on the Angel Derby which, by the time this goes to print, she will have flown with American 99, Shirley. Just in time for the race she and her 49½er, Ken passed their commercial exams first go! Ingrid Heinz has taken the theoretical hurdle for her instrument rating.

We might just have a spate of instrument-rated pilots soon. The four Rhodesian ladies reported conditions on their flight from Salisbury to Lourenco Marques that would have inspired a moderately experienced bat to streak off to a reputable training organization for a few hours under the hood. But they had one thing to see them through - three of the 182's seats were occupied by APT pilots. Betty Ambrose, Zee Witham and Penny Dixon were presented with their 1974 APT cards at the meeting. Together with my APT status that makes four APT pilots in our section by March and I can see that elusive 100 per cent coming up this year, especially as I will soon have a chapter APT chairman to help. The Rhodesian 99's have been so active and successful that they are now strong enough to form their own chapter. So strong, in fact, that, having only really got off the ground in October last year, they are fielding this year's governor!

After the meeting, Liuz Ribeiro Couro, Inspector of Civil Aviation, who had provided the magnificent setting for the official part, saw to it that we got to eat all the prawns we might possible want to tide us over leaner periods inland. Seated in a restaurant with a superb view of the Lourenco Marques bay and skyline, the

eleven women accompanied by just 2 men - only one 49½er had braved the trip this time - must have provided quite a spectacle. So much so that complete strangers joined our table, probably to find out what these men had that escaped them. Eleven women and all of them handing over wads of money at the bidding of one of the men!?! Just paying our share of the meal, but how were they to know.....



Representatives of the South Central African Section at the 5th biannual meeting in Lourenco Marques. Standing from L.t. R: Raquel Dias, Val Humphreys, Hedy Greene, Zee Witham, Penny Dixon, Myrtle Brooks, Ingrid Heinz, Betty Ambrose, Luiz Couto. Seated: Brigitte Hildebrandt, Pilar Martins.

Members-At-Large

Fiorenza de Bernardi
Member -at -Large
ITALY

There are two of us in Italy with commercial pilot's licence and who are flying. Grazia Serena Sartori is co-pilot for an Italian industrialist on a HS 125; and I was the first Italian woman to become an Airline pilot in 1967. Today I am flying a YAK 40 for the AERTIRRENA

I have been to Australia in the YAK 40 where I met several 99's and they received me very affectionately. Among whom I will mention Olga Tarling and Peggy Kelman of Brisbane and Dorothy Herbert of Charleville.

I spent my holidays in the Dolomites during the month of January and took a course there in mountain flying. My instructor was Erick Abram (one of the conquerors of K2 in the Himalayas) besides being an excellent mountain climber, is an exceptional pilot on snow. The course was very interesting. I landed on isolated peaks putting chamois to flight. I flew above all from the glacier of Adamello at 11,000 feet where we had a base camp with a tent and emergency rations. We learned to make igloos and many other things about survival. Thus, I am now the first woman in Italy qualified to land on sloping landing strips and on snow.

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Century II & III & Piper Altamatic II & III	IC-388	KA 57
	IC-388M	KA 57
	IC-388C	KA 57
	IC-388M-C	KA 57
	IC-388-3	KA 52
Century IV	IC-543	KA 52
Bendix	Computer	
FCS-810	CA-814A	KA 52
Cessna	Control/Selector	
Nav-O-Matic 400	S530A	KA 57
Nav-O-Matic 400A		KA 52
King	Computer	
H-14	BG 174/274/374	KA 52

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