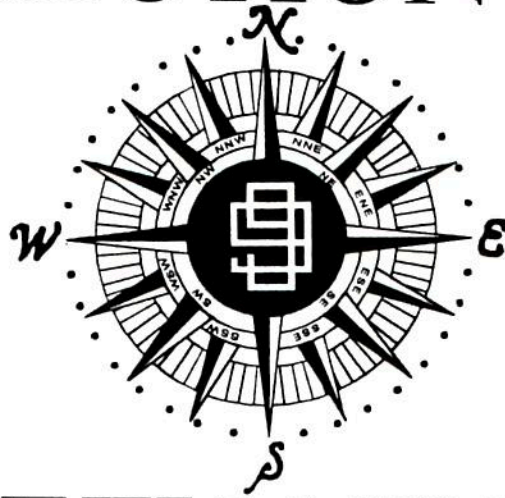


THE SOUTHEAST

SECTION



NINETY-NINES

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SOUTHEAST SECTION

NINETY-NINES



A 1933 Carolina Contingent of 99s, (L to R): Gene Benson (27326), Greensboro, N. C., Mary Nicholson, Greensboro, N. C., Leah Zeigler (23551), Florence, S. C., and Dorothy Speas, Winston-Salem, N. C.

Mary Webb Nicholson, first Southeast Governor, served four terms. She was executive secretary to Jacqueline Cochran, sixth International President, and was elected NY-NJ Governor in 1940. Mary was a fatality during WWII while serving in the Air Transport Auxiliary in England

SOUTHEAST SECTION
OF
NINETY-NINES, INC.
1929-1940

The Southeast Section came into being at one of the 'forming' meetings of the 97 CLUB. Units, called sections, were patterned after a geographical division of states used by the United States Army. The Southeastern section included Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi, and Florida.

A report titled "Sections of '99", minutes of the First Annual Meeting, 1930, listed the eight sections but did not list the names of the governors. The report implied a meeting of the governors, conducted by Louise Thaden. Louise wrote:

I believe this covers the meeting and all matters of importance. I am sure the Governors and Officers will be more than glad to have suggestions from you. We will never grow or become the strong organization we should unless each of us is interested in and willing to put our shoulder to the wheel for the "99's"..... So let's all start out the new year - our third - with a firm resolve to aid in every way our new Governors and new Officers and to make the "99's" what it deserves and should be.

Mary Nicholson, Greensboro, North Carolina, is listed as governor of the Southeastern Section in the minutes of the of the 1931 Annual Meeting.

Beginning as the 97 Club, the organization had ninety-nine members before the first annual meeting, thus the 99 CLUB. The charter members from the Southeast Section were: Barbara Bancroft, Florida; Phoebe Omlie, Tennessee; and Mary Nicholson, North Carolina. Ruth Reuckert, Past International Historian, wrote: "Although the history book published for the 15th anniversary listed only 98 members, I learned through correspondence that Mary Nicholson of Greensboro, North Carolina, was considered the 99th member."

The Southeast Section gained five new members in 1932: Gene Benson, North Carolina; Jane Dulaney (now Hilbert), Tennessee; Genevieve Bledsoe, Florida; Leah Zeigler, South Carolina; and Letitia de Almar, Florida.

New members in 1934 were: Lottie Louise Derby, North Carolina; Madeline Johnson, Erin Darden, Ruth Mohr, Juliette Baldeschweiler, and Charlotte Frye, Georgia. The last five names were members of the Atlanta Chapter, chartered January 1934. The 99er, December 1933 read:

Mary Nicholson, reelected sectional governor, and Gene Benson, both 99s of Greensboro, North Carolina, will fly down to Atlanta, Georgia on December 2 to attend a meeting of the active 99 Atlanta Chapter recently organized by Madeline Johnson. This chapter holds its meetings in a beautiful building at Candler Field which has been donated for use as a club house by the Texas Company.

Southeast Section news was scarce, almost nonexistent, from 1934 through 1936. The 99er became a magazine type publication, followed by the Airwoman, and news of sections was limited to a single page. Mary Nicholson served as governor from 1931 to 1935. Clayton Patterson was elected governor in 1935.

The Airwoman, May 1935, reported:

Charlotte Frye of Griffin, Georgia and Clayton Patterson of Charlotte, North Carolina were April visitors to the Airwoman office and 'twas grand fun seeing them and having them sociably quartered right here in our own Gotham Hotel.

The report went on to say that Charlotte was flying Clayton to Hagerstown, Maryland where Clayton was buying a Fairchild 24.

The Fryes of Georgia, Dr. Augustus H. and Mrs. Frye, both private pilots, have been up and at it since 1932, in various ships, more recently in their Eage Rock J-5. Unless we are mistaken, Charlotte Frye is the only woman to own a Beechcraft.

(Charlotte Frye was the fourth governor of the Southeast Section.)

The first use of the term "sectional meetings" appeared in the news for March 1936.

Clayton Patterson, Governor, accompanied by Myrtle Nall, wife of the Department of Commerce inspector for this district, went to New Orleans to celebrate the Mardi-Gras. Clayton planned a stop-over in Atlanta on her way back to Charlotte, to attend the Sectional meeting there February 26, (1936).

The report for November 1936 told about the Georgia Air Tour which covered a total of 25,575 miles. Ruth Mohr of Atlanta flew a Taylor Cub, Charlotte Frye of Griffin, Georgia flew a Beechcraft, and Clayton Patterson of Charlotte, North Carolina flew a Fairchild.

Election results and an announcement of the next section meeting were reported December 1936:

Election returns for this section gave the following results: Governor (reelected) Clayton Patterson; Secretary-Treasurer, Barbara Mills; Sectional Reporter, Ruth Stilson.

A meeting of the Southeastern Section will be held in Miami, Florida during the Air Races. Will all 99's please register at the airport so that you may be notified of the meeting. At present, it is planned to have a breakfast meeting Friday morning. Arrangements are to be made upon my arrival in Miami. Clayton Patterson, Governor.

Southeast Section news became longer and more detailed with the return to a typewritten newsletter format. Virginia Thompson, Past International Historian, who copied the following from files at the Smithsonian, suggested that members might like to read the reports for 1937 and 1938 in full. They were written by Ruth Stilson, Section Reporter, unless otherwise indicated. There were no reports for the missing months.

SOUTHEASTERN SECTION, March 1937

Clayton Patterson and her husband recently returned from a trip to Havana and Miami. Due to weather conditions they were forced to leave the "Lollypop" in the hangar at Charlotte, but they made up for this disappointment by flying to Havana on the clipper, a 40 passenger flying boat. "Marine navigation", Clayton said, "is quite different from land, and I found it intensely interesting".

Mary Nicholson braved the elements and made a dash to Miami in her trusty Taylor Cub for the Miami races. The first two days out she had four forced landings due to motor trouble, weather, and lack of gas. One time she set it down in a stubble field, which was plenty rough. The third day out they flew into Lake City, Florida, where eleven other Cub pilots were waiting for the weather to clear. There they all remained for the night, leaving together on Thursday for Fort Pierce. At this stop they were entertained at dinner by Dave Putnam, step-son of Amelia Earhart. By making an early start the next morning the twelve Cubs reached Miami at noon. Mary took part in the Saturday spot landing contest for Taylor Cubs. Among other people she enjoyed seeing and talking with were Loretta Leonard from Enid, Oklahoma, and Ruth Harmon of Kenosha, Wisconsin.

On January 16 Mary Nicholson and Ruth Stilson took off in a Ford V8 for Norfolk, Virginia, where Ruth hoped to gain information for her senior thesis. They spent a most delightful day at Langley Field viewing engine laboratories, tunnels, and the N.A.C.A. hangar. The next day before leaving for home they visited the naval base where they were most courteously shown through the hangars and had the opportunity to see large flying boats under construction and many different types of planes for carriers.

Mary Nicholson has been appointed as secretary of the Chamber of Commerce committee in charge of plans for the dedication of the Greensboro-High Point Airport, which will take place May 30. She has just returned from a trip to Washington where she personally issued some of the invitations. She wishes to invite all 99's who can be here to come to the dedication.

SOUTHEASTERN SECTION, May 1937

A breakfast meeting was held at Goldsboro, North Carolina on Sunday, April 11th. Beside the members of this section present, Clayton Patterson, Mary Nicholson and Ruth Stilson, Mabel Clemson and Lucile Brokenborough, we were glad to have Fonda Hyatt from the New England Section and several guests who were in Goldsboro for the Carolina Aero Club meeting. Several of the latter expressed their intention of taking up flying, and we hope to have them with us soon. Our

national president, Mabel Britton, had planned to attend the meeting, but due to bad weather was forced to turn back and land at Charleston where she spent the weekend.

Mabel Clemson wishes me to extend to all 99's a cordial invitation to use her airport "Star Haven" at Middletown, New York when in that vicinity. She says it is a good field with long runways. Mabel, when not in Middleton, spends her time playing golf at Pinehurst, North Carolina. She uses her Beechcraft and Fairchild for fast transportation. She took up flying out of self-defense, and we think we ought to let her tell her own story on that. It was Mabel who brought our guest, Fonda Hyatt, from Rangely, Maine. In the winter Fonda flies on wheels and in the summer on pontoons. She got her L.C. last September after a considerable delay due to weather, but here again we feel that Fonda should tell her own story.

Mary Lee Gormann and her private pilot husband have just built a new home, so Mary Lee does most of her flying in retrospection at present.

Zoe Stevens and her husband have recently returned from Washington where they bought a Spartan Trainer. They have torn it down and plan to recover it themselves. More power to them, and how I envy them!

Again, Mary Nicholson wishes me to extend a cordial invitation to all members of the 99's to attend the dedication of the Greensboro-High Point Airport on May 28th and 29th.

SOUTHEASTERN SECTION, July 1937

There was no meeting of the Southeastern Section this month. All attention was turned to the dedication of the Greensboro-High Point Airport, which was held on the 28th and 29th of May. Mr. Joe Martin, the chairman of the dedication, most successfully handled the committees in an effort to produce the greatest aeronautical spectacle ever staged in the Carolinas. Mary Nicholson was secretary of the Dedication committee and Ruth Stilson was assistant. The first big event was the arrival of Lt. Com. Frank Hawks and many other notables such as Sen. Robert R. Reynolds; Repr. Wm. B. Umstead; Gene Brown, veteran Eastern Airlines Pilot; Rear Admiral Arthur B. Cook, Chief of Bureau of Aeronautics of U.S. Navy Dept.; Johnny Crowell of Charlotte, stunt pilot; Col. Monroe Johnson, Assistant Secretary of Commerce; Governor Clyde R. Hoey; Assistant Postmaster General Branch; Thomas A. Morgan, president of Sperry Corp.; and Walter W. Everts of the Everel Propellor Corp. Two more 99's also came in that day, Clayton Patterson of

Charlotte, and Zoe Stephens of Augusta, Georgia.

An aviation banquet was held that evening at the King Cotton Hotel, at which there were over 400 pilots and guests.

Saturday at 1:30 the Air Show was started. Among the events was a woman's race in which Clayton Patterson, Mary Nicholson and Ruth Stilson competed and came in in the order given.

That evening there was an aviation ball held at the Sedfield Manor, at which time the prizes were distributed. The entire program was a credit to the country, the two cities and to Mr. Joe Martin, who headed it.

Ruth Stilson was the guest of Mary Nicholson during the dedication week. She returned to her home in Providence, Rhode Island on the 30th of May by plane, and will spend the summer with her parents in South China, Maine. There is a beautiful, large lake in front of their home, if any of the girls happen to have seaplanes.

SOUTHEASTERN SECTION, August 1937

Due to Ruth Stilson's absence for the summer, Clayton Patterson has asked me to act as reporter. In a way I'm sort of glad, as it gives me a chance to tell our 99's who don't know Clayton, what a swell and regular person she is - always the sweet, untiring worker for ours, or any good cause.

Ruth Stilson, who is a student at Guilford College, is spending her vacation in New York and taking advantage of learning blind flying at Roosevelt Field.

Mary Nicholson has accepted a position as secretary to Jacqueline Cochran and is also learning the art of blind flying at Roosevelt Field.

The three Behrs, mamma, pappa, and baby Behr went on that grand four-day Georgia Tour. There were over 35 ships in the convoy and every one had a good time, but, oh, was it hot! Every one of us was pretty well wilted except Baby Billy Behr, who was still going strong and furnishing amusement for the gang. He didn't even turn sissy and cry when the plane was forced down on the edge of the Savannah swamps for four hours, due to fouled gas line and a couple of misfiring plugs. Nell was flying at the time and Billy was asleep in his daddy's lap in front. Mamma got a few grey hairs finding a safe landing place and pappa more grey hairs when baby ran off with parts while he was repairing the motor.

There were some grand girls on the tour. Charlotte Frye, who can handle her Beechcraft like a veteran, even after it suffered a cracked piston, limped into Augusta with that sweet, but dignified smile she has

for everyone. Her husband, "Doc", was along in his Monocoupe. Isn't that a swell idea for husband and wife to have their own separate planes? It does away with "backseat flying".

Jimmy Kolp (a Texas beauty) was on the tour in her Spartan and Mrs. Lockwood accompanied her nice husband, Ralph, in the Gulf Stinson. A big vote of thanks goes to him and the Gulf Products, as they made this tour possible by their generosity of furnishing free fuel and plenty of it.

How many 99's are going to show up at our new airport dedication this fall? We are getting up plenty of prizes, money and stunts to make it worthwhile to you. We'll put it over in a big way if we have to sell shoe strings to do it.

..Nell Behr

SOUTHEASTERN SECTION, December 1937

The Southeastern Section had its first fall roundup meeting in Charlotte, North Carolina, October 30th, as guests of the Carolina Aero Club at a dinner held at the Chamber of Commerce. A specially arranged table had been set with favors fashioned out of cellophane made by Madeline Hechenbleicknew, and the 99 symbol made by a 49½er. Mrs. Charlotte Frye flew up from Griffin, Georgia in her Beechcraft; Mrs. Nell Foster of the Flying Behr Family flew from Anderson, South Carolina in her Cub; Mrs. Lucile Brockenbrough and Mrs. Clayton Patterson attended from Charlotte; and two student flyers, Mrs. Blanche Ash from Fayetteville and Mrs. Nella Cannon from Charlotte, were present.

One Sunday, Mrs. Fonda Hyatt, member of the New England Section who is spending the winter at Pinehurst, flew over with the good news that Daisy Kirkpatrick would visit with her the last part of November on her way to Florida. Plans are being made for a Southeastern Section meeting at Pinehurst while she is there and we urge every member to come over and get acquainted with Daisy, for she is one grand person.

Three of our Junior Members, Madaline Hechenbleickner and Mrs. Lucile Brockenbrough of Charlotte, and Mrs. Nell Behr of Anderson, South Carolina received their Private certificates this month and are now full fledged 99's. Clayton and Madaline took off in the Fairchild for Florence, South Carolina several weeks ago to attend the Jubilee Day Celebration at their Tobacco Festival, and fully expected to return the same day. During the afternoon they were invited to fly to Lane, S.C. with

several other flyers got the deer hunt on a large plantation there. Neither had ever been deer hunting, but thought it would be fun. So they fully equipped themselves with overalls, a two-bit nightie, tooth brush and paste from a nearby dime store, and flew down to Lane. Both were given guns and put on a post, but nary a deer did they see. However, Clayton was kept from being devoured by a bob cat that was killed by a man on a nearby post; at least that was the story. And said kitty cat has been mounted and did weigh 35 pounds. Coming home late in the afternoon they met a rain storm near Camden, S.C. and had to land there for the night. But eventually they arrived home safely, tired but quite excited over their first deer hunt....Ye reporter.

SOUTHEASTERN SECTION, February 1938

The Southeastern 99's gathered on November 29 at the Southern Pines Country Club in Pinehurst, N.C. for a lovely luncheon arranged by Fonda Hyatt in honor of Daisy Kirkpatrick who stopped over on her way to Miami. (Daisy Kirkpatrick was president of 99's, 1937-1939.) Cunning favors in the form of the club emblem cut from Carolina pine marked the places for Daisy, Clayton Patterson and Carroll Boone from Charlotte, Mabel Clemson who had just arrived from New York, Blanche Ash and Louise Derby from Fayetteville, and Jessie Woods from Camden, S.C. Guests invited were Mrs. Allen Taft, Mrs. Bob McClellan, Dr. Alice Presbrey and Miss Ann Rockwell from Pinehurst. After the luncheon Daisy gave an inspiring address and review of the club projects for the new year. She also told about her rather amusing experiences during her first flight over Dixie some years ago. Then Clayton showed some interesting aerial moving pictures, "Wings Over Dixie", and a reel that she had taken while flying to Bermuda last summer on the Cavalier.

It was a tough break for us that on this particular day not a plane in the entire South was able to leave the ground on account of fog and rain, and this the "Sunny South". Come again, Daisy, and we'll hope for better luck. We have several new members--Carroll Boone from Charlotte who is almost ready for her Private rating and who is piling up the hours in her new Taylorcraft, and Jessie Woods of Camden, S.C. Jessie has been flying for some time, but first wing-walked on airplanes when she was 18, later performed with a rope ladder suspended beneath, then jumped parachutes for three years, and now has climbed into the cockpit and taken up the more

"serious business of flying herself. And she does a grand job of it too....Ye Reporter

SOUTHEASTERN SECTION, July 1938

No, the Southeastern section hasn't gone to sleep or lost its wing feathers, it's just scattered about too much for fun. However, the annual Georgia Air Tour of four glorious days managed to round up several 99's among its 125 passengers who flew in 58 planes. Charlotte Frye of Griffin in a Beechcraft; Zoe Stephens of Augusta in a Spartan; and Nell Behr with her two cubs and husband in a Fairchild. Everyone, including three-months old "Teddy" Behr and two year old Billy Behr had a grand time. This was Billy's second Air Tour. Much credit goes to the folks who make these tours possible. They're teaching the public the safety and comfort of flying as no other method could. Right on top of the Georgia Air Tour came the dedication of the new airport at Anderson, S.C. "Doc" Boldridge, President of Carolina Aero Club, assisted by Clayton Patterson and Bob Bryant, herded up some some forty planes and oodles of members from the two Carolinas and Georgia and got them on their way to Anderson. Besides these were fifteen planes flown in by the Department of Commerce officials and guests from other states. A big hand goes to our gal, Clayton. She flew her Fairchild to Anderson on May 23 to bring flyers and material for dedication, had lunch at "Behr-Port" and left saying she'd surely return for the dedication on the 27th. But the day came and no Clayton. Unexpected relatives swooped down upon her and on top of that Madeline Hechenbleickner, a 99 of Charlotte, was married on that day and Clayton attended the wedding. The Army had been maneuvering since the Air Races at Cleveland last fall, concentrating on Charlotte, N.C.. They at last won a victory on May 27, the army being none other than Lt. Erickson Snowden Nichols, brother of our own Ruth Nichols, and the opposing forces, Madeline. To lose her is a disappointment, but all her friends join in wishing her happiness. Madeline had a host of friends as Charlotte has been her home since birth. She has been one of the most popular girls who have taken up flying in this section, and was the first Charlotte-born girl to receive her Dept. of Commerce license for flying. Her sweet and genial disposition will be missed. We wish them both many happy landings.

After the Anderson Airport dedication, a banquet was held at the country club with all 99's and other women guests of the dedication as honored guests. Each one was presented with a gold-colored plane with the 99 symbol upon it. After supper everyone met at the big Armory for the Dedication Ball. Peppy music was furnished and they all did the "hot pertater" and other steps until an early hour. You gals who have never heard of that step had better drop in and let some of these "mountain boys" teach you; they may be slow southerners, but you can't beat 'em when it comes to popularizing new dance steps. Ruth Stilson graduated from Guilford College on May 30 and we hope will find a big paying job down south here. Carroll Boone has been ill and has had to give up flying, but we hope the time will be short until she's again on the wing. The 99's plan a meeting with the Carolina Aero Club at a beach party at Myrtle Beach on June 18-19. Our expert pilot, Charlotte Frye, was the only woman to carry mail in these parts during Air Mail Week; we're proud of her. At the dedication she joined Zoe Stephens and Nell Behr in a friendly race of three new Cubs right from the factory. They're making them plenty cute now with 50 horses, "spats" and everything.

Nell Behr and Clayton Patterson.

There were no reports for the rest of 1938.

Members were called "full-fledged" or Juniors in these reports. In 1934 the constitution was amended to include the women pilots with SOLO licenses. The Class E, Junior membership category continued until May 1, 1940. The Junior members on the rolls were given one year to earn their Private Certificates before being dropped from the national roster.

The national roster for 1938-1939 listed these members in the Southeastern Section: Carroll Boone, Lucille Brochenborough, Mabel Clemson, Madeline Heckenbleikner, Clayton Patterson and Ruth Stilson from North Carolina; Nell Behr, Roberta Clownley, Dorothy Monroe, Kay Richardson, and Jessie Woods from South Carolina; Elizabeth Playford, Barbara Mills,

and Crystal Mowry from Florida; Maxine Bennett, Charlotte Frye, and Zoe Stephens from Georgia; and Mary German from Tennessee.

Breakfast Clubs and Dawn Patrols were sweeping the section in 1939. More women were learning to fly. Charlotte Frye reported that her sixteen year old daughter had soloed. New members were: Betty Baker of Charlotte, North Carolina; Meredith Norris of Greenville, South Carolina; Vera Self of Sarasota, Florida; and Hazel Meeks, a transfer from Indiana.

But 1940 was THE year for the Southeast Section.

An article in the Ninety-Nines News Letter congratulated Jessie Woods, the third governor of the Southeast Section for building the membership from sixteen (16) to forty (40). Jessie said that the retiring governor, Clayton Patterson handed her a list of sixteen members. She (Jessie) contacted each name on the list and found only eight of them still active in flying. She built the membership to forty by getting names from the Civil Aeronautic Administration (CAA) and by visiting or writing. By August 1940 Jessie had chartered three chapters in the section: Florida, Carolinas, and Tennessee.

The history of the Southeast Section is continued in the history of each chapter.

ALABAMA CHAPTER HISTORY

The Alabama Chapter of 99s was chartered August 30, 1954, with nine members. From the north to the south the State was represented by these charter members: Jan Warrick of Decatur; Grace BAILEY Rodgers and Joanne Durdin of Birmingham; Meredith Ward of Tuscaloosa; Juanita Halstead, Elizabeth Allie Gay and Phillis Elaine Nold of Montgomery; Helen Grove and Ruth Duffie of Mobile. Of the original nine charter members two are still members of the Alabama Chapter, Juanita Halstead and Meredith Ward.

Jan Warrick was very instrumental in forming the Alabama Chapter, along with Tennessee Chapter members Evelyn BRYAN Johnson, Cora McDonald, Sara Duke, Georgiana McConnell and Mary Beth Sargent.

Southeast Section Governor, Evelyn BRYAN Johnson presented that treasured piece of paper, THE CHARTER, at a luncheon in Birmingham at the Molton Hotel September 26, 1954.

Jan Warrick was elected the first chapter chairman along with Grace Bailey as Vice Chairman, Meredith Ward as Secretary, and Juanita Halstead as Treasurer.

Jan Warrick competed in the 8th Annual Powder Puff Derby.

Meetings were held each month at a different airport in the state. As the chapter grew in membership they participated in many activities. Highlights included fun in the sun at Wade Inn where Minnie had a house party at her beach house in Panama City, Florida. Penny-a-Pound airplane rides helped us earn money to send delegates to the 1957 International Convention.

The members wrote letters to the Postmaster General requesting a memorial stamp with Amelia Earhart's picture. Jan Warrick ferried a Piper Tri-Pacer 3200 miles to a Baptist missionary in British Guiana. The Southeast Section Meeting in Charleston, South Carolina was attended by four members who made a bid to have the 1958 International Convention in Montgomery, Alabama. In July, the ladies flew to McAllen, Texas where a formal invitation was extended for all to attend the 1958 International Convention in Montgomery.

The Powder Puff Derby had a stop in Montgomery. Plans for the 1958 Convention were on the minds of all the members. Cora McDonald won the Amelia Earhart Scholarship.

In 1959, teen-ager Minnie Wade and Marie Carastro flew the Powder Puff Derby from Los Angeles, California to Wilmington, Delaware.

In 1960, Juanita Halstead was elected Governor of the Southeast Section and with Minnie Wade as Secretary-Treasurer Alabama was well represented at the Section level. This was the year that "Little" Minnie Wade had the most flying hours and had her name engraved on a silver tray. The Powder Puff Derby had a MUST STOP in Montgomery.

The 1963 Fall Section Meeting was held at the Grand Hotel in Fairhope, Alabama. Paint spots and all, we became involved in airmarking.

Air races were the thing in Alabama in 1968. The Angel Derby had a stop in Mobile and the Powder Puff Derby stopped in Birmingham. The chapter had two flying grandmas, Juanita Halstead

and Nancy Beeland in the Powder Puff Derby.

Alabama Chapter 99s became incorporated in 1969.

Huntsville, Alabama was the place to be in 1970, with a Powder Puff Derby stop and the Spring Southeast Section Meet.

Alabama 99s became involved in transporting medical supplies in the Wings for DRF (Direct Relief Foundation) program. In 1971 the Angel Derby stopped in Montgomery; Huntsville Mall had an Aviation Display; Hazel Green Airport was airmarked; and a joint meeting was held with the Alabama Flying Farmers. Juanita Halstead and Bennie Peters flew the Powder Puff Derby. This was Juanita's fourth race and her third time as pilot.

August 1979, in Birmingham, the Alabama Chapter celebrated twenty-five years of participation in a variety of flying activities. From air racing to air marking, from International Conventions to Fly-Ins, from an AE Scholarship winner to aerospace education workshops, it has been a wonderful 25 years of fun-filled flying and fellowship. If the past years are any indication, it looks like Alabama 99s are going to have 25 more great years.

In 1981, Ruby Dickerson won the outstanding Alabama 99 award. Ruby has earned her single-engine land and sea, multi-engine land and CFII. She is learning to fly gliders and jokingly says she is going from multi-engine to NO engine.

We had a meeting at the Flying X Ranch where we had introductory glider lessons. Our knowledge of aviation history was enhanced with visits to the Southern Museum of Flight and Fort Rucker Army Air Museum.

The International Convention in St. Louis was attended by Alabama members.

Don Weigand unveiled his Amelia Earhart bust. The Alabama Chapter decided to purchase the bust and donate it to the Southern Museum of Flight.

This was the third year Harriet Hall taught aerospace education at the Samford University Aerospace Workshop.

Carla Coggins was following family tradition when she soloed on her sixteenth birthday. Carla's grandmother, Minnie Wade, joined the Alabama Chapter very shortly after it was chartered. When Minnie WADE Coggins joined as a teen-ager the chapter had a mother and daughter team. When Christie Coggins and her younger sister, Carla, joined we had three generations of Flying Wades in the 99s.

Mary Bibow, Ruby Dickerson and Harriett Hall had a great time flying the Buick Balloon. Harriett Hall has logged time flying the Goodyear Blimp.

Pat Frierson donated the VeryEze which she and her husband built to the Southern Museum of Flight.

The International Convention in Anchorage, Alaska was attended by Harriett Hall and Ruby Dickerson. Ruby earned her float plane rating at Hood Lake, the largest floatplane base in the country.

We tried for several years to airmark the runway at Camden, Alabama. The fall of 1985 Ruby Dickerson, Harriett Hall, Connie May and Sandy Reeves painted the numbers and put a "99s" on the side.

Harriett Hall was Alabama's delegate at the 1986 Convention in Hawaii.

It took two trips to complete the compass rose at the Talledega Airport.

Members of the Alabama Chapter of Ninety-Nines, Inc. will continue to support aviation in their many projects and activities.

THE BLUE RIDGE CHAPTER, SOUTH EAST SECTION - HISTORY

On October 14, 1974, those Blue Ridge Mountains reverberated with the happy cheers of six women pilots and many guest who met to form the BLUE RIDGE CHAPTER of THE NINETY-NINES, INC. Janet Green, International Vice President (at that time) was there to preside over the initial meeting and the inaugurations of the new officers. Louise White and Lee Orr gave all of us the impetus to have one of the most notable chapters in the Southeast Section.

Chapter members were: Elaine Cave, Ruby Lee Easom, Virginia Gilreath, A. Lee Orr, Louise White and Freda Zollinger. Three of the original members are still active in the chapter, Virginia, Lee and Louise. Ruby Lee Easom has moved to Florida and is a member of the Florida Suncoast Chapter. As the years passed, the chapter grew and grew and sponsored the formation of the Foot Hills Chapter.

Louise White was the original Chapter Chairman. She is currently serving as our Southeast Section Governor and is a Director of the United States Proficiency Flight Team (USPFT). She holds her Private, Commercial and Instrument ratings. Louise has served as Impound Chairman of the Air Race Classic and has participated in five Power Puff Derbys. She is a devoted supporter of the Civil Air Patrol and holds the title of Lieutenant Colonel. Louise is co-owner of Motor Freight Specialist.

A. Lee Orr, Charter member, has also flown in the Power Puff Derby, the Angel Derby, the Air Race Classic and others. She was judge in the National and World Proficiency Flight Contests. She holds the following ratings: Private, Commercial, Multi-Engine, Instrument and Certified Flight Instructor. She is currently an FAA Flight Examiner-Private Pilot and has been appointed Accident Prevention Counselor for the Southeast Region by the Carolina Flight Standards District Office. She is also the current Secretary of the Southeast Section and elected Chapter Chairman for the third term. Lee is Co-owner and Vice President of Orr Aviation in Spartanburg, SC and Owner and President of Shelby Aviation, Shelby, NC.

Virginia Gilreath, Charter Member, has her Private, Commercial and Instrument ratings. She has participated in Power Puff Derbys, Air Race Classic and other races. She attends many of the International Conventions. Virginia has moved from state to state and has belonged to several chapters in which she has held important offices. She is now extremely busy with her grandchildren.

We are proud of all of our members but to mention their varied accomplishments would leave the other chapters no room in this history book. Other than very good pilots, we have teachers, house wives, authors, secretaries, business women, former Air Line Stewardesses, church workers, singers ----- you name it, we have it. One or two even applied for the "Teacher in Space" and will continue to be interested in the space program and eagerly pursue that goal.

Our chapter is very active in educational and flying activities. We have sponsored "Fly For Life" flights for the Cancer Society, Penny-a-pound flights, Poker-runs, spot landing contests, soaring events, ARCT and airport tours, air markings (our pride and joy is a 99 ft. compass rose in Asheville, NC), Shaw Air Force Base Physiological Training Courses, and we have sponsored many FAA and other safety seminars. Several of our members have spoken at Zonta Clubs, Book Clubs and in classrooms, especially on college career days. One of our teachers and Safety Education Chairman, Hilda Goley, keeps her class on cloud 9 all the time with current aviation programs. However, our cause celebré in our "Autumn Gold Air Rallye" which is held the third week-end in October in Asheville, NC. This is the time of year when the leaves explode into myriad shades of orange, yellow, red and green. Come and fly with us at this dazzlingly colorful time in the mountains.

We, as a chapter, are proud to be contributors to the NIFA, Amelia Earhart Scholarship Program, AWTAR (now Air Race Classic), Headquarters Building Fund and the Amelia Earhart Birthplace Fund.

No history would be complete without a list of current members. It is with great sorrow that we report the death of Faith L. Gehweiler of Waynesville, NC. She died in a plane crash on November 19, 1985.

Our Current members are:

Betty Jo Baugh

Janice E. Berry

Margaret M. Branson

Sue M. Chrisawn

Bettie J. Dodson

Margaret W. Fisher

Christine Friesner

Virginia Gilreath

Hilda T. Goley

Caroline Grubbs

Madeline B. Kennedy

Marie A. McKinley

Holy H. Metzertott

Elizabeth S. Moyd

A. Lee Orr

Dorothy M. Penney

Julie Oates

Delores "Tence" Rhea

Rosaly J. Shepard

Mary Margaret Kocak

Madelyn T. Smith

C. Victoria Sproule

Lucy M. Thompson

Alta B. Wadell

Louise G. White

Martha S. York

Sarah Colton

Twelve years have passed since our chapter was organized and the enthusiasm of each member is indisputable, the love of flying is stupefying and all of us have an insatiable desire to learn more. Where, but in the Ninety-Nines could young and old alike join for such vivid dreams and so much fun.

BLUE RIDGE CHAPTER: Louise White,
Governor, Southeast Section, 1985-1987.



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HISTORY
OF
THE CAROLINAS CHAPTER, INC.
OF
THE INTERNATIONAL NINETY-NINES, INC.

1929-1987

As a beleaguered Chapter Historian has pored over copies of Air Woman, The 99er, early editions of The Ninety-Nine News Letter, photo albums, yellowed newspaper clippings, personal letters, and scrapbooks, a marvelous picture has unfolded. There has appeared a panorama of some extremely remarkable women who had the courage and enthusiasm to be the vanguard of a sport which captivated an awed population more than fifty years ago. While Charles Lindbergh, Louise Thaden and Amelia Earhart were becoming familiar household names across the nation, we may be proud of a unique heritage which was emerging here in the Carolinas.

Our story begins with Mary Webb Nicholson, a Greensboro native, who took her first airplane ride in 1927. This Guilford College student decided then and there that she wanted to learn to fly, but there was little money for such an extravagance. In the Summer of 1928, just after her twenty-third birthday, Mary agreed to do parachute jumping to advertise the Raven Rock Flying School in Portsmouth, Ohio, in exchange for flying lessons.

After three jumps and with 17 hours flying time, Mary returned to Greensboro to work as bookkeeper and medical steno at the Sternberger Children's Hospital. Her flying lessons continued.

Prepared by
Nancy V. Wrenn
Chapter Historian

1987

With a total of 25 hours, she passed her private test October 1929 to become the first licensed woman pilot in North Carolina. That same year she was a charter member of the International Ninety-Nines. She was appointed Governor of the newly organized Southeast Section, serving four terms. In 1938, Mary moved to New York City to become Executive Secretary for Jacqueline Cochran. She served as Governor of the New York-New Jersey Section 1939-1940.

Another Greensboro native was Gene Benson, who went for an airplane ride upon a dare from her sister. She began taking lessons at the High Point airport in 1931. With time out for an operation for appendicitis, Gene successfully passed her private pilot's test October 1932 and met the raised requirements May 1933. Another 99 had emerged.

A short distance away in Winston-Salem was Dorothy Speas, who made her first flight at night August 1932. She soloed in quick order, receiving her private license January 1933 and becoming a 99. By July first, she had completed her fifty hours for advanced private pilot.

On her sixteenth birthday, Louise Derby of Fayetteville was ready to take her test for a private license. She had to wait almost two months until the flight inspector's visit January 1933. The following year, as a student at Meredith College, she spent all of her spare time at the Raleigh airport adding to her hours for a transport license.

In 1934, the only licensed woman pilot in South Carolina was Leah Zeigler of Florence, who had been a 99 for two years and was a student at the University of South Carolina in Columbia. She was a whiz at math and in three of her classes, one of them surveying, was the only female student.

The June 1934 issue of The 99er relates that Mary Nicholson and Gene Benson hired a Taylor Cub the preceding Easter for a trip to visit Leah Zeigler. On the way, they stopped for gas near a small town in South Carolina, landing on an uncompleted airport which had neither fuel nor telephone. While Mary hitchhiked to town, Gene stayed on guard, keeping the natives and dogs from doing damage to the small plane which was attracting a crowd of barefooted onlookers.

Gene said that every time a new person joined the group eyeing the plane; one of the original members would point a finger and whisper in awe, "They was two ladies come here in thet airplane and thar's one of 'em right over thar." The remainder of the trip was uneventful and they had a fine vacation with Leah.

On the return flight, again needing fuel, they located a small strip near a North Carolina town. This one, too, had no facilities. No one appeared. Again, Gene stood guard while Mary walked to three filling stations, none of which had high test gasoline. Finally, hiring someone to take her to town, Mary had to wait until church was out before she could buy any fuel.

When the Carolina Aero Club was organized April 1934, Mary was elected secretary and Gene, treasurer. The president, first and second vice-presidents were men. The first meeting was held at High Point with 18 people present; second meeting at Greensboro with 35 present and third meeting at Winston-Salem with 50 present. Interest in aviation was growing.

The five women pilots mentioned thus far, Mary Webb Nicholson, Gene Benson, Dorothy Speas, Louise Derby and Leah Zeigler, were the

Carolinas pathfinders. They were in the right place at the right time and dared to be different. These were wonderful days of carefree flying, a casual quality of freedom. Of course, there were regulations, stringent tests, airplanes whose airworthiness by some modern standards would cause a sober thinker to reconsider. The nation was emerging from a devastating depression and people needed to be able to look up. And they looked up to see women pilots in the sky.

It was into this scene that we know of three other women who influenced the development of our Carolinas Chapter. The first was Clayton Patterson, a 99 from the North Central Section, who had moved to Charlotte where her husband's business interests were located. She was an active pilot, quickly became a popular figure in the Southeast Section, and succeeded Mary Nicholson as Governor of the Section, 1934-1938.

The second person was Jessie Martin Woods who lived at Rock Hill. As Jessie Martin, she had been famous as a performer in air shows and aerial circuses. She was a parachute jumper and wing-walker who thrilled a nationwide audience.

When the Flying Aces Aerial Circus performed at College Park, near Washington, D.C., July 1936, Jessie was featured. Photographs show her standing on the top wing of a biplane, holding to nothing more substantial than a thin rope tied to the top of two struts. Thus "secured," she rode the plane through inside loops and barrel rolls. The report in The Washington Times called her a "pretty daredevil."

Jessie Woods wing walking, 1930's



After the Flying Aces Aerial Circus closed for the last time in 1939, Jessie and her husband moved to up-country South Carolina to manage airports, farm and fly for pleasure.

The last of this trio was Nell Behr, whose husband, Lieutenant Howard Behr, was manager of the Anderson airport. The ebullient Nell was ever on the go, was a loyal supporter of the 99s, attending Southeast Section meetings which were monthly in those days, and livening up the meetings of the popular South Carolina Breakfast Club.

In December 1939, the Greenwood Chapter of the Breakfast Club was host to the 99s at a breakfast party in that city. Bad weather kept a lot of the 99s at home and almost kept Nell from being there. Nell had never missed a meeting of the 99s. She did some fancy flying that Sunday to keep her perfect score.

Nell left Anderson in a 50 h.p. Cub, a full tank of gasoline, a 60-year old woman passenger and JUST enough ceiling. Everything stayed with her but the ceiling and it began settling on the foliage. She ran out of gas and landed right side up in a tiny clearing that turned out to be the garden of the orphanage in Greenwood. Ham and eggs were already being served when Nell, full of smiles and covered with red mud, dashed through the door of the hotel dining room.

While Jessie was Governor of the Southeast Section, 1938-1940, she sparked the interest in forming individual state chapters. And the first three chapters were born in 1940 . . . Florida, Tennessee and The Carolinas.

Jessie tells the story of being in Miami for the 1940 Air Races and the Southeast Section meeting. She gathered with a group of

Florida 99s to begin formulating plans for chartering a chapter there. As the women sat in a group alongside a building, they noticed numbers of men walking by eyeing them. The 99s nudged one another and whispered how pleasant it was to be so obviously admired as lady pilots by the groups of gentlemen. They felt very proud of themselves. It was only as they got up to leave, they realized they had been sitting directly in front of the entrance to the men's room.

There are conflicting stories about the formation of the Carolinas Chapter. One relates that four Southeast Section 99s in the Charlotte area, Jessie Woods, Bird Covey Eaton, Nell Behr, and Lucille Brockenbrough, needed another pilot for the magical "five." Thus, when Betty Hamilton, who had soloed in 1939, received her pilot's license in the Spring of 1940, they whisked her into the charter group at once.

Another story, more readily documented, states that following the adjournment of the annual business meeting of the Southeast Section in Charlotte, North Carolina, October 6, 1940, the 99s of North and South Carolina met to form a chapter of these two states. Nell Behr of Anderson was elected the first Chapter Chairman.

The brand new chapter held its first meeting at night, November 16, 1940, at the Andrew Jackson Hotel, Rock Hill, South Carolina. Betty Hamilton was appointed to draw up a set of Chapter Bylaws. Welcome was extended to two new members, Caroline Etheridge of Columbia and Cornelia Wolfe of Charlotte.

The December 1940 News Letter carried the following account of Nell Behr's arrival at that meeting. It was written by the reporter, Jessie Woods:

"Say, what time does the sun go down around here, anyway?" asked Nell upon arriving at the Rock Hill Airport. Nell loved to visit and stopped by Spartanburg to say a few words to her sister. Well, one word led to another and the sun looked mighty red when Nell finally nosed her Stinson toward her destination. The sun went down and the light grew dim and there was Nell with her little Stinson. There weren't any beacons and there weren't any stars, and Nell and the Stinson were 'awondering where they was.

"Darn," said the Stinson.

Nell replied, "Be still, I've got you by the throttle and our next stop is Rock Hill." And then, amid the darkness, a tiny light appeared . . . another and another 'till a whole town appeared.

"Goody," said the Stinson. "Now I can rest on my tires."

"Perhaps," said Nell, "but stick out your flaps and help me clear these wires."

Nell's tenure as Chapter Chairman was brief. At this first meeting, she asked to be relieved as Chairman. She planned to do a lot of work as Vice-Governor of the Southeast Section. The members present voted that Nell and Jessie switch Chapter offices, Nell becoming Vice-Chairman and Jessie taking over the Chairman's job. The following year, Nell became Governor of the Southeast Section.

Nell's three children, popularly called "The Behr Cubs," often rode with their mother. Nell warned the 99s to always look before tossing anything in the baggage compartment of her plane, 'cause little baby Nell Elaine slept there. Papa Behr was reported to be working on a bottle warmer that would operate off manifold heat.

Betty Hamilton reported in the April 1941 News Letter that Nell's latest stunt was flying her children up to Greenville to Sunday School.

The young chapter continued to grow. Bird Eaton dropped in at the International Headquarters in the Willard Hotel, Washington, asking for more application blanks for the Carolinas.

When a notice was sent to all chapters concerning their applications for Charter renewal, it read: "All applications were due at National Headquarters by October 1st. To date, fifteen out of thirty-six have been received. Send yours in now."

The Carolinas had already submitted its application. The renewal Charter for the fiscal year September 1, 1941, through August 31, 1942, was issued in Washington, D.C., October 23, 1941. It was signed, Jacqueline Cochran, President, Fanny Leonpacker, Secretary, and listed the following members:

Jessie Woods	Lola Leigh Freeman
Agnes Pittman	Virginia Sweet
Caroline Etheridge	Aileen Wash
Betty Hamilton	Catherine Lyons
Betty Baker	Virginia Yates
Bird Eaton	Sally Scott
Nell Behr	Virginia C. Irby
Cornelia Wolfe	Betty Sides Dunlap
Lucille Brockenbrough	Louise McEwen Smith
Anne Cole	Kitty Brownlee
Ann Scott Hoyer	Marie Conner
Neely McCubbins	Barbara Vaughn
Dorothy Scarborough	Gwendolyn C. Scales
Jessie Irene Hook	Mary Sue Newell

As the war news from Europe darkened, the Office of Civilian Defense began to send out more and more information concerning the organization of a Civil Air Patrol in which women could be a part of the program on a totally impartial basis of ability. The members of the Chapter eagerly discussed these materials.

The Chapter was growing: Lucille Greenwood, Bennettsville; Fonda Hyatt, Pinehurst; Isabelle Maffette, Oteen; Laverne Rehder, Wilmington; Dorothy Rogers, Columbia; Miriam Shelden, Greensboro; Elberta Foster, Fort Bragg; Martha Matthews, Charlotte; Bessie Stover, Lancaster. Monthly meetings were being held throughout the two states and there was increasing concern about the future of general aviation.

Cornelia Wolfe wrote in the November News Letter:

All the Carolinas 99s were honored guests of the Carolinas Aero Club at a banquet at the Robert E. Lee Hotel in Winston-Salem October 25. The meeting was held to discuss plans for organizing Civilian Flying. This is a very important issue all over the country and we want to do our part . . . in order that we may still be allowed to fly and yet not interfere with the National Defense Program.

December 7, 1941, the Japanese attacked Pearl Harbor and the United States went to war.

December 8, all pilot certificates in the United States were suspended with the exception of pilots at schools where training activities were being conducted for the Government, at aircraft manufacturing plants, and in ferry activities. Licenses were to be reinstated after satisfactory evidence of citizenship and loyalty, accompanied by positive identification, were accepted by a designated representative of the CAA. Positive proof of identification had to be presented at all times.

December 10, Nell Behr, Governor of the Southeast Section, wrote a letter to President Franklin D. Roosevelt, saying:

. . . I humbly offer the services of every member of our Section to the cause of America's defense. I sincerely feel that every single member is a true, loyal American, ready to sacrifice all she holds dear, even her life, to protect our country.

Our women are capable airplane pilots and have offered their planes and services to aid our country against all enemies, but they do not limit their loyalty to flying; they are ready at a moment's notice to do whatever you as our Commander-in-Chief may ask of us

We do not know the response Nell received from President Roosevelt, but from the fact that Nancy Love and Jacqueline Cochran expanded the idea and instrumented it, women were to play a large role in aviation in service to the United States.

Twenty-three of the Carolinas members served in the defense of their country . . . joining the Civil Air Patrol, serving as Link Trainer Instructors, giving ground and flight instruction in the Civilian Pilot Training Program, joining the WAFS, WASPS, and the armed forces.

Ensign Miriam Sheldon of the WAVES was assigned to control tower operations at the Naval Air Station, Atlanta, Georgia. Later, as Lieutenant Commander, she was transferred to the staff of Admiral Buckmaster, of Yorktown fame, Chief of Naval Air Primary Training.

Catherine Lyons became a First Lieutenant in the Women's Auxiliary Army Corps.

When the British Air Command sent a request in the Spring of 1942 for Jacqueline Cochran (with the approval of General Arnold) to recruit and bring to England twenty-five experienced women pilots for ferrying service with the British Air Transport Auxiliary, Mary Webb Nicholson

assisted in setting this into operation. She was a member of the last group to go to England, arriving in September. Her group was based at Maidenhead, Berkshire.

The following Mother's Day she sent a cable home: "Love Mother's Day and every day, feeling fine, working hard, love to all."

Less than ten days later, Mary was killed when the propeller flew off her plane on takeoff; the plane exploded and burned. There were hints of sabotage which were never proven. Mary's ashes were returned to the United States and were buried in the Friends Churchyard at Guilford College.

Meanwhile, in this country, the United States Air Transport Command had activated a women's pilot program under the direction of Nancy Love. This was the WAFS (Women's Auxiliary Ferrying Squadron). Ruth Trees, Agnes Pittman and Virginia Sweet entered this training.

The WAFS operated independently from the Training Command until August 1943 when all the women pilots were consolidated into one organization officially named the WASP (Women's Airforce Service Pilots). Gwendolyn Scales, Aileen Wash and Virginia Yates departed for Houston and Sweetwater, Texas, WASP training. If the WASPs were not ferrying aircraft, they were towing targets for gunnery practice. It was an exciting time for women pilots.

Active in the Civil Air Patrol were Bird Eaton, Betty Hamilton, Martha Hutcheson, Dorothy Scarborough, Jessie Woods, Louise Smith, Betty Baker, Betty Dunlap and Martha Matthews Munroe.

Caroline Etheridge was one of only six women in the country to receive a secondary C.P.T.P. license for which she had to meet rugged

requirements in advanced aerobatics and precision flying. She was the only woman flight instructor training Naval Air cadets at the Columbia airfield under the University of South Carolina's war training program. It was there that she met and married Les Hembel, another young flight instructor.

The war years saw general aviation's pleasure flying shift into a slower gear and the 99s adjusted. With restrictions on flying, particularly near the East Coast Defense Zone which extended well inland in the Carolinas, and the rationing of automotive fuel and tires, the Chapter's monthly meetings were replaced with quarterly meetings.

Members scattered far and wide as husbands entered the service and military duties took them away from home. People transferred in and out of the Chapter. Families moved to be near military training bases.

Herman and Louise Smith's Stinson Voyager was commandeered into military service as were countless other small planes suitable for training.

Louise tells a delightful story of a flight in that plane:

I shall never forget a flying trip with my husband in 1941 in the old Stinson Voyager. Proud and cocky with my hundred and fifty hours, I misjudged the weather and was caught over the West Virginia mountains entirely on instruments . . . such as they were . . . altimeter, rate-of-climb, needle-ball, no communications, and a low frequency radio. Just try finding those 'A' and 'N' quadrants! We made a quick one-eighty and seemed to be cooped up in a completely solid white box, lost, in up-and-down currents, low on gas. So, after some fifty minutes, we started breaking out and in. To make a long, tense fifty minutes short, we spotted a valley, a railroad, a stream, and a small field with a dead tree at one end and, of course, a power line at the other. Well, safely on the ground (and patting the sturdy little Stinson), we overheard two small boys talking.

One of them said, 'Did you ever? Did you see that plane land?'

The other one said, 'Naw.'
The first boy, 'You should have. That plane landed and it didn't even have a pilot. It was a woman!'

There were plans for a spectacular North Carolina Aviation Week, August 14-20, 1944, with military flights, static displays by more than fifty manufacturers of aircraft, supplies and equipment, state and local officials, the CAP, and the 99s participating, setting aside two days for the Southeast Section meeting. Everything was cancelled because of the terrible polio epidemic which swept the state that summer.

As civilian flying returned to normal after the war, surplus aircraft could be bought for a song. Anne Fishburne and Jewell Bailey bought a Fairchild PT-19. Manufacturers began turning out small planes again. Louise Smith had a Luscombe; Betty Hamilton, an Ercoupe.

Bird and Paul Eaton became known as "North Carolina's First Flying Couple," in Charlotte. Paul was a patent attorney with clients scattered from Florida to New Hampshire. He developed an airman's dream, a 53-acre estate nine miles from town, with two landing strips in his front yard. Guests could taxi to the edge of the lawn in front of the spacious home. Although a pilot himself, Paul was usually content to let Bird do the flying while he navigated on their business and pleasure flights. They had owned six airplanes . . . a Waco, then two Barlings, a Challenger-Robin, a Fairchild, and a Cub coupe. They would add a V-tail Bonanza to their hangar.

Chapter activities once more included air shows, meeting with the Breakfast clubs, and the return of just plain visiting via airplane. Monthly meetings were resumed.

Anne Fishburne reported for the July 1947 News Letter:

Well, right now the big news is that I'm to be married at six o'clock Friday afternoon July 11th in St. Philip's Church in Charleston. I'll tell all you gals right now that I'm really excited. By the time this gets to you, I'll be Mrs. Richard E. Briscoe and I'll be living at 3106 Devine Street, Columbia, South Carolina. My wedding dress is made from one of Dick's parachutes.

The September meeting was held at the Sky Club at The Smith Reynolds Airport in Winston-Salem, with Louise Smith as hostess. The weather was too bad for flying, but showing true dedication, four Charleston girls drove 550 miles round trip to get to the meeting . . . and, later, poked fun at those who lived closer but did not attend.

April 20, 1949, Jewell Bailey established an unofficial altitude record of 26,875 feet flying a 90 h.p. Cub at Charleston. With subsequent flights, she received recognition from the Federation Aeronautique Internationale.

When Governor Louise Smith and her committees were planning the Southeast Section meeting at the Biltmore Hotel in Atlanta, it was interesting to note that double rooms were \$6.00 to \$10.00 a night.

The Membership Roster listed the following for 1949: Jewell Bailey, Betty Sue Beaman, Anne Fishburne Briscoe, Bird Covey Eaton, Elizabeth Browne Hamilton, Caroline E. Hembel, Fonda C. Hyatt, Maisie Mahaffey, Susan Melk, Eleuthera Adelaide Miller, Kathleen E. O'Brien, Sara Payne, Neely McC. Seyfferle Pillsbury, Dorothy B. Rogers Shackelford, Alice Page Shamburger, Louise McEwen Smith, Burnette S. Spencer, Amalie Ward Stone, Alma Edythe Tharp, Myrtle Grey Thompson, Dorothy C. Weil, and Virginia H. Yates.

The Carolinas members were saddened to learn of the death of Clayton Patterson. Clayton had sold her home in Charlotte early in the Winter, 1940, and moved to Seattle where her husband was in charge of Boeing's program for the training of B-17 pilots.

The Seattle 99s paid this tribute to Clayton, written by Mildred Mandeville . . . October 1949 News Letter:

LAST FLIGHT

Clayton Patterson has left us. We said our final good-bye this afternoon by flying in formation over her house. If she could have seen us, somehow, we feel she would have liked this way. Now, with the smog still in our eyes, we can only say we loved her very much. Clayton was calm; she was gentle; she guided us. Clayton's passing has left a void in our ranks that can never be filled. She had the distinction of having been asked to join the Ninety-Nines by Amelia Earhart and was one of the original founders of our chapter. She has kept us going ever since. We can only hope that we can still carry on.

Clayton was well remembered in the Carolinas. She had been an enthusiastic 99 who helped organize the first four chapters in the Southeast Section, wrote a newspaper column, "Wings Over Dixie," for a Charlotte newspaper, was active in the North Carolina Aero Club as secretary and as editor of the newsletter, "Carolina Flyer." Carolinas 99s shared in the loss.

To facilitate her travels during two terms as Governor of the Southeast Section, Louise Smith traded her Luscombe for the new V-Tail Beech Bonanza, just on the market. This would be the first of five Bonanzas Louise would own during the next 30 years of flying.

The Chapter continued to grow as enthusiasm for women in aviation spread. By 1950, these members were included: Dr. Mary Bernheim, Estelle Bradshaw, Elizabeth Lee, Nancy Mayes, Frances McAdoo, Susan McFayden, Frances Miller, Shirley Redding, Anne M. Shields, and Betty Wicker.

Meetings were highlighted by flights to the Eaton Farm, to Kathleen O'Brien's "Bluff Plantation" at Monck's Corner near Charleston, and to the Shackelford's "Happy Landing" on Lake Murray where the Hembel's houseboat, "Spent Rooster," would chug into the shore. Everyone would climb aboard and disappear out onto the lake for swimming and sunning with the "Rooster" listing perilously to port or starboard as weight and balance were forgotten.

Jim and Betty Hamilton developed their beautiful private airport, Flying H Farm, twelve miles south of Charlotte; and Herman and Louise Smith built their cozy weekend retreat, "Periwinkle," out in the country from High Point.

Warmth, friendliness, and abundant hospitality were always the keynote of these hosts and hostesses.

In the early 1950's, Frances Miller was in charge of the Hawthorne Flying Service in Columbia. In 1953, she went to work for Mrs. Evelyn Willson, President and Owner, Aircraft Sales and Service, Columbia. Within two years, Fran was Flight Director and Chief Pilot for the entire fixed-base operation . . . charter service, air taxi, flight training. She was one of twelve women in 1958 who had a multi-engine Air Transport Rating.

This is the decade that would see Page Shamburger launch her aviation writing career. As the flying field reporter for AVIATION magazine, Page moved to Great Barrington, Massachusetts, where she spent a few years with the New England Section and traveled all over the country, reporting and free-lancing.

Sara Payne, former WASP, went back into the service, the Air Force, naturally.

Sara Shonk began her career with the Department of State, and her travels took her to all corners of the globe.

The Carolinas Chapter hosted the Terminus of the 1950 All Women's Transcontinental Air Race, June 15-18, in Greenville, South Carolina. Amalie Stone, Chapter Chairman and Educational Director on the South Carolina Aeronautics Commission, did a magnificent job with all of the arrangements. Working with Dr. W. S. Judy, Aviation Committee Chairman of the Chamber of Commerce, and Mr. Andy Andrews, Chairman of the South Carolina Aeronautics Commission and manager of the Greenville Airport, it was quite an affair. Race contestants were chauffeured to their hotels and all of the festivities in a fleet of Packards.

Louise Smith's father, Mr. W. E. McEwen, donated a large sterling silver tray, The Carolinas Chapter Challenge Trophy. This became known as the Amelia Earhart Memorial Award and passed each year to the current AWTAR winner. The lucky first place pilots at Greenville were Jean Parker and Boots Seymour of Arcadia, California, flying a 65 h.p. Taylorcraft, lowest powered plane ever to win the Powder Puff Derby. This rotating tray was retired in 1966 by Bernice Steadman and Mary Clark

of Flint, Michigan, flying a Piper Comanche 260. The tray is now on display at the 99s Museum, International Headquarters, Oklahoma City.

The week following the AWTAR Terminus, the 99s International Convention at Fort Clark Ranch, Texas, beckoned chapter members westward. Kathleen O'Brien took off for Texas in her new four place Piper Cruiser with Jewell Bailey. Herman and Louise Smith in the Bonanza made it part of their vacation. Amalie Stone accompanied Mardo Crane, Chairman of the AWTAR Board, who had officiated at the Terminus. Dot Shackelford left the family Bellanca at home, went out on the airlines and returned the proud possessor of a new V-Tail Bonanza.

Everyone was justly proud when Amalie was awarded the 1950 Amelia Earhart Memorial Scholarship which she planned to use for obtaining her Commercial and Instructor's Ratings.

This was doubly interesting since the 1949 Amelia Earhart Memorial Scholarship had been awarded to a New York state native, Virginia Sweet, who was instructing at Port Hudson, New York. In 1941, Virginia had been a member of the Carolinas Chapter while a student at Duke University, where she was flying under the CPT Program. She went on to serve in the WASP and to hold a commission in the Air Force Reserve, retiring as a Lieutenant Colonel.

Apparently, the Terminus activities at Greenville had lit a fire under some of the Carolinians and the 1950's turned into the decade of the racers.

Caroline Hembel and Kathleen O'Brien entered the Hembel's Stinson Voyager #N97531 in the 1951 AWTAR, flying from Santa Ana, California,

to Detroit, Michigan, in a field of 41 contestants. Despite engine trouble which forced them down, they completed the race and reported having a fine time with all the additional excitement. Following the Terminus, they joined the rest of the Carolinas members at the International Convention at Mackinac Island where more than one-third of the Chapter was represented.

The Annual Report for the Chapter, given at Mackinac, included the following:

The Carolinas Chapter consists of 23 members, twelve having Commercial licenses, eight are instructors, one is Instrument rated, one seaplane rating. Eleven of our members own their own airplanes and fly actively throughout the year. Six make their livings in aviation, one operates an airport, one performs in airshows . . .

It was about this time that Amalie was torn with a decision. As International Vice-President of the Ninety-Nines, duties were beckoning. So was the adventure of a six-month sailing cruise across the Pacific to Tahiti and the Somoan Islands. Right! Tahiti, it was and they said the girl who could weather any kind of turbulence in an airplane went aboard the Arthur Rogers, a 70-foot Brixham Trawler ketch, in Panama loaded with sea sick pills. On the flight down to Panama, one engine of the DC-6 failed; and there were several exciting hours leading up to the plane's successful landing in front of crash wagons, fire trucks, and the fanfare of what could have been a real headliner for the sleepy isthmian country. Six months cruise? Make it sixteen! All the while, her travels were published in articles she sent home to the Greenville News.

Louise Smith and copilot Burnette Spencer made headlines across the state as they prepared Louise's Bonanza for the 1952 AWTAR, 2355 statute miles, Santa Ana, California, to Teterboro, New Jersey, . . . "Two High Point Mothers Enter Transcontinental Air Race." As AWTAR #17, they finished a respectable 19th in a field of 40. They had a marvelous time and were impressed by the interest this race was generating as shown by the numbers of people who showed up at all of the race stops along the way.

The Chapter held its own Petticoat Handicap Air Race that winter estimating fuel consumption and flying time from one's own airport to the January meeting at Myrtle Airport, Selma, North Carolina, where Myrtle Thompson had rolled out the red carpet. Edith Long, flying her Bonanza from Charlotte, made good her flight plan to the very minute and missed her fuel estimate by four-tenths of a gallon. Dot Shackelford's prize for flying the greatest distance was a year's subscription to the Johnstonian-Sun, Selma's weekly newspaper which carried Myrtle's aviation column, "Tar Heel Air Currents."

A few months later, Edith and her Bonanza, with copilot Helen McBride of Florida, flew the North-South International Air Race from Welland, Ontario, to New Smyrna Beach, Florida. They were the first plane to complete the race.

Painting #23 on the Bonanza, Louise Smith and copilot Marjorie Davis of New York entered the 1953 AWTAR, this the first East to West race, Lawrence, Massachusetts, to Long Beach, California. They received a trophy for being the first over 150 h.p. plane to land at the Wichita stop.

There were 95 entrants in the 1954 AWTAR. This time the Bonanza was #29 for take-off from Long Beach to the terminus at Knoxville, Tennessee. Louise with copilot Caroline Hembel made it in just before the day's deadline through a pouring rainstorm which had husbands, Herman and Les, a little more than worried. They were the 15th team to land at McGee-Tyson Airport.

Immediately following the Air Race, the 99s International Silver Anniversary Convention was hosted by the Carolinas Chapter at the George Vanderbilt Hotel in Asheville, North Carolina. Some 150 members of the 1,088-member organization attended, including the entire Carolinas Chapter. Amalie Stone, finally home from her world travels, introduced the Polish Countess Maria Pulaski, the banquet speaker. There was unanimous agreement that the "Countess" was the most unusual speaker ever encountered by the 99s, as she told of her life as a spy.

Myrtle Thompson made headlines when she became one of the first women to spend an hour and a half in a military jet at Eglin Air Force Base flying more than seven miles high at speeds in excess of 500 miles per hour.

Bad luck for Myrtle when Hurricane Hazel swept through eastern North Carolina, completely demolishing Myrtle's hangars at Selma and destroying all the airplanes on the field.

The Chapter decided to help the news reporter in gathering items, thusly: "Every member should send the reporter a post card before the 15th of each month with news of her activities and failure to do so will cost her \$1.00 contributed to the Chapter treasury." There is no record of monies collected.

Louise, with Amalie as copilot, entered her Bonanza in the International Air Race, June, 1955, from Washington, D.C., to Havana, Cuba, in take-off spot #19. High hopes of many of the contestants were dashed by the unspeakable weather which plagued the race from day one. The planes and pilots were scattered all along the eastern seaboard. From Lumberton, Lake City, Charleston, Savannah, and Brunswick, the planes were forced down.

The 67-year old flying great-grandmother, Zadio Bunker, of Palm Springs, California, was thrown off course by a violent thunderstorm and sought refuge in Florence, South Carolina. Page Shamburger, with a sick copilot, put her plane down for safety's sake, as did Edna Gardner Whyte. Louise and Amalie picked a really rough spot, landing at luxurious St. Simon's Island. Of the 61 pilots and copilots in 33 airplanes who departed Washington, only three planes made it through to Key West, the jumping off spot for Havana.

Despite the weather, Louise and Amalie had a wonderful time on the flight to Havana carrying the disqualified Mrs. Bunker with them as a passenger. A smiling 49¹/₂-year, Herman Smith, greeted them in Havana to help them celebrate their fifth place win.

The Sky Lady Derby unintentionally fell on the same date as the International. Sara Shonk wrote in superlatives of the glorious time she had in that race winning second place in a Bonanza.

The 1956 (Tenth Annual) AWTAR, San Mateo, California, to Flint, Michigan, had Louise in her Bonanza with Kay Brick, of New Jersey, for copilot. They won eighth place in a field of 84 entrants.

They then entered the Michigan SMALL Race (Southern Michigan All Lady Lark) from Flint to Harbor Springs, Michigan, winning second place.

In 1957, the Carolinas Chapter welcomed the return of Louise Thaden to the 99s. An International Charter member, Louise had won the National Women's Air Derby in 1929, had set altitude and endurance records, had won the Bendix Trophy in 1936, had been awarded the coveted Harmon Trophy and then had devoted her time and talents to her husband and children. Moving from Roanoke, Virginia, to High Point, North Carolina, with husband Herbert and his Aeronautical Engineering firm, and with children grown, Louise became one of the firmest supporters of the Chapter's activities.

In June, the same year, Louise Smith and Maxine Walker, copilot, entered the Bonanza in the Eighth International Air Race from McAllen, Texas, to Havana. Following the final banquet of the International 99s Convention in McAllen, the racers took off on the 1,700-mile course to Cuba. Louise and Max won seventh place.

Maxine was quoted by the press:

Mrs. Smith and I grounded all of our worries before we took off, troubles seem to disappear in the sky. Then we just flew along, watching for landmarks and talking. When our altitude was too low, we complained about the heat. And, then we would climb to 8,000 feet and complain about the cold.

For several years, Louise had been serving on various International 99s Committees, on the Executive Board, and by 1958 was serving as International Secretary. She was also on the Board of Directors of the AWTAR.

Instead of racing in the 1958 AWTAR, Louise became Chairman of the race terminus, Charleston, South Carolina.

Chapter members rallied to the challenge:

Publicity	Burnette Spencer
Operations	Dot Shackelford
Operations,	
Registration, Airport	Nita Hudman
Inspection	Louise Thaden
Impounding	Maxine Walker
Accommodations & Social	Mary Jane Williams

Flying in the race from San Diego were Sara Shonk and Frances Miller in a J-35 Bonanza as AWTAR#5. Sixty-eight airplanes were entered; eight withdrew before take-off; twelve were disqualified for various reasons - among them, RON at undesignated stop due to WX, aircraft not stock model, aircraft landed after official evening deadline, failure to obtain legible time stamp in log book, copilot entered aircraft while propeller was in motion. It was this last one that took #5 out of the race. Remember this was in the days of the mad dash to and from the timer's table.

With Barbara Evans of New York as copilot, Louise flew the Bonanza in the 1959 race, the second time the AWTAR was from east to west, Lawrence, Massachusetts, to Spokane, Washington. Myrtle Thompson, now of Slidell, Louisiana, was also an entrant in this race, which was followed by the International Convention in Spokane.

In a world removed from the bustle of racing, there was Dr. Mary Bernheim who had joined the 99s early in the 1950's, living in Durham and teaching biochemistry in the Duke University Medical School with her husband, Frederick. She had flown for twelve years when A SKY OF MY OWN, "The Flight Log of Molly Bernheim," was published by Rinehart & Company, 1959.

It was a delightful story of her own adventure in learning to fly, narrative in form, yet almost poetic in places. Her Aeronca was named Willie (for "Will'e fly?") and "he" carried her on many memorable flights around the Piedmont. (This book was reissued by Macmillan Publishing Company in 1974 carrying a cover endorsement from Richard Bach, calling it "one of the ten best flying books ever written.")

Also, 1959 was the year that Captain Kyung O. Kim, Korea's one and only woman pilot, enrolled at Guilford College to study English and to learn more about the American people. The News Letter described her this way:

The 26-year old former Republic of Korean Air Force pilot, decorated six times by her government during the Korean War and holder of her country's "Silver Star," is on leave of absence from the Korean Civil Aeronautics Institute, where she is a licensed pilot and aerographer. Captain Kim has a flying record of 320 hours, mostly in L-19's and other light aircraft. She began flying in 1949 in the Korean Air Force, as one of 15 pioneer women pilots; all the 15 dropped out except Captain Kim. Miss Kim's chief duty during the war was transporting secret documents and key personnel to and from the front lines. Her pilot friends named her "Sunshine." Her commanding officer refused to let her fly in combat. She contented herself by flying parallel to the front lines. She served in the ROK Air Force until 1954 when she joined the Civil Aeronautics Institute in Seoul.

When her studies in this country are over, Captain Kim, the sole woman pilot of Korea and the only woman officer in the ROK Air Force, plans to organize a Korean women's flying corps.

At Guilford, Kim found her niche within the Carolinas Chapter as Louise quickly introduced her to meetings and she became a frequent and welcome guest at chapter affairs, as well as becoming a member of the International 99s.

Fran Miller flew the tree tops to a second place win in the 1960 AWTAR, flying solo in a Piper PA-24 from Torrence, California, to Wilmington, Delaware. A lively and colorful account of this race can be read in Cross Country News, written by the "tell it like it was" reporter, Page Shamburger.

The 1961 International Convention in San Diego was the prelude for the Fifteenth AWTAR. Carolinians were justly proud when the Convention installed Louise Smith as International President of the 99s, succeeding Eugenia Heise.

The race, a 2709 sm (statute mile) course to Atlantic City, included a stop at Greenville, South Carolina, where chapter members had made all of the necessary preparations under the guidance of Chapter Chairman, Gale East, and Stop Chairman, Jeanne Harley.

In this race, Frances Miller's copilot was Sylvia Roth of Glencoe, Illinois, who had been consistently near the top in numbers of previous races. They flew a Piper Comanche 180 to a fourth place win in this weather-plagued race to the east coast. Ninety-seven airplanes participated. Of the 101 original entries, three had withdrawn and one was a casualty in a taxing accident while lining up for take-off. Only 77 planes completed the race, 56 of them arriving at the Terminus in the last one and one-half hours.

Louise and her copilot, Eugenia, flew the Bonanza and enjoyed the distinction of becoming charter members of the exclusive SODALITAS IGNAVORUM SEMPERVIRENS CLUB. Well known racers Mary Ann Noah and Aileen Pickering were among others who became charter members that July.

During 1962, the Chapter joined the trading stamp program, the 99s attempt to turn in enough green stamps to purchase an airplane for Captain Kyung Kim to take home to Korea to use in teaching Korean women to fly. Kay Brick and Doris Renninger had come up with this idea, realizing that the 99s International had a hard and fast rule against fund raising.

In February, New York was leading, New Jersey was second and the Carolinas edged out Tennessee for third. These and similar efforts proved successful and nationwide the 99s turned in over 3,000,000 green stamps, enough for the Sperry and Hutchinson Company to present Kim with a brand new Piper Colt. The plane was shipped to Korea by the American-Korean Foundation.

During ceremonies at the Seoul Airport, November 30, 1963, it was christened MIJIKI, meaning "a plane of beauty and intelligence." These ceremonies also gave official recognition to the Korean Women's Aviation Club, the realization of a long-time dream of Captain Kim.

On a visit to the United States, Kim's thoughts were expressed this way:

Everyday I see American people going to their jobs. They are so confident of their future. I see your country big and strong. That is the way I want my country to be. When I walk down your streets and see how much energy your country has, I think this is what I would like for my country.

The Amelia Earhart Commemorative Air Mail Stamp project came to fruition on July 24, 1963, thanks to the hard work of Jean Ross Howard and Louise Smith. Seven Charter 99s were among the participants in

the Flyaway from Amelia's birthplace, Atchison, Kansas, to distribute the First Day Covers into all sections of the United States.

Flying with her daughter, Pat Frost, Louise Thaden's route was to Little Rock, Arkansas, for a touchdown and then on to Atlanta. Due to her schedule, she had to stop there, but someone else flew her covers to Miami for the celebration at the International Airport.

Louise Smith flew on to Washington to join Blanche Noyes, Virginia Thompson and Alice Hammond and the other 99s as special guests at the White House, where President John F. Kennedy personally accepted his First Day Cover, as well as one for daughter Caroline with the thought that she might one day become a 99.

A special 16-millimeter film, The Stamp of Friendship, was made depicting this entire Flyaway. It included footage of Amelia's flight, with her departure from Lae. Louise presented her copy to the Carolinas Chapter and for years it was rented out as a fund raiser.

These were busy years for the Carolinians as individual honors were received and accomplishments were recognized. The entire Chapter stayed busy.

North Carolina's Governor Terry Sanford presented a citation to the Chapter for its hard work in helping sponsor the dedication ceremonies marking the Sixtieth Anniversary of the Wright Brothers' flight at Kitty Hawk, North Carolina. An exact replica of Orville and Wilbur's biplane was installed in the Memorial Museum near the Monument. A 3,000-foot landing strip, which paralleled the take-off path of the brothers' historic flights of December 17, 1903, was dedicated.

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Early in 1964, Page Shamburger's TRACKS ACROSS THE SKY, "The Story of the Pioneers of the U. S. Air Mail," was published by J. B. Lippincott. An immediate success, it was placed on the reading lists of high school and university libraries across the country. She continued to stay busy writing, submitting her regular articles to AIR PROGRESS magazine, to CROSS COUNTRY NEWS, serving as head of Publicity and Press Relations for the various AWTAR's, and doing research for articles published in The Journal of the American Aviation Historical Society.

TRACKS ACROSS THE SKY was followed by CLASSIC MONOPLANES, in which she set the record straight about the Lindbergh plane, "The Spirit of St. Louis."

With Joe Christy, she coauthored THE CURTISS HAWKS: "P-1 Through the P-40 Series"; COMMAND THE HORIZON, "A Pictorial History of Aviation to WWII," and its companion volume, SUMMON THE STARS, "The Advance of Aviation from the Second World War."

For their work on SUMMON THE STARS, Page and Joe were the winners of the Non-Fiction Aviation Book of the Year Award, 1970.

In all, there were seven books printed both in the United States and Great Britain. They were all successful and almost immediately out of print. Lucky is the private library with these works on its shelf.

Louise Thaden was honored by the OX-5 Club when she was presented with the 1964 Annual OX-5 Club of America Broderick Award, Outstanding Aviatrix.

Louise Smith and Page were among the 32 women nationwide appointed by President Lyndon Johnson to serve on the FAA's Women's Advisory Committee on Aviation. This required meeting in various sections of the country as major problems confronting aviation were addressed. They were reappointed to successive terms.

Flying was not all wine and roses. In December, 1964, Barbara Schiebel was injured and her Beech Bonanza damaged when she stalled on take-off from a Bladenboro, North Carolina, airstrip. The plane crashed upright into a shed and fortunately did not catch fire.

After air-marking the Southern Pines-Pinehurst Airport, the Spring calendar in March, 1965, looked like this:

March 7	Chapter Meeting, Winston-Salem Airport
April 4	Chapter Meeting, Asheville Airport
April 30	Spring, Southeast Section, Asheville
May 16	Penny-a-Pound, Spartanburg Airport
May 26-27	International Air Race Stop, Greensboro-High Point Airport

The Chapter hosted the Spring Southeast Section Meeting, April, 1965, in Asheville's Grove Park Inn. Major Frank Wood (Betty McNabb's father), who was present and witnessed the Wright Brothers' historic flight at Kitty Hawk, was one of the featured speakers. Hearing a "primary source" tell about it was very special.

Since the Georgia Chapter had committed itself to working the Impound at the Chattanooga Terminus, the Carolinas was called upon to manage the must-stop at Savannah's Travis Field for the AWTAR that summer. Bebe Ragaz, Jeanne Harley, and Louise Smith were the official timers. Georgia's Betty McNabb said, "They did it with distinction."

In September, 1965, Page had the privilege of being the first woman to accompany an Air Force Hurricane Penetration flight, flying twice into the eye of Hurricane Betsy in a Lockheed WC-130.

The first flight, during daytime, was with a six-man crew of the 53rd Reconnaissance Squadron out of Ramey AFB, Puerto Rico. Betsy had veered to the south, idling over the Bahamas and headed toward Florida. For twelve hours, the plane flew in and out of the eye, following the course of the storm. The plane then landed at MacDill AFB, Tampa.

Three days later, Page flew with a nighttime mission from Charleston AFB. In gathering the data for the National Hurricane Center, the plane made nine low-level penetrations at about 10,000 feet into Betsy's Eye and six high-level ones at 24,000 feet. The big plane thoroughly dissected this 500 mile-wide hurricane from edge to edge and Page was all eyes and ears. With 24 hours and 20 minutes hurricane flight time, a Shamburger authored book on hurricanes should be in the works.

Bebe and Page were elected to the Board of Directors of the North Carolina Aero Club. Bebe would later serve as the first woman president of this venerable organization.

Jim and Betty Hamilton and Herman and Louise Smith would disappear each year to the fly-ins of the Sportsman Pilot's Association.

These were also the years of the Bahamas Treasure Hunts, with numbers of the Carolinians taking part in these island hopping events. One year Louise put three High Point friends in her Bonanza. None of them found the Treasure, but they had a lot of fun.

There were speaking engagements before Kiwanis, Zonta, Chambers of Commerce, and other civic groups. Members were active in the Civil Air

Patrol, worked with Wing Scouts, and manned stops for the AWTAR's and IAR's, Angel Derby.

Barbara Schiebel was to fly as copilot with Myrna Shanfield in the Twentieth AWTAR, 1966, Seattle to Clearwater, the longest route in the history of the race, 2876 sm. Kay Nisbet flew solo in this her first AWTAR, flying a 230 h.p. Cessna Skylane. The Chapter turned out to assist with the Augusta stop, while Louise Thaden was Terminus Chairman at Clearwater and Louise Smith was Chief NAA Judge.

This was the era of the famous Carolinas Luggage Tags. "\$1.50 includes name, chapter, packaging and postage." Those lucky people who invested did not realize the growth potential of their wise move. The last tags were marketed in the early 1970's.

Louise Smith received her Commercial Helicopter Pilot's rating in September, 1966, at Plantation Heliport, Saluda, South Carolina. Les Hembel, owner of South Carolina Helicopters, Inc., was her examiner. As Whirley-Girl #108, Louise became the first woman in North Carolina or South Carolina to earn this rating.

Bebe and Kay along with Autrie Lehr and Clare Tharpe of the All-Ohio Chapter ferried four Piper Cherokees from Vero Beach to Santa Monica in December.

Kay Nisbet then flew her Piper PA-30 Twin Comanche solo in the IAR Angel Derby from Montreal to the terminus at Miami's new Tamiami Airport. Since the airport was still under construction and not scheduled for opening until July, the flyers did a fly-by over an official finish line, which constituted the first official use of the new field. Emily Kelley

was the Stop Chairman at Winston-Salem's Smith Reynolds Airport and the two Louise's, Thaden and Smith, were official timers.

Kay raced that summer in the AWTAR East-West race from Atlantic City to Torrence, California, flying her Twin Comanche solo. She was the second plane to land at the terminus.

Tragedy struck a few weeks later. On August 4, 1967, while flying two friends from Kent, Connecticut, to her home at Aero Plantation, Waxhaw, North Carolina, her plane apparently was struck by lightning over Lancaster, Pennsylvania. It crashed and burned with no survivors. One wing was found five blocks away from the major portion of the fuselage.

The 1968 Savannah terminus of the Twenty-Second AWTAR called on all the resources of the Chapter, plus the generous help of 99s from New York and Florida who volunteered and pooled their talents to help the Georgia-Carolinas project. Barbara Schiebel and Nita Melvin were entered, flying Barbara's Twin Comanche.

The weather across the southeast took its toll. Rain and fog were the story. When planes were backed up in Greenville, Mississippi, and Birmingham, Alabama, and it was obvious that 40% of the racers would not be at the finish by the deadline, the race was extended 24 hours.

Five planes had been able to get into Travis Field ahead of the storms and one was down in a soybean patch 20 miles short. It was a memorable race.

Page Shamburger added another first to her list of accomplishments. Research for a magazine article led her to Shaw AFB, Sumter, South Carolina, where she became the first woman to ride an Air Force RF-4

Phantom photo-reconnaissance plane. Her pilot, Colonel Lester Alumbaugh, was a Vietnam veteran with 195 missions to his credit.

Page reported the most startling aspect to be all the "stuff" one had to wear. First was the many-pocketed flight suit, then the Mae West life jacket, then a parachute harness; then she was strapped into the plane, many straps - one was attached to a survival kit, one set was a regular seat belt, another was a shoulder harness, a pair of straps secured her legs to the ejection seat, then there were other straps; there were gloves, a helmet with face visor and an oxygen mask.

As a precaution, she had put extra Kleenex in scores of pockets on her flight suit, all save the one on her left sleeve, which contained her photo light meter.

When all of the straps were secured and the canopy lowered - you guessed it, the only pocket she could reach was on the left sleeve.

Frances Miller was appointed to the FAA's Women's Advisory Committee on Aviation.

The Chapter had a great time meeting from the mountains to the sea - with Nancy Wrenn in Asheville, Sue Overton at Ocean Drive Beach, Southern Pines with Page and Estelle, Greensboro with Evie Brooks and the Louise's, Charlotte with Nita Hudman and Nancy Duncan, Spartanburg and Greenville with Ruby Guinn, Saluda with Caroline Hembel, at Miller Aviation in Columbia with Frances and Sylvia, and at Betty Hamilton's Flying H Farm with its manicured 3,500-foot grass strip, Betty's gracious hospitality and her round-faced dark-hued Beatrice, who could undo the resolves of any dieter with her fresh baked rolls, butter melting in their tiny crevices.

There was the memorable Carolinas Air Tour with the Poker-Hand Cruise terminating at the Wings and Wheels Museum, Santee, South Carolina. This, the world's largest private collection of antique airplanes, was a pure delight for all aircraft lovers. Barbara O'Connor headed the staff at Wings and Wheels.

Another vicarious honor to the Chapter came with the announcement that Page was the recipient of the Second Annual Doris Mullen Whirley-Girl Scholarship. She signed up immediately for instruction with Les Hembel's South Carolina Helicopters. She emerged later in the year with her rotorcraft rating and became Whirley-Girl #142.

The Spring Southeast Section meeting, the "Bare Foot" one, at Kitty Hawk in May, 1969, was so special every chapter in the Section was in attendance, plus out-of-towners like International President Bea Steadman, North Central Governor Mary Clark, Cape Girardeau's Lois Feigenbaum, Idaho's Gene Nora Jessen, several members from Virginia and the Washington, D.C., Chapters, including the Whirley-Girl leader, Jean Ross Howard.

There was a fishing contest with the Sea Hags, those full-time serious-minded beach residents, whose leader, one Texene Britt, intrigued everyone with her gold toe-thonged sandals that had no soles.

When the Sea Hags realized they couldn't join the 99s, they set about making the 99s members of the Sea Hags. For \$5.00, it was a song - where else could one become the proud possessor of such unique membership patches, and a news letter, too. The impact of this group was evidenced when Fran and Sylvia named their 36-foot sailing sloop the SEA HAG. For years, their South Carolina auto license plates read HAG 1 and HAG 2.

Somewhere on the hallowed walls of the Sea Hags' meeting place, there is a hand-carved "Mountain Bluefish," gift of the Carolinas Chapter presented by Chairman Nancy Wrenn to the Head Hag, Texene Britt, at the banquet. And, somewhere in the heavens above Kitty Hawk, a Manta Ray kite fluffs its praises to a real-honest-to-goodness great Section meeting, thanks to the work of Evie, Louise and Page who arranged it all.

The Fall Section in Knoxville had a hard act to follow but the Tennesseans did it in grand style. Rather than "Fly the Hump" as advised by the Volunteers, a lazy flight following the contours of the French Broad River through the mountains from Asheville was a memorable experience. The huge KC-97 Tankers at McGee-Tyson reassured the defense minded. And Fran Davis' hospitality was truly Tennessee-Southern.

Major discussion at the business meeting revolved around the question, "What can chapters do about people who never pay chapter dues, never attend chapter meetings, whose names are on the membership roster?" Years later, this is still a point of discussion and concern.

Outgoing Governor Janet Green turned over the gavel to the newly elected one, Page, who announced new Committee Chairmen, a Southeast Section News Letter, and plans for a FUN Air Tour to the International Convention in New Hampshire next summer.

During Page's first term, the Carolinas gave its blessing to a "little sister." As a result of Page's hard work, the enthusiasm of both the Carolinas members and the Petticoat Pilots of Eastern North Carolina, and following all the proper channels prescribed by the International 99s, the new Kitty Hawk Chapter was organized. International President Bea

Steadman made the official Charter presentation to Chairman Nita Melvin on December 17, 1969, during the First Flight ceremonies at Nags Head, not far from the spot where the Wright Brothers started it all.

The Carolinas Chapter was incorporated on February 4, 1970, as THE NINETY-NINES OF THE CAROLINAS CHAPTER, INC. The Directors of the new corporation were Evelyn Brooks, Betty Hamilton and Nancy Wrenn. The registered agent of the corporation was Page Shamburger.

Nancy Duncan, Nita Hudman, Sue Overton, Barbara O'Connor, Buzz Taylor, Nancy Wrenn and Page represented the Chapter at the Spring Section in Huntsville. Evie Brooks flew out for the morning business session, ate lunch, and scurried back across the mountains to Greensboro.

Each of the past Section Governors was honored with the presentation of a special plaque. Jesse Woods and Nell Behr were unable to attend. They were in Washington state where an OX-5 meeting conflicted. Neither could Betty Hamilton, Louise Smith nor Burnette Spencer be there. Page graciously accepted their awards along with her own as she began a new term as Governor.

The FAT (Fun Air Tour) became a reality for the flight to Bretton Woods and International Convention. This meant that Sue Overton and her Carolinas helpers had to handle the Santee, South Carolina, stop. They did and it lived up to its name!

The 1970 AWTAR had two teams from the Carolinas. Barbara O'Connor and copilot Bebe Ragaz were TAR #48 in a Beech Debonair. Louise Smith and copilot Evie Brooks were TAR #39 in a V-35-A. The 2759 sm route stretched from the Monterey Peninsula to Bristol, Pennsylvania. They said it was great.

The challenge and fun of flying the AWTAR awakened Bebe's interest in racing and in 1971, 1972, and 1973, she flew the AWTAR's with her pilot daughter, Kathy, a student at the University of South Carolina.

In the 1976 and 1977 races, Bebe's copilot was her younger daughter, Susan, also a pilot.

That Thirtieth and final AWTAR in 1977, Palm Springs to Tampa, was the Smithsonian Milestone of Flight Race Route, a distance of 2191 statute miles. Louise Thaden was the Honorary Judge at the terminus, Louise Smith was on the Scorer's Committee, and Evie Brooks was an official Observer.

Bebe and Susan won eleventh place honors in a field of 150 aircraft with 331 pilots and passengers. They flew the family Cessna 172 Skyhawk. Bebe said her Girl Scout troop helped her finance the race by collecting aluminum cans to recycle and by hiking on Mt. Mitchell to recover aluminum from the many aircraft wrecks found on its slopes.

When the 99s International Women's Air and Space Museum Board met early in 1970, the members elected Page to act as Curator, until the day the museum would be in a permanent location with a full-time salaried professional. Page worked hard on the Accessions Committee and valuable memorabilia began to accrue.

A few years later, the Museum Trust was established and with this incorporation, The International Women's Air and Space Museum, in Dayton, Ohio, became a separate entity from The Ninety-Nines Headquarters Museum in Oklahoma City.

Bebe Ragaz and Nancy Wrenn were charter members of the Western North Carolina Pilot's Association, formed in Asheville. Down in Columbia, Sylvia Roth became the first woman in the United States to be appointed a FAA Air Transport Pilot examiner. At this time, Sylvia and Fran Miller were two of the 57 women ATP rated pilots in the United States.

A singular honor went to Page Shamburger when she was named the recipient of the 1971 Lady Hay-Drummond-Hay/Jessie R. Chamberlain Memorial Trophy, presented by The Women's International Association of Aeronautics in recognition of Page's multi-faceted work and accomplishments in aviation.

Besides contributing yearly financial support to the National Intercollegiate Flying Association through the Carolinas treasury and individual contributions, Chapter members gave generously of their time to serve as judges, timers, spotters, and go-fers at NIFA SAFECON and Regional meets - where students like Carolyn Pilaar were cutting their teeth.

Members joined the National Congress on Aerospace Education and attended workshops and conventions from Memphis to New Orleans and points west.

Armed with a hefty outline for a course of study, Nancy Wrenn gained the approval of her high school principal, the Buncombe County Board of Education, and a non-flying County Superintendent to write "Aviation-Aerospace" into the 1971 curriculum of Charles D. Owen High School, where she had been a long-time teacher of U. S. History and American Government.

Scheduling changes relieved Nancy of some of her Social Studies responsibilities, and her new class began as an elective for Seniors. It then developed into a two-year course for tenth, eleventh, and twelfth graders. Funds were tight and the Carolinas Chapter and the Western North Carolina Pilots gave financial aid, enabling the purchase of textbooks, E6-Bs, and other useful materials.

The County Finance Officer aged perceptibly two years later when Nancy returned from a National Congress meeting with an ATC 510-A Flight Simulator in the back of her station wagon. Aviation was literally "off the ground" for these eager young students in North Carolina's mountains.

Down in the Piedmont, Evie Brooks was awarded the 1972 Air Force JROTC Outstanding Service Award for her work with the Cadet Corps at Smith Senior High School in Greensboro.

During this decade, Page Shamburger, Evie Brooks, Nita Hudman, Bebe Ragaz and Nancy Wrenn served at various times on the North Carolina High School Aviation Advisory Council.

Joining in the Direct Air Lift of medical supplies, the Carolinas leg was from Ruby Guinn's FBO in Greenville, South Carolina, to Huntsville's Spaceport in Alabama. Nancy Wrenn flew a Musketeer; Nita Hudman and Nancy Duncan, a Bonanza; Evie Brooks and Page Shamburger, a Bonanza. Between them, they airlifted more than 700 pounds of medical cargo. Barbara O'Connor was to join the armada, but had to make a last minute air ambulance flight.

Louise Thaden's autobiographical High, Wide and Frightened was reissued by Air Facts Press, 1973, and again went quickly out of print, becoming another collector's item.

In Atchison, Kansas, the Second Flyaway of First Day Covers took place July 24, 1973, with the two Louises (Thaden and Smith) participating.

This was also the groundbreaking for the Forest of Friendship which was to be developed and dedicated on the same date in 1976 with the 99s program, "The Spirit of '76...Let it begin with me." Granite plaques etched with the names of those (male or female, living or otherwise) who had contributed to aviation were to be set in concrete along the winding path known as Memory Lane. International and state trees would be planted as part of this ongoing, living tribute. (Louise Smith, 1976, and Louise Thaden, 1977, were honored by plaques in appreciation for their respective roles in aviation.)

Another honor was bestowed upon Louise Thaden when the Staggerwing Club dedicated a restored 100-year old log cabin, the first phase of the Staggerwing Air Museum, at Tullahoma, Tennessee, as the Louise M. Thaden Office and Library Building. Flying a stock C-17R Beechcraft Staggerwing, Louise and her copilot, Blanche Noyes, had won the 1936 Bendix Trophy Race. This was the first year the race was opened to women and the two 99s beat out all the competition.

Mary "Bunny" Foley received national recognition when she became one of the first six Certified Aerospace Physiologists. Of vital interest to pilots, Bunny's medical articles appeared often in the 99s NEWS covering topics - "Hypoxia," "Spatial Disorientation," "Dysbarisms,"

"Night Vision," "Gas Expansion," "Dental Problems in Aviation," etc., etc. Bunny was elected Vice-President of the Aerospace Medical Association.

Bobbie Leitner received her seaplane rating in a Thurston Teal Amphibian. She had few problems with the water transition, but her instructor was worried about her handling the manual retraction of the landing gear. No problem when Bobbie threw all 110 pounds into the work.

Thanks to the work of Nancy Jones and her 49 $\frac{1}{2}$ er, State Representative, Robert A. Jones, the North Carolina General Assembly paid special tribute to Louise by proclaiming Tuesday, February 12, 1974, "Louise M. Thaden Day."

Southeast Section Governor Bee Reid flew in from Chattanooga in her Beech Baron to join the Carolinas and Kitty Hawk members who had come from far and near to enjoy coffee at the Executive Mansion with North Carolina's First Lady, Mrs. James Holshouser. This was followed by luncheon as guests of the Sir Walter Cabinet, an organization made up of the wives of State Legislators, the Judiciary, and the Council of State.

Louise Smith, as Past International President, presented an interesting history of the 99s organization.

Nancy Jones introduced the honoree 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 Louise Thaden who in her inimitable way had tried to turn the spotlight from her own accomplishments.

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

The Chapter joined in hosting the 1974 International Convention at Las Croabas, Puerto Rico. Page Shamburger and Cy Beers, Florida Spaceport, were Co-chairmen. It proved an unforgettable convention.

Chapter meetings kept everyone on the go - that memorable Fall meeting at the beach, when the seven tongue-in-cheek 106s paraded the seawall; the high altitude and decompression chambers at Shaw AFB with everyone turning blue except Kathy Ragaz; Caroline Hembel's beautiful plantation "White Hall" at Saluda with husband Les' South Carolina Helicopters, Inc., flight school; fly-in tours of JAARS (Jungle Aviation and Radio Service), the world-wide support system for the Wycliffe Bible Translators; Project APT; soaring; hot air ballooning; aerobatic flying; the Florence Aviation Museum; Flight Service Station and GADO speakers; the meeting at Wings and Wheels when Sylvia Roth, Buzz Taylor, Nita Hudman, Lynn Dillard, and Nancy Duncan sang the "99s Song" from the original sheet music, accompanied by Barbara O'Connor and her guitar; and on and on, always so much fun.

Hometown folks in Bentonville, Arkansas, rededicated their local airport as Louise M. Thaden Field, August 22, 1976.

Members were active in the Experimental Aircraft Association meetings in both states, especially the EAA Antique and Classic Fly-Ins at Burlington and Camden and the big one at Oshkosh, Wisconsin.

There was support for the 99s new Headquarters building in Oklahoma City, participation in the Pilot Safety Maintenance Program, confusion over 501(c) 3, serving as impound judges, stop and terminus timers, and terminus judges for the Air Race Classic which had replaced the AWTAR.

As plans for the 1978 International Convention in Canberra, Australia, got under way, the 99s Board of Directors appointed Page to be Convention Coordinator. Lucky were the 99s who joined the ranks of Page's "Rounders," those who kept on going West until they hit the United States from the Atlantic side.

A brief notice under "New Horizons" in the October, 1978, 99NEWS read as follows:

Nell Foster Behr, early day pilot, died August 16, 1978, at Seattle, Washington, during open heart surgery. She served as Governor of the Southeast Section under Amelia Earhart and was also a life member of the OX-5 Aviation Pioneers. She was a member of the Pacific Northwest Aviation Historical Foundation.

No mention of those colorful years in the Carolinas Chapter where her legacy of fun in flying lived on.

Three Carolinas members set a record when Caroline Hembel's daughter, Helen Hembel White, received her Air Transport Pilot rating in December, 1978. Her instructor was Frances Miller and her check ride was given by Sylvia Roth. Where else would one find a woman ATP instructor who had a woman student awarded her ATP rating by a woman ATP examiner? Sylvia said this was the first woman she had certified since her appointment as the first woman FAA ATP Examiner in the United States ten years earlier.

Ninety-Nines the world over shared the grief of the Carolinas Chapter upon opening their 99NEWS to the following article written by that great man of aviation, Glenn Buffington:

Louise McPhetridge Thaden

(1905-1979)

Louise Thaden, stalwart member of The Ninety-Nines, passed away November 9th in the evening at High Point, North Carolina, following a heart attack. A private memorial service was held.

With license number 1943, Louise wasted no time in hanging up many records starting in 1928 and proved an inspiration to this writer and a multitude of others over the years. Much of her memorabilia and awards is housed at the Thaden Library, a log cabin adjacent to the Beechcraft Staggerwing Museum at Tullahoma, Tennessee, Northern Field - planes she helped to make famous by flying them in competitions.

Within the past month, Louise wrote she had cancelled her trip "up North" three times because she did not feel equal to it. She had planned one of her many visits with her daughter, Pat, at Leesburg, Virginia, and son, Bill, in the Boston area. Pat is now renewing her interest in flying and Bill is a pilot for Eastern Airlines.

LMT lamented the fact she was unable to attend Fiftieth Anniversary celebrations this year at Milwaukee, Albany, Atchison, Cleveland, San Diego and Valley Stream. She wrote on the invitations, "Of course had to reply negatively--I can only hope that The Ninety-Nines know my lack of participation is not from disinterest."

In correspondence over the years, I adopted Amelia Earhart's habit of ending her letters to Louise with the closing "Cheerio." In her autobiography, High, Wide and Frightened, Louise wrote regarding Amelia, and it is most appropriate for quoting (with poetic license) at this time: "Eternal life, I think, is a life so lived that its deeds carry on through the ages." Louise has carved a niche too deep to ever be forgotten. She will live. So I have said no farewell to her; I say to her, "Cheerio."

In reminiscence, Page summed it up eloquently with a quote from a statement made by Louise: "I'm glad I've lived long enough to smell the roses."

Our Korean friend, once Captain, now Doctor Kyung O. Kim Lee had kept in touch with the Carolinas through Louise Smith. Kim, whose name translates in Korean "Beautiful Golden Tree Castle," sadly reported that after hectic years of futile attempts to obtain parts and buy fuel, she was forced to donate her Piper Colt airplane to the Korean National Aviation College whose enrollment included 20 women students.

In 1980, there was only one other woman pilot in Korea, but the Korean Women's Aeronautic Association had 1,400 members. Kim was the President.

Chapter members participated in the FAA FSDO's annual all-day Mountain Flying Safety Seminars. Patricia Schmertzler was one of the specially selected Accident Prevention Specialists who flew each year with the participants. These flights were made from Hickory, North Carolina, into remote mountain airstrips. Pat, with hundreds of hours of mountain flying time and a healthy respect for the sometimes misleading slopes of the Appalachian Mountains, served as an excellent teacher for the low-lander pilots.

Members entered the FAA Wings Program, working through the four phases on improving proficiency. They "Hit the Trail" to Vail, went to Anchorage, and attended section meetings throughout the Southeast.

They also lost Betty Hamilton whose enthusiasm for flying had carried her through her Biennial Flight Review at age 76. Her heirs

sold Flying H Farm and with that an era of Chapter flying came to an end. Perhaps it was just as well that Betty did not live to see the day the FAA would declare flying activities south of Douglas Airport a hazard to the approach and departure paths of its commercial aircraft. The Flying H was doomed as Douglas became Piedmont's hub.

Look through the record books and see how many Past International Presidents have become a Chapter Chairman. That is exactly what Louise Smith did in 1985 and the Chapter was delighted to have her at the helm. Her valuable experience and executive know-how served the Chapter well.

From an International 99s policy in 1960 that had a hard and fast rule against fund raising, things had certainly changed by the 1980's. There was the Headquarters Building Expansion Fund; the Computer Fund; The Archives, The Library, The Resource Center Funds; and with the acquisition of the Amelia Earhart birthplace, additional funds were needed. The Chapter was called upon and it responded.

Its members contributed to the Career Opportunity Data Bank, helped with the United States Precision Flying meets and sent donations for those expenses. As the needs of the Amelia Earhart Memorial Scholarship funds increased with the cost of additional recipients, the Chapter continued its donations.

The Carolinas began to market a most attractive 14-carat gold pin, designed to come also as a ring. These were very popular.

The FAA Back to Basics Program was the focus of Chapter meetings 1985-1987. The Chapter Bylaws were rewritten. With all the necessary business, there was still time for trips to the Zoo and walking in the sand at the beach.

More than 200 women pilots have passed through the Carolinas membership rolls. Some have been transients, moving with the military or with family business interests. Some have transferred from other chapters, stayed awhile, then moved on. A few have been attracted by the mystic of being a 99, quite willing to wear the pin and boast of membership on the cocktail circuit or on a professional resume, but seldom willing to accept the responsibilities of membership. For some, the expected glamour paled early.

The Carolinas Chapter has never advertised for members. That reflects a commercial policy which has never been part of our philosophy.

It has been a diverse group since those five Charlotte area pilots got together 47 years ago and formed the Carolinas Chapter. And many personalities have come and gone.

If this History has dwelt on the accomplishments of a few, so be it. The Carolinas Chapter has been singularly blessed with its outstanding personalities - women who have made their marks in aviation. We are all grateful for the association and are better people, if not better pilots, because of it.

We must remember that behind our Page Shamburgers, Louise Smiths and Louise Thadens, there has been the "rank and file" of Chapter membership. And, over the years, the same half dozen to dozen names show up on Chapter activities, perhaps changing slightly from decade to decade. These are the faithful, without whom no chapter could operate.

The current membership includes an Air Force C-141 flight engineer, a Piedmont 727 pilot, a Pan-Am 727 flight engineer, an aerobatic pilot who owns and operates a banner towing business, a lady who uses her planes to oversee her gasoline station interests in North and South Carolina, an Aviation Physiologist, a computer whiz, a head nurse in a large hospital, a college professor, a traveling travel agent, and a world-wide Department of State employee. There are FBO's and airport owners, CFI's and CFII's, ATP examiners, charter pilots with large corporations, hard working housewives, teachers and retired teachers, and just plain happy, happy retirees.

There are some who come to every meeting, some who rarely come, and some who never come. But at some point, they have all responded to a common interest in aviation and that is what the 99s Organization is all about.

We are serious pilots, but we are also a friendly, fun-loving, informal group. And anyone who has sat in the mud and rain at a Franklin Southeast Section meeting can attest to that.

We look forward to having many happy pages added to our history. There is a heritage to support and the challenge remains.

INTERNATIONAL OFFICERS

International President	1961-1962	Louise McEwen Smith
	1962-1963	Louise McEwen Smith
International Vice President	1952	Amalie Stone
International Secretary	1959	Louise McEwen Smith
	1960	Louise McEwen Smith
Executive Board	1953	Louise McEwen Smith
	1956	Louise McEwen Smith
Chairman	1957	Louise McEwen Smith
Chairman	1958	Louise McEwen Smith
	1961	Louise McEwen Smith
	1969-1970	Page Shamburger
	1970-1971	Page Shamburger

AMELIA EARHART MEMORIAL SCHOLARSHIP

1950 Amalie Stone

GOVERNORS OF THE SOUTHEAST SECTION

1931-1934	Mary Webb Nicholson
1934-1938	Clayton Patterson
1938-1940	Jessie Woods
1941-1942	Nell Behr
1943-1944	Bird Eaton
1947-1948	Louise McEwen Smith
1948-1949	Louise McEwen Smith
1949-1950	Dorothy Shackelford
1951-1952	Betty Hamilton
1952-1953	Betty Hamilton
1956-1957	Burnette Spencer
1957-1958	Burnette Spencer
1969-1970	Page Shamburger
1970-1971	Page Shamburger

CHAIRMEN OF THE CAROLINAS CHAPTER

1940-41 Nell Behr (one month)
Jessie Woods

1941-42 Jessie Woods

1942-43 Bird Covey Eaton

1943-44 Betty Dunlap

1944-45 Louise McEwen Smith

1945-46 Louise McEwen Smith

1946-47 Betty Hamilton

1947-48 Anne Fishburne Briscoe

1948-49 Dorothy Shackelford

1949-50 Amalie Stone

1950-51 Amalie Stone

1951-52 Burnette Spencer

1952-53 Burnette Spencer

1953-54 Caroline Etheridge Hembel

1954-55 Edith Long

1955-56 Estelle Bradshaw

1956-57 Sara E. Shonk

1957-58 Sara E. Shonk

1958-59 Nancy L. Mayes

1959-60 Frances H. Miller

1960-61 Frances H. Miller

1961-62 Gale East
1962-63 Gale East
1963-64 Page Shamburger
1964-65 Page Shamburger
1965-66 Jeanne Harley
1966-67 Margaret Ragaz
1967-68 Margaret Ragaz
1968-69 Nancy V. Wrenn
1969-70 Nancy V. Wrenn
1970-71 Evelyn Brooks
1971-72 Evelyn Brooks
1972-73 Nita R. Hudman
1973-74 Nita R. Hudman
1974-75 Nancy Duncan
1975-76 Mary F. Foley
1976-77 Mary F. Foley
1977-78 Barbara Ann Leitner
1978-79 Nancy Duncan
1979-80 Betty Schmidt
1980-81 Ksena Stone
1981-82 Maurita Morrill
1982-83 Dolores Simerson
1983-84 Nancy V. Wrenn
1984-85 Nancy V. Wrenn
1985-86 Louise McEwen Smith
1986-87 Terri Lee Faerber
1987-88 Reva H. Carpenter

CAROLINAS CHAPTER MEMBERSHIP

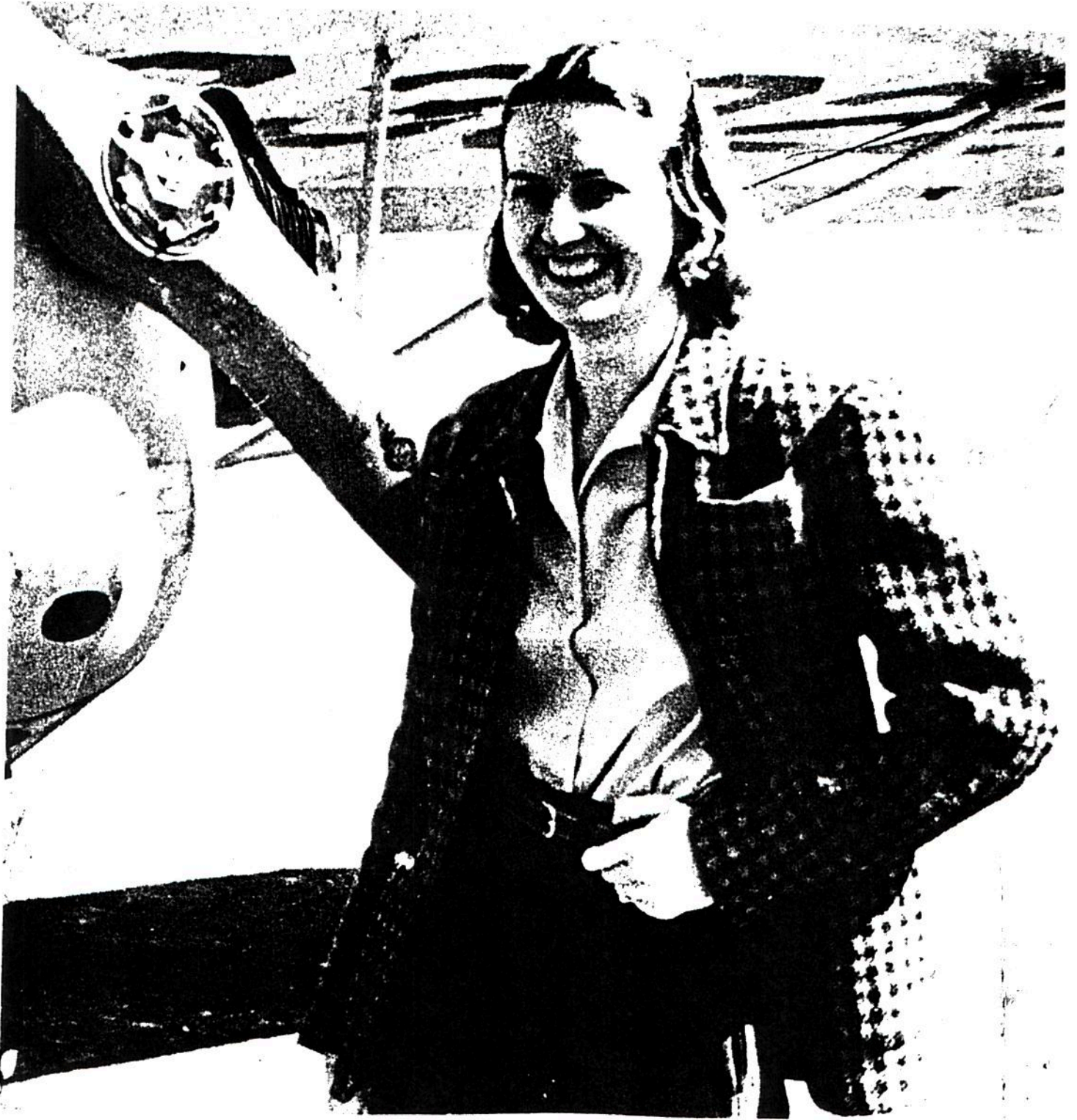
The names listed below identify women pilots who have been on the Chapter Membership records. The date following the name is the earliest recorded for this Chapter. Often, there have been transfers who have had earlier memberships somewhere else. The writer apologizes for any omissions or errors and welcomes any corrections that can be documented.

Armstrong, Gwendolyn Lynn	1977	Dale, Phyllis G.	1980
Bailey, Jewell	1945	Davis, Katherine	1967
Bailey, Louise	1943	Davidson, Elizabeth Sikes	1971
Baker, Betty	1940	Dillard, Lynn	1971
Barber, Patricia	1967	Duncan, Nancy	1970
Barker, Mary L.	1978	Dunlap, Betty	1941
Beaman, Betty Sue	1947	Dunn, Mildred	1940
Behr, Nell	1940	East, Gale	1956
Bell, James S. Mrs.	1951	Eaton, Bird	1940
Bell, Margaret Anne Kirk	1955	Faerber, Terri Lee	1985
Bennett, Elizabeth	1971	Fagan, Betty	1982
Bernheim, Dr. Molly	1951	Foley, Mary	1943
Bradford, Ann McCoy	1979	Forbes, Lynne Barlow	1986
Bradshaw, Estelle	1949	Ford, Joicey Fay	1949
Briscoe, Anne Fishburne	1945	Foster, Elberta	1942
Brockenborough, Lucille	1940	Freeman, Lola	1941
Brockley, Susan Ragaz	1976	Gaddy, Brenda Burns	1984
Brooks, Evelyn	1967	Goodwin, Esther Marie	1942
Brownlee, Kittee	1941	Greenwood, Lucille	1941
Caldwell, Martha	1958	Guinn, Ruby	1966
Calvin, Betty T.	1945	Hamilton, Elizabeth Browne	1940
Carey, Lucille R.	1949	Hamrick, Aileen A.	1973
Carpenter, Reva Horne	1985	Harley, Jeanne	1962
Cato, Marlene Heyboer	1982	Harris, Sylvia B.	1986
Chambers, Loretta Boyd	1984	Hartness, Edna	1945
Claypool, Margaret Munn	1972	Hayes, Winifred F.	1947
Cockerham, Jeanne Castle	1982	Hembel, Caroline Etheridge	1940
Cole, Anne	1941	Hembel, Helen E.	1969
Cornet, Tess	1980	Hildreth, Georgene	1947
Craig, Geri Smith	1982	Hoffmire, Elberta Foster	1946
Covington, Irene H.	1946	Hook, Jesse Irene	1941

Hooper, Carol	1945	Morgan, Eleanor Jane	1982
Hoye, Anna Scott	1941	Morrill, Maurita K.	1980
Hudman, Nita Rochel	1957	Morris, Amy Falcon	1965
Hutcheson, Martha	1944	Morrison, Martha B.	1977
Hyatt, Fonda	1941	Motsinger, Elizabeth	1942
Irby, Virginia Carolyn	1941	Myers, Kittie Brownlee	1942
Jolley, Laura Jane	1984	Newell, Mary Sue	1941
Jones, Nancy Hardwick	1973	Norris, Meredith	1940
Kelley, Emily Camp	1960	O'Brien, Kathleen E.	1945
Kidd, Elva W. Ruberg	1976	Overcash, Pauline R.	1946
Kitchens, Barbara O'Connor	1970	Overton, Sue	1967
Kneische, Katherine	1942	Pate, Peggy Greene	1940
Knoz, Theresa Worth	1977	Patterson, Clayton	1930s
Kringle, Lorna Ann	1973	Paukstis, Robin Renea	1984
Kurdziel, Virginia Helen	1986	Payne, Jo E.	1975
Kusel, Carolyn Mary	1971	Payne, Sara	1947
Lackey, Jean C.	1947	Pittman, Agnes	1941
Lafaye, Nell Murray	1971	Ragaz, Katherine Ann	1971
Latham, Shirley J.	1980	Ragaz, Margaret "Bebe"	1963
Lee, Donna N.	1980	Redding, Shirley M.	1949
Lee, Elizabeth	1946	Rehder, Laverne G.	1942
Leitner, Barbara A.	1975	Rhodes, Barbara G.	1964
Long, Edith S.	1951	Richardson, Betty	1979
Long, Margaret E.	1946	Riley, Mary Virginia	1963
Lyons, Catherine	1941	Ritter, Dorothea E.	1980
Madsen, Bertha Kay	1979	Robinson, Perry	1954
Maffette, Isabel M.	1946	Rochester, Davis Batchelder	1975
Mahaffey, Maisie	1942	Rohrer, Lois	1949
Manning, Emmie Jean	1975	Roth, Sylvia	1963
Marshall, Mildred	1945	Scales, Gwendolyn	1942
Marshall, Mozelle Clontz	1977	Scarborough, Dorothy	1941
Martin, Camille	1967	Schiebel, Barbara Fish	1966
Martin, Nancy Dunn	1979	Schlichting, June	1982
Matthews, Martha B.	1942	Schmertzler, Patricia Anne	1978
Maxwell, Mary D.	1962	Schmidt, Betty H.	1977
Mayes, Nancy	1949	Scott, Irene	1942
McAdoo, Frances Deloache	1949	Scott, Sally	1941
McCaul, Marilyn L.	1978	Scott, Thelma	1964
McCubbins, Neely Frances	1941	Self, Vera	1946
McFayden, Susan	1949	Shackelford, Dorothy Rogers	1946
McGehee, Hortense	1964	Shamburger, Page	1948
McKensie, Rebecca Jean	1966	Shaw, Ruth	1944
McNeely, Marion	1946	Sheldon, Miriam	1942
McReynolds, Norma	1973	Shields, Anne M.	1949
Meeks, Hazel	1940	Shoemaker, Jeanine B.	1956
Melk, Susan M.	1948	Shonk, Sara	1954
Melvin, Juanita Morris	1968	Siegel, Patricia G.	1980
Menzel, Sally F.	1971	Simmons, Elizabeth Ivy	1968
Miller, Eleuthera Adelaide	1948	Simmons, Jane Jillson	1974
Miller, Frances H.	1951	Smith, Louise McEwen	1941
Monroe, Martha Mathews	1942	Smith, Tommie Lou	1972
Moore, Barbara, C.	1974	Solley, Ruth L.	1974

Spencer, Burnette	1948	Vallarino, Emily J. Hamrick	1973
Sproul, Phyllis	1977	Van Eps, Jane	1980
Spry, Dolores Simmeron	1979	Vaughn, Barbara Moore	1941
Stackhouse, Jeanne T.	1983	Walker, Maude Maxine	1952
Starling, Mary Ann	1983	Wash, Aileen	1941
Steele, Patricia	1943	Weil, Dorothy	1948
Stickney, Pricilla H.	1976	Weston, Melinda G.	1986
Stock, Bessie D.	1946	Wheat, Angela Lynn	1979
Stone, Amalie	1946	Whipple, Carol H.	1946
Stone, Ksena M.	1976	Wicker, Betty	1950
Stover, Bessie Annette	1942	Williams, Emgee	1958
Sweet, Virginia	1941	Williams, Mary Jane	1958
Taylor, Lydia Bailey	1967	Williams, Kay	1974
Thaden, Louise M.	1958	Williams, Louise B.	1942
Tharp, Alma	1946	Williams, Vyvian M.	1946
Thompson, Eleanor	1942	Williamson, Nell Yvonne	1977
Thompson, Myrtle Grey	1947	Wolfe, Cornelia	1940
Tisdale, Jane	1984	Woods, Jessie	1940
Tolhurst, Helen Barton	1980	Wrenn, Nancy V.	1967
Trees, Ruth Grimm	1942	Yates, Virginia	1941
Turner, Emmie M.	1979	Young, Tonya R.	1986
Turner, Jean Harlow	1979		

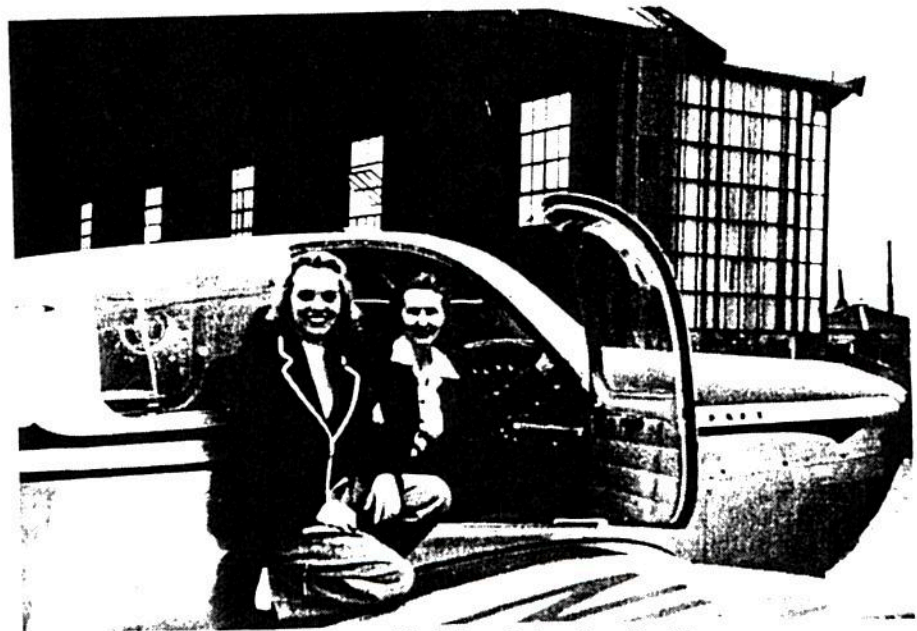
This History of the Carolinas Chapter is dedicated to LOUISE McEWEN SMITH who has given tirelessly and selflessly of her time and energy since 1941 in promoting the Objectives of The Ninety-Nines by serving as Carolinas Chapter Chairman, Southeast Section Governor, and International President.



Louise McEwen Smith with her Piper Cub, 1941



Jewell Bailey of Charleston who established an unofficial altitude record April 20, 1949, when she flew a 90hp Cub to 26,875 Ft.



Frances McAdoo & Louise Smith
1949, Greensboro, N.C.



Amalie Stone, Awarded Amelia Earhart
Scholarship, 1950



Betty Hamilton, March, 1969
Santee

The International Air Race
Washington, D.C. - Havana

Zadie Bunker, Amalie Stone & Louise Smith
1955

Havana, Cuba



International Air Race 1955, Washington, D.C. to Havana, Cuba
Zadie Bunker(passenger) from Key West, Amalie Stone, Co-pilot, Louise Smith, Pilot

HR

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Louise Smith, Marion Hart and Louise Thaden, Greensboro, N.C.



Carolinas Chapter Meeting, High Point, N.C., 1960
Front Row: Caroline Hembel, Frances Miller, Kitty Nix, Capt. Kim O. Kyung, Korea's only
Woman Pilot and Nancy Mayes
Back Row Standing: Dorothy Shackelford, Betty Hamilton, Louise Thaden, Louise Smith,
Estelle Bradshaw, Nita Hudman, Burnette Spencer, Jean Harley and 491 2er Herman Smith

DEEP SOUTH CHAPTER

Charter Date: January 19, 1934

The Deep South Chapter has retained the charter date of the first chapter to be organized in Georgia, the Atlanta Chapter.

The 99er , December, 1933 tells that Mary Nicholson, re-elected sectional governor, and Gene Benson, both of Greensboro, North Carolina flew down to Atlanta to attend a meeting of the active Atlanta ^{chapter} organized by Madaline D. Johnson. The chapter held its meetings in a building on Candler Field donated for use as a club house by the Texas Company. On the roof of the building were the numerals 99. The January 1934 issue listed the officers as Madaline Johnson, Chairman; Charlotte Frye, Vice Chairman; Erin Dardin, Secretary; and Ruth Mohr, Treasurer.

Members of the Deep South Chapter for 1986 - 1987 are:

Cagle, Myrtle "K"

Hinneburg, Col. Patricia

Carpenter, Zona

Klein, Betty

D'Alterio, Marie

Lowry, Esther

Hall, Judy

Reis, Lee

FLORIDA CROWN CHAPTER

The Florida Crown Chapter of Ninety-Nines, Inc. was formed March 12, 1979. Attending the charter dinner at the Holiday Inn, Jacksonville Beach, Florida were these members and friends:

Peggy Kathman	Phillip Johnson
Dot Sumari	Barbara Johnson
Jenny Crosby	Stan Sumara
Alice Evans	Gene Crosby
Cindy Rainy	Tom Evans
Linda Gardner	Shen Means
Judith Trotter	John Seiler
Linda Seiler	Jean Nelson
Ruthann Heidgerken	Levinia Taber, Spaceport
Judy Hall, Vice Governor of Southeast Section	
Jerry Hall	

We meet the second Saturday or Sunday of each month.

Chapter Chairmen have been: Peggy Kathman, Linda Garner, Chriss Hill, Irene Kramer, Cindy Donovan, and Jacqueline Marsh.

We have been present at all of the sectionals, and some of the International meetings. Several of our members flew to the Anchorage, Alaska convention.

Our membership has seen a complete change of members with the exception of Alice Evans. Some are corporate pilots transferred to a different area.

We have one AE Scholarship winner, Jacque Zaleski, who has since transferred her membership.

We have had meetings on nearly all of the projects of "99's".

We currently have twenty members on roll. Our last 'big' endeavor was hosting the Southeast Spring Sectional in St. Augustine.

Members of the Florida Crown Chapter for 1986-1987 are:

Allen, Verna	Marsh, Jacqueline
Burnett, Mary	Owen, Virginia
Curland, Linda	Potter, Jane
Donovan, Cindy	Ross, Donna
Evans, Alice	Stephens, Pamela
Farwell, Marcia	Walker, Christina
Gibbs, Donna Lynn	West, Helen
Hinman, Katherine	Williams, Margaret
Jones, Margaret	Wilner, Merrie
Kramar, Irene	Winterfield, Cathryn

FLORIDA GOLDCOAST CHAPTER HISTORY

January 7, 1940 - January 7, 1978

On January 7, 1940 the Florida State Chapter received its charter on the first 99 chapter in the state. This was the forerunner of what is currently known as the Florida Goldcoast Chapter, 99's Inc. There were 14 original charter members from the entire state. Dorothy Lemmon was elected Chairman; Vera Self, Vice-Chairman; and Crystal Mowry, Secretary-Treasurer.

In March of 1947 the First Annual All Womans Air Show was sponsored by the chapter, and this included a transcontinental air race for women pilots. The All Womans Transcontinental Air Race, later known as the Powder Puff Derby, came into being in 1947 to encourage attendance and help publicize the Annual Air Show sponsored by the chapter. The race started in Palm Springs, California and terminated in Tampa, Florida and continued as a major chapter project for another three years. Besides this race there were womens aerobatic competitions and pylon races. The International Speed Record was also established by Marge Hurlburt in a Navy Corsair.

At the request of the Florida Chapter, the current Secretary of the Navy, James Forrestal, in August of 1947 approved the renaming of the U.S. Navy Municipal Field at Miami to the Amelia Earhart Field. Amelia's mother attended the ceremonies, and the Navy flew formation, dropping flower wreaths into the ocean in salute to Amelia. The plaque celebrating this event is now located in the Amelia Earhart School across from the site of the old field in Haileah, Florida.

In June of 1948 the Second Annual All Womans Air Show took place at the Amelia Earhart Field which also served as the terminus for the Second Trancontinental Air Race.

FLORIDA GOLDCOAST CHAPTER HISTORY

The members of the chapter headed by Ann Ross, Chairman and assisted by Dorothea Vermeral, Verna Burke, and Gladys Pennington organized the First International Air Race in 1949. This race was later dubbed "The Angel Derby", and the first race route was from Montreal, Canada to Miami, Florida. In June of 1950 the fourth and last All Womans Air Show was held at West Palm Beach in conjunction with the Second International Air Pace which started in Montreal.

As the Florida Chapter grew, it was decided that in 1965 there were enough members on the west coast to establish another chapter, now known as the Suncoast Chapter. At the same time the chapter encouraged members in the Orlando, Daytona, and Vera Beach area to charter the Spaceport Chapter. The Florida Chapter became the Florida Goldcoast Chapter and membership increase to over forty in the Miami and Ft. Lauderdale Area.

In 1975 the members felt that starting a new chapter in the Ft. Lauderdale area was desirable and that both chapters would gain as a result. This proved to be true, thus the Florida Gulfstream Chapter was chartered.

In 1971 the Goldcoast Chapter was officially Incorporated by the State of Florida as the Florida Goldcoast Chapter, 99's Inc., the first chapter in Florida and the Southeast Section to be incorporated.

The Goldcoast Chapter is extremely active in all aspects of aviation. Two of the members have been appointed Accident Preverntion Counselors. One is a FAA Flight Examiner, and two have been Chief Pilots for the FBO's. Two outstanding members have won the prized A.E. Scholarship Award. One is a Professor at the Miami Dade Community College in the Aviation Department and another instructs in the department part-time. Two members are employed by

FLORIDA GOLDCOAST CHAPTER HISTORY

FAA and work in the Flight Service Station. Two others have worked in Air Traffic Control towers. Several members are flight and ground instructors, three are ATPs, and another a charter pilot and corporate pilot. Several work for the airlines or FBO's in ground support positions, We have three glider pilots and one helicopter pilot. Some of the members served with the Womens Airforce Service Pilots during WWII and are active in that organization. One has served with the USAF Reserves after the war. Numerous members have flown in the AWTAR and IAR as well as manned starts, stops, and terminuses for various races. We even have our own Flying Nun.

The chapter continuously sponsors Safety Clinics in conjunction with the FAA and DOT. We have helped AOPA with Flight Instructor Renewal Clinics and Plantation Parties. NIFA has been well supported in their regional and national meets, as has N.P.A. in their Proficiency Meets.

The chapter is constantly increasing its membership with enthusiastic pilots with a wide variety of talents and interest. Participation at fly-ins and meetings is extremely rewarding.

Our eyes are on the sky, and our future knows no earthly bounds.

Ruth S. Fleisher

THE HISTORY OF THE FLORIDA GULFSTREAM CHAPTER

The proposal to start a new chapter in a section is seldom without some disagreeable reaction to the idea. Elected officers, specially the chairman, feel they will be short-changed with respect to the number of active members or they feel they are not conducting a proper, interesting meeting; friends do not want to be separated; and there is a general feeling of implied criticism or else why would the thought be brought up? Happily, such was NOT the case with the birth of the Gulf Stream... a split-off of the Gold Coast Chapter.

The writer of this history may perhaps write in the first person because.....such are the facts. Having been for many years Membership Chairman of a section "up north", I had witnessed many an emotional upset and controversy with the advent of a proposed new or separate chapter to be formed. From the New York-New Jersey area, I transferred to the Gold Coast Chapter when we moved to Florida in 1971. Then came the day that I drove 86 miles round-trip to South Miami for a meeting. That gave birth to the thought that we HAD to split the membership which at that time ranged from Key West in the south the Stuart, north Palm Beach County, and over to Lake Okeechobee in the very center of the state. It was several months before the RIGHT TIME presented itself. In the early spring of 1975 the entire slate of officers was due to be replaced; so before a nominating committee could be selected, I made a motion that the chapter divide geographically. Helen Mennitto was the out-going chairman at that time, and the motion passed unanimously.

A letter was sent out to all forty two members with the information requesting their attendance at the April meeting or to mail their selection of the new "north arm" or to remain with the "south arm". The vote was right

down the middle! - twenty-one wishing to remain with the Gold Coast and twenty-one to go with the new chapter. The mood was gay and joyous, and a motion was made to divide the treasury just as equally. That motion also carried unanimously.

Pat McEwen was International President at that time with Thon Griffith as Secretary. Many names for the chapter were discussed and discarded. I remarked to my husband that we were having a difficult time in finding a name that was suitable to the type of organization and was also indigenous to the area. He came right back with the suggestion - the Gulf Stream. All members approved and our Chapter Charter reads as such, dated the First of July 1975 with thirty-one members. (Along the way we had added five new members to the organization and five transferees from other areas.)

Now in 1987, we still have listed the following members as they are named in the Charter:

MIRIAM BOND	HELENE KRUMHOLZ
VIRGINIA BRITT	ELEANORE MC CULLOUGH (ODORICO)
CONSTANCE BRUNGER	RUTH K. PHILLIPS
MARILYN T. BURCH	ELLIE REICHENBACH
SHIRLEY R. DAVIS	HELEN S. STEELE
ANNA DIETRICH	ELEANORE STILLI
MINA G. ELSCHNER	JANE SULTAN
TERESA JAMES	

The slate of officers the first year read:

Chairman - Mina Elschner
 Vice-Chairman - Dorothy Shaw (now deceased)
 Recording Secretary - Mimi Bond
 Corresponding Secretary - Ellie Reichenbach
 Treasurer - Eloise Ruby

Now, I am very happy both chapters have over fifty members each and are still enjoying an aviation event or a joint meeting with each other occasionally.

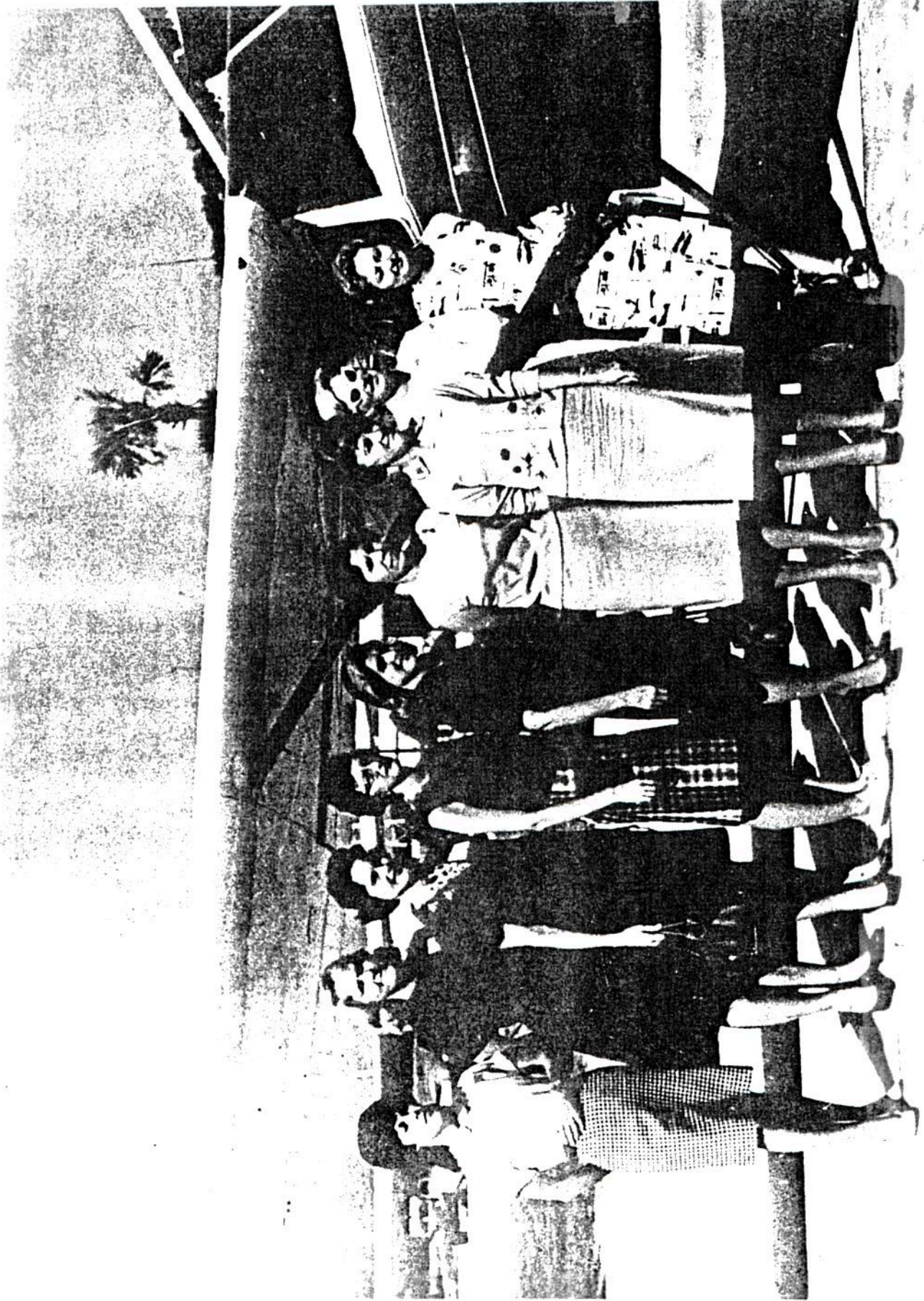
By Mina G. Elschner

FLORIDA PANHANDLE CHAPTER

The Florida Panhandle Chapter was chartered April 16, 1977.

Members of the chapter for 1986 - 1987:

Batterby, Janet	Mayo, Ellen "Peggy"
Biele, Frances	McNabb, Betty
Brown, Stuart	Nobles, Elizabeth
Dutton, Arica	Patterson, LCDR Maria
Hilton, Diana	Reynolds, Constance
Huard, Adele	Tremaine, Dorothee
Hucabee, John Dell	Wagner, Rebecca
Jernigan, Ann	Walter, Iva Dell



SPACEPORT CHAPTER - 1965: Betty Sherman, Ann Conway, Shirley Page, Barbara Hazard, Caroline Baseman, Olga (Wilkinson) McCosh, Cy Beers, Esther Grupenhagen, and Dot McNamara at New Smyrna Beach.

CHAPTER HISTORY

FLORIDA SPACE PORT HISTORY

October 16, 1965, approximately 14 women pilots met in Daytona Beach to plan to form a chapter of Ninety-Nines. After several planning meetings, the Florida Space Port Chapter was chartered December 8, 1965, with 13 charter members. They were Carolyn Baseman, Clydia Luecke Beers, Sara I. Carmichael, Patsy Ann Conway, Aline Erickson Cunningham, Harriet Howell Dodd, Barbara Russell Hazard, Dorothea Butler McNamara, Shirley Miller Page, Genevieve F. Perry, Betty Merle Sherman, Margaret E. Stannah, and Olga B. Wilkinson. The charter was presented by International President, Alice Roberts, and the Southeast Section Governor, the late Martha Tobey. Of the original 13 members three are active today. They are Clydia Beers, Ann Conway and Margaret Stannah.

During the past 20 years the chapter has been busy taking part in air races, either by being timers, judges, or participants. The Powder Puff Derby, the Deltona Derby Race, AWIAR, and the Air Race Classic are the ones listed in the scrap books. Also the Shangri La that Bonnie Quenzler and Juanita Blumberg raced in was a winner for the ladies. There are at least a dozen names from the chapter that have participated in these races. Many of them either won or placed.

Another major chapter activity is air marking. We have painted names of airports, numbers, and compass roses. Ten compass roses were painted in the last two years. Bonnie Gann had designed a grid pattern to use for the air marking of a compass rose. Carol and Alex Gosling improved and simplified the design so that the painting goes faster and takes less paint.

What else have we been doing? sponsoring Ladies Flying Treasure Hunts, pokerruns, penny a pound rides, visits on the USS Albany and a coast guard ship, experiencing physiological training at McCoy in Orlando, serving as judges for NIFA at Embry Riddle and Florida Institute of Technology, sponsoring USPFT Events, working the WPFC in 1985, visiting towers and ATC facilities, going for aerobatic rides, helping Scouts with aviation badges, giving preventive maintenance clinics, taking glider rides, attending safety meetings, hosting 99s for the first Shuttle Launch AND SO ON.....

Mary Blackwell & Ann Walke

The chapter was deeply saddened by the demise of two members[^]. In their memory a scholarship was started, and is awarded to a female studying to have a career in aviation. Members have increased the monies so that a scholarship can be given annually. The first recipient was Roslyn Royster who is now a pilot with PEOPLES EXPRESS. Two members have been winners of the Amelia Earhart Scholarship. They are Bonnie Carr and Rosemary Jones. The Florida Goldcoast Chapter awarded their annual scholarship to our Barbara Selwitz in 1985.

Two members have served on international *Committies*. Bonnie Carr was Aerospace Chairman and Irene Wirtschafter has worked closely with the Forest of Friendship. Two of our members have been governors of the Southeast Section. Clydia Beers served when the International Convention was in Puerto Rico and Bonnie Gann Was governor when the convention was in New Orleans. Four of our members are life members. They are Clydia Beers, Margaret Stannah, Dorothy Trott and Irene Wirtschafter.

Careers in aviation are held by many members of the chapter. One new member is a pilot with Eastern Airlines, another is a full time flight examiner, MaryJane Law holds an A&P. Juanita Blumberg is ATC qualified. Several are CFIs or/and ground instructors.

Florida SpacePort has helped two new chapters sprout wings. They are the Florida Crown Chapter in northeast Florida and the Daytona Beach Embry Riddle Chapter. This is the only college Ninety-Nine Chapter. Our chapter is unique in that we are in the area where there are two excellent flight schools. It is a challenge to interest these young women in our activities.

The chapter has had a very busy 20 years. In September 1985, we celebrated a 20th anniversary of the founding of the chapter. In December 1985, we celebrated the 20th anniversary of the chartering of the chapter. Five of the 13 charter members were with us at the December Gala affair. It was great fun reminicing with them and their memories of the chapter's first years. In our many activites we shall continue to grow in member ship, experience and valued friendships.

Norma McReynolds takes very good care of the six scrap books that hold our memories.

Florida Suncoast Chapter History

INTRODUCTION AND CHARTER DAY

December 9, 1964

A new Chapter of "The Ninety-Nines, Inc." has been formed on the West Coast of Florida. It will be known as "The Suncoast Chapter". Five of the charter members met on December 8th for an organizational meeting.

The Ninety-Nines, Inc. is an International Organization of Women Pilots with headquarters in Oklahoma City. The first President in 1929 was Amelia Earhart and in 1941 through 1943 was Jacqueline Cochran. The purpose of the Ninety-Nines is to provide a close relationship among women pilots and to unite them in any movement that may be for their benefit, or for that of aviation in general.

Charter members of The Suncoast Chapter are Mrs. Lorena Liles, Mrs. Jessie Corser, Mrs. Theodora Shafer, Mrs. Norma Culler, Clearwater; as well as Mrs. Dottie Birdsong, Tampa; Mrs. Thelma Dawson, Brooksville; Mrs. Inez Sauls and Mrs. Ethel Gibson of St. Petersburg.

The Suncoast Chapter of Ninety-Nines is planning a noon luncheon meeting on January 13, 1965. The girls will fly in to Albert Whitted Airport in St. Petersburg, at which time they expect to be presented with their Charter by Mrs. Virginia Britt of Ft. Lauderdale, who is Governor of The Southeast Section. At this meeting of the Suncoast Chapter plans will be made to have an election of officers.

Any woman holding at least a Private Pilot's License is invited to attend the luncheon. They may contact Mrs. Norma Culler, 1650 Dartmouth Street, Clearwater for further information.

Thus began the Suncoast Chapter of the Ninety-Nines.

The Charter was actually given to the chapter February 10, 1965, but formally presented by Virginia Britt on March 10, 1965.

Many months of planning went into the origin of the new chapter. The first formal organizational meeting was held December 8, 1964. The purpose of Ninety-Nines, a meeting day and time were discussed, as well as monies to be assessed member were all explained.

In February 1965 a letter received from Virginia Britt outlined the boundaries of the new chapter and suggested a name. The boundaries were to be: Citrus, Sumter, Hernando, Pasco, Pinellas, Hillsborough, Polk, Manatee, Hardee, Highlands, DeSoto, Sarasota, Charlotte, Lee, Hendry, Collier and Monroe Counties.* The names suggested were Suncoast of Florida Chapter or Suncoast Chapter.

What followed all the planning, meetings, correspondence and perseverance has become a very active chapter of forty-three women pilots.

The first election of officers was held in February 1965 resulting in the following:

Chairman:	Norma Culler
Vice Chairman:	Thelma Dawson
Secretary-Treasurer:	Jessie Corser
Membership:	Ethel Gibson
Newsletter:	Theodora Shafer

As in all new organizations, the next few meetings of the Suncoast Chapter were taken up with learning the mechanics of the parent international organization.

* The Suncoast Chapter is still hashing out boundary lines.

In 1966 the chapter undertook the task of bidding for the terminus of the 1966 AWTAR race. The departure point was Seattle, Washington, making this the first race from the Northwest to the Southeast section of the country. The chapter won the bid and immediately began projects for financing the undertaking.

The following were committee heads for the AWTAR terminus:

Operations Chairman-	Lorena Liles
Assistant Inspections Chairman-	Ethel Gibson
Impound Chairman-	Thelma Dawson
Publicity Chairman-	Jessie Corser
Registration & Accommodations-	Betty McGraw
Social Events & Awards-	Dottie Birdsong
Transportation-	Teddy Shafer
Program Sales-	Inez Sauls

Many money making projects were undertaken in the following months by the girls in the chapter. Of the many projects of note was the white elephant auction, with Charles Birdsong as the penny extracting auctioneer.

The Spring of 1966 was taken up with the preparations for the AWTAR terminus. The remainder of the year saw the Suncoast Chapter becoming more involved with air safety.

The next seven years in the life of the chapter were spent in enthusiastic participation in many activities. Racing, airmarking and air safety being among the most prominent.

II

CHAPTER PERSONALITIES

Every organization has their noteworthy members. The Suncoast Chapter seems to have an overabundance of girls that have a keen dedication to flight.

The Suncoast Chapter started with eight members. These girls all had that keen, special interest it takes to begin a new organization. At this point in the history of the chapter and because the chapter will observe its tenth anniversary in 1975, it is fitting to present a brief biography of the Charter members.

Norma Culler was originally from Wilmington, Delaware and moved to Clearwater in 1948. After her marriage in 1949, she began her interest in flying. In 1961, her enthusiasm won her Private License. Mrs. Culler served as the first Chairman of the chapter.

Thelma Dawson started flying so she could be co-pilot to her husband. She is also a Charter member of the Florida Grasshoppers. Mrs. Dawson served as first Vice Chairman of the Suncoast Chapter.

Jessie Corser got her license in 1954 and was active in Grasshoppers and the Florida Aero Club. She served as the first Secretary-Treasurer.

Ethel Gibson, a registered nurse, received her license in 1962 and has recently begun work on her Instrument Rating. Ethel is very active in Grasshoppers, AOPA and Florida Flying Farmers. If there is a job to be done, Ethel is the one to get it done. Ethel has served the chapter as Chairman, Secretary, Treasurer and on most of the chapter committees. Mrs. Gibson was the chapters first Membership Chairman.

Theodora Shafer, originally from Jackson, Tennessee, received her license in 1962 after a visit to the Clearwater Airport. She was the first 99s news reporter.

Dottie Birdsong is one of those enthusiastic women, dedicated to general aviation. She received her license in 1958. Since then she has served the chapter as Chairman, Secretary, 99 news reporter and served on most committees. Dottie

has also served as Secretary and Treasurer for the Southeast Section. She was also a member of the President's WACO.

Lorena Liles and Inez Sauls round out the list of Charter members of the Suncoast Chapter.

Flying takes up a great deal of time for some members of the chapter. There are some in the chapter that earn their living from flying. Pat Hange and Harriett Hamilton are two Suncoast members that run a flight school in Plant City. Betty DeLaurentis, a prospective member works in the St. Petersburg Flight Service Station. Three of the Suncoast members have Instructor Ratings: Barbara Sharit and Penny Couch of Winter, and Barbara Hicks of St. Petersburg.

Many chapter member incorporate their flying with business. Jenny Cook uses her flying along with her real estate. Betty Hood uses her plane in their Med. Air Corporation. Other members use their flying to get to meetings, talk to customers or buy merchandise.

Racing takes a prominent place in the chapters activities. The Powder Puff Derby, the Angel Derby and Intercontinental are a few of the large races that Ethel Gibson, Millie Lafferty, Sally Tanner, Dottie Birdsong, Ginny VanKesteren, Betty Hood and Jenny Cook have flown. At one time or another most chapter members have participated in some way in a race.

Since the first organizational meeting in December 1964 the Suncoast Chapter has grown from five charter members to over forty three women with an enthusiastic interest in flying.

III

CHAPTER ACTIVITIES

The Suncoast Ninety-Nines are always involved in some activity. The first year saw the chapter involved in the Powder Puff Derby terminus. Over the following years the chapter has raised money for the Amelia Earhart Scholarship Fund. In 1967 the chapter along with Southeast Section became involved in an Aerial Photography Contest.

The chapter has always participated in section meetings and International Conventions. In 1968 the chapter hosted Southeast Section in Tampa. Again in 1974 the chapter will host the Southeast Section Meeting, this year at Marco Island.

Along with all the other activities undertaken by the chapter, airmarking has always been a high priority project. Through the almost ten years of the chapters life, at least two meetings have been devoted to painting at an airport. Among more accomplished painting feats are Tampa Downs, Port Largo and Winter Haven.

The beginning of 1974 saw the chapter helping with the area National Inter-collegiate Flying Association meet at the St. Petersburg-Clearwater Airport. As judges, the girls participated as official timers, scorekeepers and cross-country check riders.

This Chapter has hosted the Southeast Section Meetings three times and co-hosted at International Convention, Puerto Rico, 1974. We had the honor of hosting the Commemorative Powder Puff Derby in Tampa, Florida for the Terminus, 1977.

Many members have upgraded themselves after joining and we have several who are Instructors as well as an FAA Designate. One of our members is a member of the American Medical Flight Support Team and has been successful in recruiting other Chapter members to join. One member was on the President's Women's Advisory Committee and thru these efforts, three Aviation Schools were offered in Summer sessions and credit given at the University of South Florida. One member served as S.E. Section Treasurer. Tours have been given to Redstone Arsenal, MacDill AFB, Tampa Airport Control Center, Coast Guard Facilities, and thru the altitude chamber at MacDill AFB.

We have worked with the EAA, the Girl Scouts, have given talks to school children on aviation, have transported many pounds of DRF supplies to the West Coast and other sections.

We are 21 years of age now. From the start of five, we have grown to approximately 65 members and are proud to be called Florida Suncoast Chapter, Ninety-Nines, Inc.

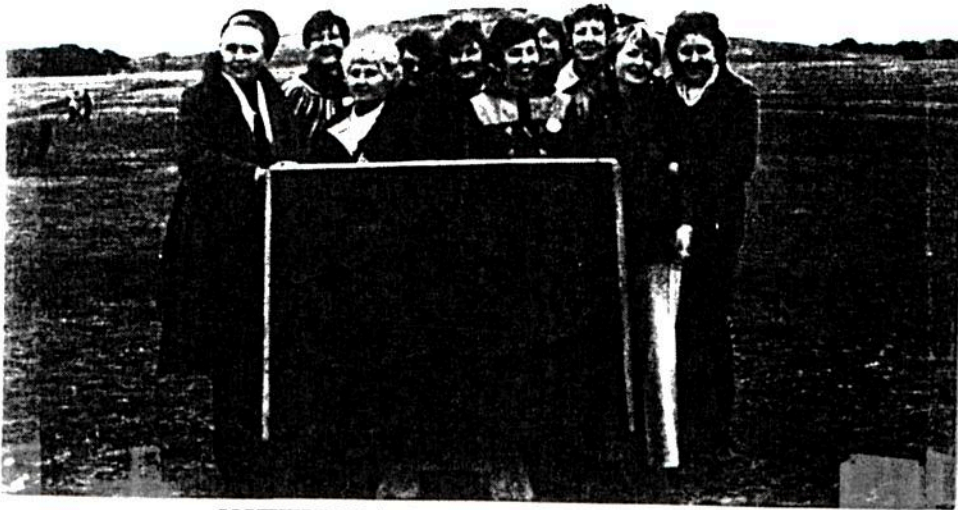
FOOTHILLS CHAPTER

The Foothills Chapter is centered around Greenville, South Carolina, a part of the original Carolinas Chapter.

Foothills was chartered April 11, 1980, aid^{ed} by the Blue Ridge Chapter.

Members of the Foothills Chapter for 1986 - 1987:

Binford, Kay C.	Robertson, Merry
Booker, Patricia	Sankey, Eleanor
Clinkscales, Shirley	Steely, Frances
Hartness, Edna	Waldrop, Dorothy
Hipp, Anna Kate	Wheeler, Gary
McWhite, Martha	Winters, Karen
Pilaar, Carolyn	



KITTY HAWK CHAPTER: First Flight Ceremonies, Orville and Wilbur Wright Memorial.



SUN 'N FUN, Lakeland, FL---1986:
International President Barbara Sestito, on right; with Ruth Thomas, Tennessee; Mary Fletcher, Editor of 99 News; and Jessie Woods, 3rd Governor of Southeast Section.

Chartered Dec. 17, 1969
Kitty Hawk, N.C.

By: Esther Brunen Founding

KITTY HAWK CHAPTER OF NINETY-NINES

HISTORY

- 1969 An Organization of women Pilots in Eastern Carolina called Petticoat Pilots met in Pinehurst, N.C. Present that day were three ninety-nine members who graciously invited us to become a new chapter, This planted the seed....December 17, 1979 at Kitty Hawk, N.C. a new Chapter known as Kitty Hawk Chapter of Ninety Nine was Chartered.
- 1970 Consultant to the History of Aviation Research center in Austin Texas, Founder and Publisher of Flight Magazine and Charter Member of Ninety-Nines, Viola Gentry, was present with us as an honor guest.
- Greenville, N.C. local Industry and airport authority provided a film on how aviation has nourished the industrial development in eastern Carolina. Guest speaker, Page Shamburger lectured on the Ninety-Nines Museum in Oklahoma City, Oklahoma and advantages of being a Ninety-Nine.
- 1973 Safety Seminar, Jacksonville, N.C. It was announced at the Fall Sectional at Callaway Garden Oct. 19 Kitty Hawk led the other Chapters having the largest percentage of its members present and led our section in having 75% of our members APT.
- 1974 Spring Southeast Section Meeting at Kitty Hawk, N.C. was hosted by Kitty Hawk Chapter.
- Louise Thaden Day was proclaimed by the N.C General assemble our members were present to honor her.
- 1975 Magnolia tree planted in honor of oldest living pilot Turner Salter.
- 1976 APT Day Goldsboro, N.C. three instructors gave proficiency rides to Kitty Hawk members.
- Battling torrential rains and gusty winds one day, soaring temperatures the next, our members joined Florida, and our sister-Carolina Chapter with the angle Derby Terminus at Wilmington N.C.
- Air marked Anson county Wadesboro, N.C.

- 1977 Air marked Goldsboro Wayne, Goldsboro N.C.
Gave assistance to Pilots Association at an Air Show at Big Daddy's Field.
- 1978 Sponsorship of Eastern U.S. Aero Space contest held at Raleigh, N.C.
- 1979 Duplin Co. Airport
Lunch at the Country squire and speakers from Seymour Johnson. Randy Phelps, Air Traffic Representative, Phillip Crawford, Facility chief at Eastern Regional Jet Port Kinston, N.C. spoke on Military training routes, dangers and responsibilities.

Airmarked Johnson Co. Smithfield N.C.

Air Show Big Daddy's Field members gave assistance.
- 1980 Hosted Southeast Fall Section meet at New Bern, N.C

Safe Pilot 80 Seminar with FAA held in the Civil Patrol Building Raleigh, N.C March 29.

Members attended Aviation Weather and Basic Survival Techniques Seminar Sponsored by Dept. of Transportation and Military Representatives, Raleigh, N.C. May 10.

Airmarked Mt. Olive, N.C. Field.
- 1981 Airmarked New Bern N.C.
Airmarked Beaufort Morehead Airport
Airmarked Hyde Co. Airport
- 1982 Certificates given to members for Participating in a 16 hour Post Crash Survival water techniques Course given at Manteo, N.C. by FAA, U.S. Dept. of Transportation in Interest of continued Aviation Progress and safety.

Wing Stimulator guided our group through Seymour Johnson Air Force Base Flight line .Kitty Hawk members operated the Simulator and toured Tower and Radar Operations.

U.S. Eastern Aerospace Contest- Aviation Science Contest held at Pope AFB. Fort Bragg. Members participated in many capacities and worked extremely hard in day long event.

Women in Aviation Display in Mall for two CONSECUTIVE YEARS

- 1983 Assistance was given to the Amelia Earhart look alike Gracie McQuire's flight destiny. When she planned to duplicate Amelia's flight.
- Held Biennial Flight Review Seminar.
- 1984 Hosted Alexia Montague-Ewanchew our Southeast Governor at First Flight. She participated in the ceremonies at Wright Brothers National Memorial and Museum and also the laying of the wreath at the monument.
- Held Back to Basics Seminar.
- The Southeast Section Aerospace Education Award was presented to our Chapter in 1984.
- Joint Meeting with the Sister Carolina Chapter at Kitty HAWK, N.C.
- Airmarked Warrem Field Washington , N.C.
- Airmarked Dare County.
- 1985 Three Back to Basics Seminars were held. U.S. Precision Flight Team Speakers spoke to the Kitty Hawk Chapter.
- Trip to Paul Garber Facility at Silver Hill and the National Air and Space Museum. Later a joint dinner and meeting with D.C Chapter.
- SBI Agent Pilot presented program on drug smuggling, weapons and communications techniques using airplanes.
- 1986 Pilot Maintenance Seminar (Preflight, Engine oil, Propellers, Pilot Maintenance, safety) Laurinburg-Maxton Airport.
- Airmarked Michael J. Smith Field, Beaufort, N.C. for the Astronaut that was lost in Challenger.
- Ashboro, N.C. Flight Seminar and class participation in the flying competition.
- Spot Landing Contest held at Pinehurst, N.C.
- Back to Basics for Safety Meet with Bob Farrington and U.S. Precision Flight Team Speaker Carolyn Pilaar, Goldsboro, NC.

Seventeen years old today the Kitty Hawk chapter has always been supported of NIFA, AC Scholarship Fund and the Angle Derby. A pilgrimage to Kitty Hawk N.C. each December 16 & 17 is taken to honor the Aviation greats, Orville & Wilbur Wright. Where a wreath is placed on the monument.

The Kitty Hawk Chapter represents a wide variety of people; fish spotters, women on Airport Authority boards photographers, Flying law enforcement officers, Aero-space Teachers, Aircraft Instructors, Aircraft mechanics, Teachers, Flying for penny a pound and Empty Stocking Charities, Two members now serving as Southeast Sectional Officers.

To made us more vital and energetic Kitty Hawk Chapter is working toward increasing membership, developing interesting programs and promoting our Ninety-Nines.

MEMPHIS CHAPTER HISTORY

The Memphis Chapter (Tennessee) was chartered on April 19, 1962. Until this date chapters of the Southeast Section had followed State boundaries. Weather and distance called for a new chapter on the western end of the State. There is a weather saying, "What Memphis has today the rest of the State will get tomorrow".

Members of the Memphis Chapter for 1986 - 1987 are:

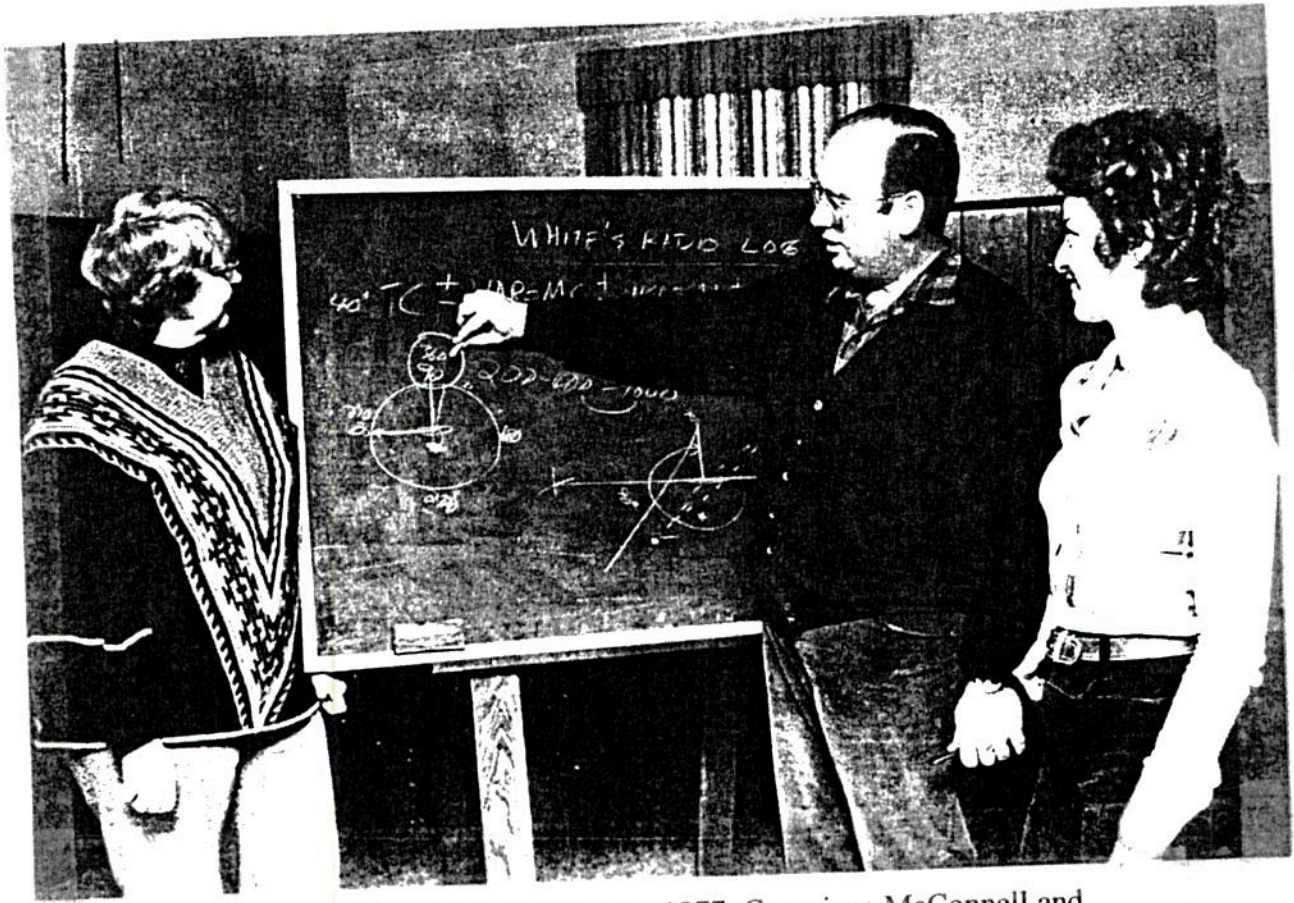
Brown, Christine	Needham, Mary
Cloud, Patricia	Norton, Sandra
Dement, Kay	Parks, Mary Ellen
Dunavant, Dora	Pentecost, June
Duncan, Pauline	Pridgen, Dorothy
Estes, Gladys	Proctor, Virginia
Fields, Marjorie	Rockwood, Betty
George, Linda	Sampson, G. Lynn
Gordon, Charlotte	Savage, Hilda
Guthrie, Alyce	Seddon, Margaret
Ingram, Carolyn	Smith, Karen
Kisabeth, Brenda	Stanley, Mary
Louks, Jamie Lee	Statham, Sylvia
Mann, Eva Fern	Sullivan, Carolyn
Meier, Joyce	Williams, Rosemary
Miller, Nancy Ann	Yates, Caron
Moore, Evelyn	Zielke, Wilma Jean



MID-TENNESSEE – 1965: Planning AWTAR Race Stop for Nashville, TN. Georgiana McConnell, fourth from left, Race Stop, Chairman.



MID- TENNESSEE - 1966: Kay Brick and Ruth Thomas at Registration desk for 1966 AWTAR Race Stop in Nashville, TN.



MID-TENNESSEE CHAPTER – 1977: Georgiana McConnell and Rosemary Wright attend a pilot's meeting conducted by Don Goss.



MID-TENNESSEE CHAPTER – 1977: Members at February Meeting in Gallatin, TN.

MID TENNESSEE CHAPTER HISTORY

The Mid Tennessee Chapter of the Ninety-Nines received our charter in June 1976. We had fifteen charter members, twelve of whom had been members of the Tennessee Chapter for a year or more. We had been working towards this end due to difficulties regarding time differences and weather differences across the State of Tennessee. The charter was presented at the 8th Annual Tennessee Chapter Awards Luncheon.

Our first project was hostessing the Nashville Powder Puff Derby stop in July. It was the last Powder Puff Derby and the largest. Due to the planning and cooperation of the newly formed chapter, other Ninety-Nines and friends, it was a complete success. As a follow up, we had a "thank you" luncheon at Nashville Flying Service in the hangar for all of the assistants, contributors of prize money and financial assistance, and the Tennessee contestants of the race.

Our chapter met at noon of the second Saturday of each month at designated airports in our area. Programs were presented by fixed base operators, aerospace educators, FAA representatives, NIFA representatives, weather experts, ground school instructors, etc. One meeting took place at the Eagleville Glider airport to acquaint our members with glider flying.

We gained a number of new members and increased our size to over twenty, going up and down as people moved in and out of the area. We made a practice of inviting student pilots to the meetings to encourage them to continue on to licensing and becoming members.

Representatives of our chapter have given talks regarding the Powder Puff Derby, the Ninety-Nines, Amelia Earhart and aviation history to clubs, on radio and TV appearances.

For years the Tullahoma members were involved in the annual Tullahoma Happening which turned into Old Timers Days. This event was closely associated with the EAA and was a fly-in for antique, classic and experimental aircraft. Members of the chapter who did not live in Tullahoma also participated.

Our chapter had representation at our International Convention in 1976 at Philadelphia, in 1977 at San Francisco, in 1979 at the Golden Jubilee at Albany, in 1980 at Vail, in 1981 at Boston, in 1982 at St. Louis, and in 1985 in Baltimore. We also were represented at several Southeast Section meetings.

Chapter representatives have manned the Nashville air race stops for the Powder Puff Derby in 1976, the Angel Derby in 1978 and the Grand Prix in 1984. We participated in a NIFA Safecon in 1978. One member was a sponsor for the Air Explorer Scouts in Nashville for two years. Members who are also EAA members were active in EAA sponsored Air Shows for two years in Lebanon and two years in Gallatin. The first air show at Lebanon was dedicated to one of our charter members, Rosemary Wright, who had lost her battle with cancer the year before. Many have also participated in the Bi-Annual Nashville Aviation Days having manned a tent telling about the Ninety-Nines. The chapter sponsored a Girl Scout Council Day at the airport to prepare approximately 80 scouts for their aviation badge. Several members have been active in flying blood for the Red Cross. Two members participated in the Tennessee Homecoming '86 Air Tour flying the entire route.

Another member met the Tour at the new John Tune Airport in Nashville for the dedecation ceremony.

Georgiana McConnell was the first chapter chairman. Charlotte Parrish and Sandy Sparks also served as chairman and then Georgiana served again. Linda Dickerson is the present chairman. Of the original fifteen members only five are still in the chapter. We have one life member who has been a member of the Ninety-Nines for thirty-four years. Our membership has been made up of teachers, housewives, secretaries, bookkeepers, students, newspaper reporters, etc. Ratings held have been Private, Commercial, Multi-Engine, In Line, Instrument and Instructor with the earliest earned in 1945.

The chapter was rather inactive for about three years with the exception of special events. Linda Dickerson transferred her membership to the chapter and took over the leadership in 1985. She sponsored two successful Aerospace Education Days for the Greater Nashville Girl Sout Council in November and December 1985. She was appointed national coordinator of the FAA "Back to Basics" safety program in January 1986.

The chapter now has nine members.

MISSISSIPPI CHAPTER

The Mississippi Chapter was chartered June 19, 1961.

Members of the Mississippi Chapter for 1986 - 1987:

Balius, Andrea	Loe, Miriam
Bishop, Edna	Lofdahl, Gail
Bowling, Martha	McCormick, Peggy
Braymer, Theresa	McWilliams, Janice
Cheek, Caroline	Meredith, Glenda
Drane, Helen	Midgette, Virginia
Fillmore, Anne	Miller, Jessie
Gladman, Gayden	Mulhearn, Rebecca
Green, Janet	Radzewicz, Ethel
Green, Kathryn	Range, Linda
Gulick, Carol	See, Mary
Hopkins, Evelyn	Shearer, Faye
Hopson, Betsy J.	Shipley, Margaret
Kelly, Bernice	Sumrall, Mary
Lansden, Evelyn	Weeks, Terri
	Young, Ramona

NEW ORLEANS CHAPTER

By Evelyn Lyons

) When I moved to New Orleans from Memphis, I was surprised to find that there was not a local chapter of the 99's. There was a Louisiana Chapter which consisted of all of the state except Shreveport and 90% of their meetings were held in Baton Rouge. Wanting to find someone to fly with, I got the names of some local women pilots and called to invite them to 99 meetings. When they discovered that we had to go to Baton Rouge, they weren't interested; but they did say they would be interested in joining a local group...so I got busy and checked the procedure for getting a chapter organized.

I really wanted to stay in the S.E. Section, as I had made so many wonderful friends there, but Louisiana belonged to S.E. Section, which is a big area. Page Shamburg was Chairman of the S.E. at that time and I called her to see what the possibilities were of getting New Orleans in the S.E. Section as, maybe, a Gulf Coast Chapter hoping to get the Mississippi Chapter involved (most of their members were all over the state and did not take an active part in meetings), hoping this way we could stay in the S.E. Section.

) Thanks to a lot of work on Page's part, we did charter into S.E. Both governors plus Bea Steadman, our President, felt that we would have more input with S.E. and that being on the border of South Central Section would keep us from getting as involved with them. They also felt that we could help with meetings with the Mississippi Chapter.

After a lot of telephoning and letter-writing, our New Orleans Chapter was chartered into S.E. Section on May 16, 1970. We began with nine members: GRETCHEN BEALL, JANICE CRISP, KRISTEEN KUKLS, EVELYN LYONS (Chairman), ROSE MANCINI (Vice President), MARGARET RAY, VIRGINIA SMITH (Secretary-Treasurer), BETTINA WALLOCH and GLORICE WILLS (Membership Chairman).

Bea Steadman, Page Shamburger, Janet Green (past Governor of S.E.) and several Memphis Chapter and Louisiana Chapter 99's honored us by joining our Chapter Charter celebration dinner.

Glorice Wills is the only original charter member still with the New Orleans Chapter. She has been a great asset to the group.

) We had a rough time the first year with so few members, but we did survive and, for a small group, accomplished quite a bit. We airmarked the Hammon Airport, hosted a S.E. Section Meeting in May of 1971 and we now can boast of a good membership.

HISTORY OF THE NORTH GEORGIA CHAPTER

The North Georgia Chapter of the 99's was formed in the fall of 1970 as a result of a division of the Georgia Chapter. This division was made due to the size of the state and the varying weather conditions throughout. It was felt that with each of the two chapters covering smaller geographical areas attendance would increase due to greater accessibility for all members. The state was divided by a line running west from Hilton Head along highway 278 to 46 to I-95 then south on I-95 to highway 46 then west on 46 and 16 to the by-pass south of Macon then west on highway 80 to a line along the north edge of Columbus.

The chapter was chartered on Friday, September 12, 1970, at a banquet held at the Sheraton Emory Inn, 1641 Clifton Road, N.E., Atlanta, Georgia. Page Shamburger, Governor of the Southeast Section, presented the Chapter Charter. Special guest was Betty McNabb, International President. Charter member of the North Georgia Chapter were:

Denise Blankinship	Lois Lacy
Linda Brink	Pauline Mallary
Martha Bullock	Janice Masseur
Mavis Cheek	Betty Morgan
Carolyn Dunn	Joyce Sox
Vernita George	Evelyn Trammell
Kay Guice	Sara Wise
Shirley Holmes	Gay Cagle
Peggy Husby	

Officers installed at the Chartering Banquet were:

Chairman	- Lois Lacy
Vice Chairman	- Sara Wise
Secretary	- Peggy Husby
Treasurer	- Denise Blankinship

Some of the activities during that first year were a November fly-in to Callaway Gardens with the Georgia and Alabama chapters, a Christmas party at the home of Denise Blankinship, and a picnic at Tanners Beach, Carrollton, Georgia.

During its first year the North Georgia Chapter suffered many organizational and growing pains, but it survived that year stronger, wiser and very energetic.

The chapter accelerated to performance speed during the second year under the leadership of Chairman Pauline Mallary. Other officers were:

Vice Chairman - Kay Guice
 Secretary - Vernita George
 Treasurer - Mavis Cheek

The year began with an Installation Luncheon at the Airport Holiday Inn on Sunday, September 12, 1971. At this time Martha Bullock was honored as Pilot-of-the-Year.

The chapter also had its first Section representation that year with Kay Guice on the Nominating Committee.

Feeling pangs of poverty, garage sale rejects were gathered and the North Georgia Chapter held its first fund raising project -- a rummage sale in Bremen, Georgia. This was a most successful event which not only put money in the pocket, but more confidence in hand.

In January of 1972 the chapter was incorporated under the statutes of Georgia law. Kay Guice was listed as the Corporation Chairman.

It was also in January of 1972 that the chapter became involved in the FAA Accident Prevention Program through which it surveyed many airports and assisted the FAA with several seminars and clinics.

Other activities during the 1971-72 year included a Christmas party, a luncheon for Governor Cy Beers in March, another successful rummage sale in April, participation in FAA activities, and a ride for many in the Altitude Chamber at Moody Air Force Base. In May ten members attended the Section Meeting at Kentucky Dam State Park, Gilbertsville, Kentucky.

It was a good year. Membership grew to twenty-one, the treasury became solvent and confidence and enthusiasm soared to unbelievably high plateaus.

On August 25, 1972 the now Annual Installation Banquet was held at the Diplomat Restaurant in Atlanta. Officers installed for the year 1972-73 were:

Chairman - Pauline Mallary
 Vice Chairman - Vernita George
 Secretary - Mavis Cheek
 Treasurer - Peggy Husby

The Pilot-of-the-Year award was presented to Carolyn Steele.

The chapter was saddened by the death of Martha Bullock in September.

That year five members attended the Fall Section Meeting at Disney World and four attended the Spring Section Meeting at Little Rock, Arkansas.

Rummage sales were held in September and April putting us in a more prepared financial status for our contribution to the 1974 International Convention.

The chapter continued its support of the FAA Accident Prevention Program and sponsored a GAMA Meeting at Milledgeville, Georgia.

The highlight of the year was Peggy Husby's selection as an Amelia Earhart Scholarship winner.

Chapter activities in 1972-73 included a poker race, a Christmas party, a flying scavenger hunt, fly-ins to Jekyll Island, Georgia, the home of Frank Morgan's at Falconfield #2, Whitesburg, Georgia and also Winder, Georgia.

Five of the members attended and had a terrific time at the International Convention in Milwaukee, Wisconsin.

On September 7, 1973 the North Georgia Chapter held its fourth Annual Installation Banquet at the Chattahoochee Plantation Club, Marietta, Georgia. Officers installed for 1973-74 were:

Chairman	- Kay Guice
Vice Chairman	- Doris Engerrand
Secretary	- Carolyn Steele
Treasurer	- Peggy Husby

The Pilot-of-the-Year award was presented to both Jean Voyles and Doris Engerrand as they had tied for first place.

The chapter was honored in 1973 to receive an engraved achievement award plaque from the FAA in recognition for its work in the Accident Prevention Program.

The year was busy with preparations being made for the 1974 International Convention.

The North Georgia Chapter was responsible for securing persons for the Invocation, Mistress of Ceremonies and the Guest Speaker. We obtained firm commitments from:

Invocation	- Betty McNabb
Mistress of Ceremonies	- Hazel Jones
Guest Speaker	- Charles Blair

Pauline Mallary and her co-pilot Marion Banks finished a triumphant fifth place in the Angel Derby (International Air Race).

On June 27, 1974 the North Georgia Chapter co-hosted with Fulton Air Service an FAA sponsored Vacation Flying Seminar at the Six Flags Holiday Inn in Atlanta. The program included Kay Guice as the Mistress of Ceremonies and speakers on the following subjects:

Flying Canada and Alaska presented by Byron and Alyce Strong
 Flying the Rocky Mountains in the Winter presented by Carolyn Steele
 Flying In Mexico presented by Wanda Cummings
 Island Flying presented by Betty McNabb

Pauline Mallary served as coordinator of the seminar and there were approximately 100 pilots from the Atlanta area in attendance.

North Georgia members also assisted the FAA and the DOT with their Weather Seminar, Maintenance Seminar and Flight Instructors Revalidation Clinic.

We are represented again on the Section level with Pauline Mallary serving on the Section Nominating Committee.

Additional activities for 1973-74 were a Christmas party at the home of Glen and Paula Schwartz, a visit to the Atlanta Hartsfield Airport control tower, two more successful rummage sales - one in the Fall and one in the Spring - and a luncheon for a visit from our Governor Bee Reid at Brennans in Atlanta. Two of our lucky members attended the International Convention in Puerto Rico.

On September 14, 1974 the North Georgia Chapter held its fifth Installation Banquet at the Chattahoochee Plantation Club in Marietta, Georgia. Those officers installed were:

Chairman	- Kay Guice
Vice Chairman	- Doris Engerrand
Secretary	- Carolyn Baker
Treasurer	- Paula Schwartz

The Pilot-of-the-Year award was presented to Carolyn Upton.

The Vacation Flying Seminar was presented at the Lockheed Flying Club's annual banquet and because of its very enthusiastic reception thus far it was taken on the road to Albany, Georgia. Gray Air Service of Albany being the sponsor with a joint hostesship of the North Georgia and the Deep South chapters.

The North Georgia and the Deep South chapters also co-hosted a safety seminar for the FAA which was being sponsored by the Cordele Chamber of Commerce, GAMA and the State of Georgia Department of Transportation. The seminar, a Take-off and Landing was held the weekend of April 18th-20th at Cordelle, Georgia. The seminar was a

tremendous success and the plans are to make it an annual event.

With the responsibilities for the 1974 International Convention accomplished and behind us, we spent the year busily making preparations for the Fall Southeast Section Meeting in September of 1975 for which we were the host chapter. The weekend of the 26th-28th was chosen and the Stone Mountain Inn was selected as the site with the banquet Saturday night being held on the Riverboat in Stone Mountain Park. The weather really cooperated and turned out for us and the weekend was a grand time for all those participating. We were especially honored to have two international officers with us - Pat McEwen, President and Jenet Green, Treasurer.

Our Christmas party this year was held at the home of Winn and Carolyn Baker at Cedar Ridge Airport in Griffin, Georgia.

Virginia Vetes was asked to serve on a panel of prominent people in aviation to select the Flight Instructor of the Year for the State of Georgia. Virginia was the only woman to serve on this panel.

We had two of our members competing in the Angel Derby. Joyce Akers as co-pilot for Esther Wright finished in first place and Pauline Mallery and her co-pilot Wanda Cummings finished in eleventh place.

In August Kay Guice gave a speech on becoming a pilot and "what is a Ninety-Nine?" to the Aerospace Education class at West Georgia College.

Several of our members went to Moody Air Force Base in Valdosta, Georgia to gain valuable experience in the Altitude Chamber.

We were informed that we would have two of our members representing us at Section level. Kay Guice as the Flying Activities Chairman and Carolyn Baker as a member of the Nominating Committee.

There were Three members attending the Spring Sectional and ten members at the Fall Sectional.

We began the new year, 1975-76, by installing our new officers at an Installation Banquet held at the Old English Inn in Decatur, Georgia.

Those officers installed were:

Chairman	- Doris Engerrand
Vice Chairman	- Carolyn Baker
Secretary	- Carolyn Upton
Treasurer	- Carolyn Baker

This year's Pilot-of-the-Year award was presented to Carolyn Baker.

We are very pleased to find that, after all the bills from the Southeast Section Meeting were paid, we were able to return \$5.00 to the Ninety-Nines who attended. The attendance was so good that we were able to exceed our break-even point.

In October we met at Delta's Flight Training Center to introduce our members to the 727 simulator used to train Delta's pilots. Although one of our Ninety-Nine and a Halfer's crashed-landed the 727, a good time was had by all.

We toured the Lockheed Aircraft Company at Dobbins Air Force Base during November. This was a joint meeting with the Deep South Chapter.

In December we met at the Guices' cabin in Bremen, Georgia for our Christmas party. Everyone thoroughly enjoyed the roaring fire, the good food and the fellowship.

Doris Engerrand and Pat Schaff of the Deep South Chapter and various aviation and political dignitaries met with the Governor of Georgia, George Busbee, to witness his signing of an official proclamation declaring Aviation Week in Georgia.

We extended an invitation to the Governor of Georgia and his wife to attend the dedication ceremony of the Forrest of Friendship in Atchison, Kansas on July 24, 1976. A Georgia State Flag was purchased by the chapter and sent to Atchison for this momentous occasion.

During the month of May several of our members participated in an accident prevention program Herb Schaff, Accident Prevention Specialist for the FAA GADO in Atlanta, arranged at the Charlie Brown and Peachtree-Dekalb Airports.

We were truly proud and excited when we learned that Pauline Mallary and her co-pilot Bonnie Quenzler had finished in fifth place in the "Powder-Puff Derby" (AWTAR)

July found us at the Bakers' for a fly-in meeting and picnic. The day was gorgeous for flying and everyone enjoyed themselves.

Doris Engerrand had the pleasure of visiting the National Headquarters in late August.

Kay Guice will serve for a second year as the Section Flying Activities Chairman and Carolyn Upton will be representing us on the Section Nominating Committee.

TENNESSEE CHAPTER OF NINETY-NINES

HISTORY

by Ruth Wolfe Thomas

The Tennessee chapter of Ninety-Nines was chartered August 9, 1940. Jessie Woods, third governor of the Southeast Section, flew her new Aeronca from Charlotte, North Carolina, and in two days made East Tennessee conscious of the role of women in aviation.

Charter members of the Tennessee chapter were Pearl Fancher Brock, Knoxville, Chairman; Ruth Evans Bowler, Alcoa, Secretary-Treasurer; Louise Carson, Maryville, Vice Chairman; Jane Gump Hilbert, Bristol; Millie Lee Ownby, Chattanooga; and Ruth Wolfe Thomas, Knoxville, News Reporter.

Jessie Woods' report in the Ninety-Nine Newsletter for September 1940 read:

We now have a TENNESSEE CHAPTER. They are a grand group of girls whose interest in flying is keen. They have already laid out a plan for the things they are going to do this coming year. Their sincerity and attitude about flying was very clearly reflected in the manner with which the men pilots and airport officials at Knoxville proudly acclaimed these eager girls.

The chapter's first report in the Ninety-Nine Newsletter for January 1941 stated:

One of the women who won a scholarship in the first ground school sponsored by the State of Tennessee was Louise Carson. Louise is a Professor of Chemistry at Maryville College, Maryville, Tennessee. She has her ground school rating and is instructing the Maryville College Civilian Pilot Training (CPT) course. Pearl Brock, our chapter chairman, can keep up with her important dates easily. She received her Private License on St. Valentine's Day (1940) and bought a new Luscombe on July 4 (1940). Ruth Bowler is helping build airplanes, but indirectly. She works in the office of the Alcoa Aluminum plant. Millie Ownby is one of Chattanooga's two women pilots and usually flies an Aeronca. Jane Gump Hilbert has a Limited Commercial. As Secretary-Treasurer of the Appalachian Flying Service in Johnson City she is in the middle of flying from dawn to dusk. Jane has more hours than any of us. Ruth Wolfe Thomas is a teacher-librarian at Dandridge High School. This has been the most eventful year of her life. She married July 21st, received her Private License on August 8th, and became a Ninety-Nine on August 9th.

Jane Gump Hilbert started flying in 1930 soon after the opening of the Bristol Airport. (The airport was closed in the late 1930s after the opening of the present Tri-Cities Airport.) The airport owner and flight school operator thought it would be good advertisement to teach a woman to fly. Jane, who "was born with an interest in flying," agreed and became its first female student. She was licensed in 1932 and joined the Ninety-Nines, influenced by Mary Nicholson, governor of the Southeast Section.

For a period of seven months Jane was a hostess for Eastern Air Transport. Eastern was the only airline to hire hostesses who were not registered nurses. "We were supposed to be ladies and our only instructions were to treat our passengers as we would treat guests in our own home," Jane recalled. "We didn't serve meals, and we spent most of the time sitting and chatting with passengers." The aircraft was the Curtis Condor, a biplane with fabric-covered wings, which carried 24 passengers. When Eastern's airmail contract was cancelled, the 14 hostesses lost their jobs.

Jane learned to fly in an area where government reports stated there could be no airports because of the tricky air currents in the mountains. Jane was the first woman to be licensed in the State of Virginia.

In 1934, Jane Hilbert became the weather reporter for American Airlines. When the airline started using the Bristol airport as a stopover, she became the first female airline station manager. In addition to weather reporting, Jane checked the passengers and loaded and unloaded baggage and mail.

A 1936 story in the Bristol Herald Courier read: "Her only difficulty was to persuade airline officials that she was strong enough to load mail and express, in spite of her 120 pounds. For nobody else is permitted to touch the mail pouches." Regulations allowed her no assistance in loading the mail bags, and she was required to carry a Colt revolver.

In 1937, when the new Tri-Cities airport was opened, Jane took a job as secretary of the Appalachian Flying Service and began upgrading her pilot license. She had her Instructor's rating in time to take part in the government's Civilian Pilot Training Program prior to and during World War II.

Jane married the owner of the flying service and continued instructing until the early 1970s.

Two policies which encouraged cross-country flying and qualifying for higher ratings were adopted at the organizational meeting of the Tennessee chapter of Ninety-Nines and are still in force today. The chapter has never required chapter dues. The discussion of dues at the first meeting led to the policy of encouraging members to use any money which may have been paid into the chapter treasury as dues to rent aircraft to fly to monthly meetings. Meetings are still being held at a different airport each month.

In 1940 and 1941, Tennessee Ninety-Nines were taking off at dawn in Cubs, Aeroncas, Luscombes, Taylorcrafts, and Culver Cadets in order to attend a noon meeting somewhere between Tri-Cities and Memphis, a distance of nearly 400 miles. An early newsletter report from the Tennessee chapter read: "Educational programs at monthly meetings? Just getting there and back was an education."

While other members were flying at top speeds, Jane Hilbert was cruising at the 100-mile mark in her Fairchild 24.

The Tennessee chapter was one month old when cardboard penny banks were received from Alma Harwood, Chairman of the Amelia Earhart Memorial Scholarship Fund (AEMSF). Filling the banks was the chapter's first involvement with the national organization. Eager Tennessee Ninety-Nines began a contest to be the first to fill their banks. Although the fund raising was designed to obtain donations from Ninety-Nines for Ninety-Nines, one Tennessee member carried her

bank with her, rattled it often, and happily answered questions which normally come when such a distraction interrupts the conversational flow of a group of people. And non-Ninety-Nines contributed.

Chairman Pearl Brock won the contest and was also the first, nationwide, to fill her bank. In the newsletter for May 1941, Alma Harwood wrote: "The news for this month is rather thrilling. First one to send in word that her bank is filled is Pearl Fancher Brock of Knoxville, Tennessee."

For her report in the June 1941 newsletter, Alma wrote: "Pearl Fancher Brock, Tennessee, handed her bank to her treasurer and the sum total of pennies was \$8.17. Faye Wells gave me her bank and asked for another. On counting, we find that hers tallied \$6.43, so Pearl is still in the lead."

In addition to being recognized in the newsletter, a Knoxville newspaper and a magazine, The Dixie Air News, wrote the story of the Ninety-Nines and the scholarship fund, picturing Pearl and her penny bank.

During 1941, aviation news was sought by newspaper reporters at the five large municipal airports in Tennessee. The interest of the total community appeared to be focused on the activities at these new airports. Tennessee Ninety-Nines invited their local news reporters to fly with them to Ninety-Nine meetings. One such invitation by Ruth Thomas to a female reporter of the Knoxville Journal resulted in a double-page spread featuring news and pictures of the Ninety-Nines in the Knoxville area.

In 1941, two aviation writers became members of the Tennessee chapter. Lila Burr Chapman of Memphis wrote a daily aviation column for the Memphis Commercial Appeal. Gene Slack of Johnson City, who wrote a weekly aviation column for the Johnson City Press, became the aviation editor for the Nashville Tennessean in 1942, one of four such women editors in the United States.

During the summer and fall of 1941, newspaper clippings and Ninety-Nine newsletters told of Ruth Evans Bowler asking other qualified pilots to fly with her while she was suffering from what the CAA (now the FAA) defined as a temporary physical disability (pregnancy); of Ruth Thomas saying that her Luscombe attracted rainbows since one had followed her home from a chapter meeting in Chattanooga; and of Tennessee Ninety-Nines joining a Turkey Flight at the Morristown Emergency Field (CAA) on Thanksgiving Day 1941.

In the Chattanooga area we read of the visit of Nell Behr, Governor of the Southeast Section; she, Papa Behr, and the three little Behrs flew the family Waco from Anderson, South Carolina, to attend a Tennessee chapter meeting. We read of Billie LeVan and Laura Perrit arriving at the hangar door to find Billie's baby-blue Culver Cadet trimmed with pink lace.

In the Nashville area, Cornelia Fort was making news by becoming the first of the Tennessee Ninety-Nines to earn her Instructor's rating. Lorraine Buttrey passed her Commercial and was working on an Instructor's rating. Lorraine was elected delegate to the national convention at Albuquerque, New Mexico--the chapter's first convention.

In the Tri-Cities area, we read of Kathryn Zachery's being featured in Ripley's "Believe It Or Not" as the only "Flying Grandmother" in the world; of Gladys Lacey, in her Taylorcraft, defeating 16 male pilots in a spot-landing contest; of Cora McDonald's being refused admittance to a Pants-Off race sponsored by Scripps-Howard Air Tour Club; and of Jane Hilbert waving a brand new Instructor's rating for all to see and announcing that she would be instructing in the next Civilian Pilot Training Program (CPT).

Tennessee Ninety-Nines first became involved in airmarking in September 1941. Monthly meetings plus special flights took members all over the state. Navigation was by pilotage, which meant that rooftops and high water tanks were noted during flights of poor visibility or lowering ceilings. Tennessee Ninety-Nines were asked to join other local pilots and make decisions as to the rooftop(s) or tower(s) to be airmarked. The local pilots were to obtain written permission from the owner(s), and the State Aviation Department would furnish the paint and the labor.

And then came THE WAR--World War II.

All pilot certificates were suspended on December 8, 1941.

Cornelia Fort, instructing in Honolulu, was in the air with a student when the Japanese attacked Pearl Harbor. Her letter telling the story and pleading for a cohesive unit of women pilots to instruct, to ferry aircraft, and to haul cargo appeared in the Ninety-Nine Newsletter February 1942. It read, in part:

I was instructing here in the islands when the Japanese paid us a surprise visit in early December. I was especially angry at them for blasting a beautiful job right out from under me. I happened to be in the air when they arrived and one pilot nearly blasted my plane out from under me, too. That was about as exciting (a) fifteen minutes as I ever want to spend. Of course all civilian planes and pilots were grounded as of that date. Most of us are trying to get back to the mainland, feeling that as pilots we should be able to serve our country a little better than as ditch diggers . . . So it is as a woman pilot who has 1,000 hours, over half of which is instructional, that I am writing you.

The newsletter for April 1943 carried news of the death of Cornelia while on active duty with the WAFS. Cornelia Fort Airpark in Nashville was named in honor of this Tennessee Ninety-Nine and Nashville native who was killed during the war.

December 1941 found Tennessee Ninety-Nines being fingerprinted at local police stations as part of retention of licenses, disassembling or removing some part of their airplane if hangared at unguarded airports, obtaining written permission from the local FBI office for necessary flights (non-governmental) away from the airports, and then writing position reports giving times and altitudes over points along the course. There was general confusion for a period of two to three weeks.

The Ninety-Nine Newsletter from November 1941 reported 39 chapters in the national organization with a membership of 880. The Southeast Section reported a membership of 80. The Tennessee chapter reported a membership of 18. Members of the Tennessee chapter through December 1941 were: Pearl Brock, Louise Carson, Jane Hilbert, Ruth Bowler, Ruth W. Thomas, Millie Ownby, Billie LeVan, Laura Perritt, Ruth Stanford, Gene Slack, Gladys Lacey, Cora McDonald, Louise Preas, Ruth Crozier, Kathryn Zachery, Cornelia Fort, Lorraine Buttrey, and Lila Chapman.

The war years scattered the Tennessee Ninety-Nines. And the chapter was not reorganized until 1947.

Meanwhile, Tennessee was a scene of activity for the training of pilots. The State of Tennessee sponsored a program for the training of women pilots to become Flight Instructors. Phoebe Omlie, a charter of the National Ninety-Nines, operated the flying school in Nashville; and Cora McDonald, a Tennessee Ninety-Nine, was in the first class. Pearl Brock joined her Coast Guard husband. Jane Hilbert managed a fixed-base operation at Tri-Cities during the absence of her husband who was in the Ferrying Command. Ruth Thomas followed her Ferrying Command husband to Detroit and became an Airway Traffic Controller in the Detroit

(Michigan) Airway Traffic Control Center--the first female controller to be hired. Ruth was refused admittance to the WAFS because she could not meet the 5'2" height requirement.

Pearl Brock, Jane Hilbert, and Ruth Thomas were the three Tennessee Ninety-Nines whose names appeared yearly in the Ninety-Nines membership roster. The 1946 roster listed only those three names. Ruth and Pearl had kept their Luscombes during the war, Pearl's in Knoxville and Ruth's in Detroit. Jane, as owner of a flying service in Johnson City, had access to several planes.

On Thursday, July 17, 1947, the Knoxville News-Sentinel carried an article titled: "99 Club, Inactive During War, to Reorganize Sunday." The article read:

The 99s, an international organization of licensed women pilots, will meet at the Municipal Airport at 11 a.m. Sunday for a get-acquainted session and reorganization, Mrs. Ruth Thomas, a charter member of the Tennessee Chapter, announced.

The article went on to state the qualifications for eligibility; gave a little history of the Ninety-Nines, both local and international; and issued an invitation for any woman pilot, student or licensed, to attend.

A followup article on Monday, July 21, 1947, listed the elected chapter officers and new members. They were: Ruth Thomas, Chairman; Margaret Gallaher, Vice Chairman; Evelyn Bryan, Jefferson City, Secretary-Treasurer; Pearl Brock, Irene Wattenbarger, and Mary Hondalus of Knoxville; Jean Baumann of Alcoa; Mae Kimbrough of Madisonville; and Jane Hilbert of Johnson City.

The Ninety-Nine Newsletter for December 1947 added three more new members: Vera Marie Dodd, Nashville; Elizabeth Wallace, Oak Ridge; and Phyllis Mowry, Knoxville.

Evelyn Bryan learned to fly at the Island Airport in Knoxville in 1944. She owned a dry cleaning business in Jefferson City. "My flying just started as a hobby to get out of the laundry and dry cleaning plant once a week while my

husband was in the service," she said. After receiving her Commercial and Instructor's ratings in October 1946, she spent her afternoons and Sundays instructing at the Morristown Airport in Mosheim, Tennessee. "I liked flying so well that I decided to get an Instructor rating and teach in my spare time," she recalled. Then she added: "After I bought half-interest in the Morristown Flying Service in 1949, I worked just part time at the cleaning plant."

With Evelyn in Morristown and Jane Hilbert at Tri-Cities, the chapter boasted of two female flight instructors and FBOs.

Air shows were popular in the late 1940s. Both the Knoxville Flyers Club and the Chattanooga Flyers Club held one show annually. Tennessee Ninety-Nines held officer positions in the Knoxville club but the Chattanooga club admitted male members only. (This policy remained in force until the 1980s when Irene Flewellen was asked to join the Chattanooga club.) The Knoxville Air Karnival held an all-woman race which was always won by a Ninety-Nine simply because all licensed women pilots in the area belonged to the Ninety-Nines.

In 1949, the East Tennessee Flyers Club, the Tennessee Ninety-Nines, and the Oak Ridge Junior Chamber of Commerce sponsored a local talent air show at the Atomic City Airpark. Participating Ninety-Nines were interviewed on radio, plugging the air show, the Ninety-Nines, and general aviation. One of the acts had to be cancelled because of a broken tail wheel--Evelyn Bryan and her Great Lakes "Tater Bug." Ruth Thomas won the spot-landing contest.

The Atomic City Airpark was located on the northeast fringe of the Oak Ridge prohibited area. The approach from the northeast was around a low

mountain and over high tension wires. All pilots in the East Tennessee area were so aware of the boundaries of the restricted area that a lone tree on the east side became a marker for pilots flying in the area. Returning home from one of the transcontinental races in the early 1950s, Ruth Thomas found herself being buzzed by two National Guard planes. She excitedly called Knoxville Radio, reported her position as three miles east of THE TREE, and asked that they call the National Guard to get "those planes off my back." Identification of The Tree saved Ruth from a violation.

The year 1949 marked the beginning of the Tennessee Air Tours, a three-day event with stops at 15 or so Tennessee Airports. The 1986 air tour was held in conjunction with Tennessee Homecoming '86. As co-sponsors, three Tennessee Ninety-Nines were on the planning committee--Evelyn Johnson, Ruth Thomas, and Anita Sasser, chapter vice chairman.

In the 1950s, chapter members were making longer and more frequent cross-country flights; were flying the transcontinental air races; were attending the section meetings and international conventions; and were still flying to chapter meetings from Memphis to Mountain City. Moreover, plans were being made to hostess sectional meetings and to bid for the terminus of the transcontinental air races. The chapter was maturing; and it was becoming international in its planning.

In 1950, Evelyn Bryan bought a new Piper Pacer. She flew Eddie Lee Griffen and Bonnie McDonald to the AWTAR terminus in Greenville, South Carolina. With plane and pilot performing so well, the idea of racing the next summer took shape. Evelyn flew the 1951 race with Eddie Lee Griffen as co-pilot.

Evelyn's fever for racing was contagious. In 1952, three members of the chapter flew the sixth AWTAR. Ruth Thomas, whose husband operated the Island Airport, Knoxville, began a campaign for the release of one airplane to fly the 1952 AWTAR. An aircraft removed from the flight line for monthly chapter meetings

and weekend trips to section meetings was one thing. To take an airplane off the flight line for two weeks was another. Ruth flew the 1952 race with Dee Sidner, a student pilot, and was among those who were weathered in at Wheeling, West Virginia--the "Flying Turtles." Evelyn flew with co-pilot Patricia Burnette, one of Evelyn's students. The Cessna which was readied for the 1952 AWTAR was known forever after (until sold in the late 1960s) as "Ruth's 130."

The official program for the 1953 AWTAR stated that Evelyn Bryan had logged 2,725 hours, held a Commercial license and SEL, SES Flight Instructor's rating. In addition, she owned half interest in the Morristown Flying Service; she was a Commercial Pilot Examiner; she was governor of the Southeast Section of Ninety-Nines; and she was active in the CAP. Her co-pilot for the race was Cora McDonald with 1,600 hours flight time, ASEL and Instructor's rating. Cora, a member of the Tennessee chapter before World War II, taught CPTP elementary at Mississippi State College and was a civilian instructor in the WTS indoctrination programs. Cora was elected governor of the Southeast Section in the 1960s.

The Tennessee chapter hosted its first section meeting October 4-6, 1952. The notice to Southeast Section members read: "Land at the Island Airport. It is a sod field 4,000 feet long and is only three miles from downtown Knoxville." (The name since 1966 is Downtown-Island.)

The prize for the oldest pilot's license went to Jane Hilbert, Johnson City. The prize for the newest license was won by Sarah Duke, Chattanooga. Evelyn Bryan was elected Governor, and Sarah Duke was elected Vice Governor.

The 1953 Fall Sectional was held in Morristown, Tennessee, on September 6. The meeting was held in conjunction with the opening of the new Morristown Airport (present location). There was a Fly-In breakfast with more than a hundred airplanes parked on the airport. Evelyn was reelected Governor, and Sarah Duke was reelected Vice Governor.

In 1953, the chapter voted to bid for the terminus of the 1954 AWTAR. With the help of the Knoxville Chamber of Commerce, a firm bid was made. The City of Knoxville agreed to handle all the requirements for a successful terminus and also offered a \$2,000 purse. The AWTAR board accepted the bid.

1953 was the fiftieth anniversary of powered flight. An all-expense, week-long trip to the celebration was offered to teachers employed in the elementary and high schools of the United States, in the form of a contest. Ruth Thomas, second grade teacher in the Knoxville City System, submitted an aviation unit and the story of her experiences in the two races flown that summer, the AWTAR and the IAR. She was one of forty-eight winners, two from each state, and one of the ten Ninety-Nines who were winners.

The most important activity of the Tennessee Chapter in 1954 was the AWTAR Terminus and the MUST stop in Chattanooga. Chairmen of the race committees were: Sarah Duke, Chattanooga Must Stop; Mary Jane Quarles, Publicity; Jane Hilbert, Registration; Cora McDonald, Operations; and Patricia Burnette, Inspections. Other committees were headed by members of the East Tennessee Flyers Club, John Camp, President, and by members of the Knoxville Chamber of Commerce, the financial sponsors of the terminus.

Seven members of the chapter flew the 1954 AWTAR: Evelyn Bryan, with co-pilot Eddie Lee Griffin; Irene Flewellen, with co-pilot Bettye Anderson; Georgiana McConnell, with Helen Deason; and Ruth Thomas, with student pilot Bibs Camp. Ruth placed fourth.

New members for 1954 were: Sara McCullough, Nashville; Constance Ohlinger, Cookeville; Olivia Brown, Memphis; Mary Beth

Sargeant, Morristown; Bettye Anderson, Chattanooga; and Irene Flewellen, Chattanooga.

Irene Flewellen earned her Private license, joined the Ninety-Nines, and flew her first race in 1954. At a chapter meeting she told of her determination to race and gave an entertaining account of her experiences in learning to fly and in flying the race.

Eddie Lee Griffin and Ruth Thomas were among the three hundred teachers and CAP members to attend the Third National Aviation Education Workshop at the University of Colorado, Boulder, in 1954. The News Letter for October 1954 carried a story of the five Ninety-Nines who attended and a picture of the group with Jacqueline Cochran, a guest speaker.

The second most important chapter activity in 1954 was the Southeast Section Meeting in Chattanooga. (The chapter was an old hand at hosting section meetings by this time.) Geraldine Mickelsen, President of the Ninety-Nines, presented the charter for the Southeast Section, November 1954.

Again, in 1955, Chattanooga was the site for the Fall Southeast Section Meeting and again, the honored guest was an International President, Edna Gardner Whyte. Georgiana McConnell was elected governor of the section. Sarah Duke was the retiring governor. Hostesses in charge of the meeting were Bettye Anderson, Sarah Duke, and Irene Flewellen.

Evelyn Bryan and Ruth Thomas flew the 1955 International Air from Washington, D.C. to Havana, Cuba. Ruth placed third.

In December 1955, Evelyn Bryan delivered a Piper Tri-Pacer to Brazil, S.A. Pictures and slides were shown at the next chapter meeting. The only navigational aids on the plane were a magnetic compass and an E.D.F. hooked to a Narco low frequency receiver. Her route of flight was: Morristown; Decatur, Alabama, where she picked up Jan Warrick; Albany, Georgia, where she waited on weather to clear; Cross City, Florida; Fort Lauderdale, Florida; Key West, Florida; Havana, Cuba; Santiago, Cuba; Port Au Prince, Haiti; Cidudad Trujillo, Dominican Republic; Puerto Rico; St. Thomas Island; Guadeloupe; Grenada; and Trinidad.

Evelyn was the victim of a pickpocket in Miami and had to replace the money herself. The overnight stop in Cidudad Trujillo rated a photo and a long article in the newspaper. The gas boys said they had never seen a woman fly a plane before. At Saint Lucia, she was the second woman pilot to land there, the other was a Ninety-Nine who resided there. Not able to reach Grenada before dark Evelyn had turned back to Saint Lucia, the only stop where prior notification of arrival had not been sent. Within fifteen minutes there were the police, customs, fire department, two taxis, the hotel manager, the radio operator and about fifty children. This was one of their most delightful stops.

The keys to the Tri-Pacer were handed over in Trinidad and airline tickets for the return home were bought. BUT something was wrong with the DC-6, "Home for Christmas" took on a new meaning. "When it looked like we might not make it, we fully realized the meaning. As it was we made it home almost twelve hours before Christmas came," Evelyn said.

In 1956, the Southeast CAP Regional Conference was held in Chattanooga, with Tennessee Ninety-Nines Bettye Anderson, Georgiana McConnell, Sarah Duke, and Olivia Brown participating.

In 1957, Georgiana McConnell won the Amelia Earhart Scholarship Award and used it to get a multi-engine rating. The August meeting was held in Tullahoma for a tour of the Arnold Engineering Development Center, with Charlotte Parrish, Edna Broyles, and Georgiana McConnell as hostesses. Ruth Thomas completed her third year as staff member of the Aviation Education Workshops held at the University of Tennessee each summer.

In 1958, Olivia Brown, aviation columnist for a Memphis newspaper, added a radio and TV program to her career; Evelyn Bryan was awarded the CAP Distinguished Service Award and the Carnegie Hero Medal for her action in rescuing a pilot from a helicopter which crashed on the Morristown Airport; Ninety-Nine members were special guests at the dedication of the Rockwood Airport.

In 1959 and 1960, the chapter handled race stops for the IAR and the AWTAR in Tri-Cities, Chattanooga, and Memphis.

Evelyn Bryan received her Airline Transport Rating and she flew the 1960 AWTAR.

The Memphis Chapter was chartered in 1962, a chapter within the boundaries of an existing chapter. The boundary lines for the new chapter were vaguely described as "the vicinity of Memphis". Weather and distance called for another chapter at the western end of the state. The rapid growth of the Memphis Chapter prompted a further division, the Mid-Tennessee Chapter, in 1975. At that time the boundary lines were accurately drawn and the Tennessee Chapter retained the area where it was born, East Tennessee.

In 1963, the chapter entered bids for the 1965 International Convention and the AWTAR terminus to be held in Chattanooga, Tennessee. Both bids were successful. The year 1964 was spent in planning and assigning duties for the convention and the terminus, and the year 1965 was spent carrying them out. Dorothy Searle Patten was the chairman of the terminus and Irene Flewellen was the chairman of the convention.

New members from 1963 through 1965 were: Mildred Chapin, Dot Searle Patten, Norma Mills, Dorothy Jones, Mildred Jordan, LaVonne Jolley, Betty Probasco, and Valerie Grant of Chattanooga; Gloria Carown and Mary Sawyer of Morristown; Mary Anderson of Nashville; Mary Greene of Pulaski; Edna Davis, Josephine Chander, and Lady McReynolds of Knoxville.

Evelyn Bryan Johnson, Chief Timer for 1965 AWTAR, reported that she had an easy job getting her Timers Committee together. She asked three former students to whom she had ^{just} given Private pilot licenses, Edna Davis, Mary Sawyer, and Lady McReynolds. The question was whether she asked before or after the testing.

In 1966, the Tennessee Chapter hosted the Spring Sectional in Chattanooga, staffed an AWTAR race stop, manned an exhibition booth at the dedication of the Downtown-Island Airport, attended the dedication of the new pilot's lounge at Lovell Field, and started a year-long "Yep, I've Been There" contest.

The Spring Southeast Section Meeting was held at Dallas Bay Skypark, Irene Flewellen and Sarah Duke in charge. Dallas Bay was a private airstrip owned and operated by Irene and Bud Flewellen. The guest speaker was Alice Roberts, President of the Ninety-Nines. Past President Edna Gardner Whyte also attended.

The "Yep, I've Been There" contest idea came from a report Ruth Thomas, chapter historian, made on interesting facts about early Ninety-Nine members. In 1934 the editors of the Airwoman began a Hat-A-Month contest. The ninety-Nine member who landed at the most different airports (verification was required) each month won a Stetson hat designed by Amelia Earhart. The hat was out of the picture but Tennessee airports were there. The contest continued yearly until 1971. When announced again in 1969, new member Marilyn Ayers asked, but did not tell why she asked, "Does it have to be an airport?"

In 1967, the Tennessee Chapter began an annual award to a person in Tennessee (not a Ninety-Nine) who had devoted a lifetime to the promotion of general aviation. The first recipient was Miss Lillian Ward, lead secretary of the FAA office in Nashville. "She can do everything except give flight tests and inspect aircraft," said Mr. Gassoway, her boss. In 28 years of service with the Federal government, Miss Ward was employed by the Civil Aeronautics Administration (CAA), the Federal Aviation Agency (FAA), and the Federal Aviation Administration (FAA).

Members attending the International Convention in Washington, D.C. were: Irene Flewellen, Bee Reid, Lady McReynolds, Edna Davis, and Ruth Thomas. Ruth flew her Cessna 120 and chuckled when Dulles Airport Tower told her to start her downwind leg over a town which was five miles south of the two-mile-long runway, a runway that was wide enough for any Cessna pilot to land on crosswise.

Georgiana McConnell and Mary Anderson entertained two Ninety-Nines from foreign countries in the State Capitol, Nashville, after the convention.

Tennessee Ninety-Nines helped Genie Rae O'Kelley's Girl Scouts earn their Aviation Merit Badges by flying them to a meeting at Dallas Bay Skypark. The Scouts plotted the course and identified the check points.

The December meeting was planned to coincide with the dedication of the terminal building at the Morristown Airport. The cornerstone plaque read: Evelyn Bryan Johnson Terminal Building.

In 1968, the Annual Award committee recognized Mr. James Martin, Director of the Tennessee Aeronautic Commission. The program theme was "Aviation In Tennessee, Past, Present, and Future". Ruth Thomas, chapter historian, gave a factual presentation of the activities of the Tennessee Ninety-Nines and Mr. Martin, guest speaker, recounted the story of the Tennessee Aviation Department.

When the International Newsletter went to six publications per year, Tennessee Ninety-Nines supplemented by printing a newsletter of their own; it was aptly named, The Alternate. The newsletter was printed and mailed for the next five years by Ruth Thomas, Editor.

A NIGHT meeting was planned for December 1968, the first night meeting since chartering (1940). The Christmas party, with Edna Davis as Master of Ceremonies, featured member's tall tales, homemade poetry, a skit titled "This is your life, Ruth Thomas", and movies which had been made at chapter meetings over the years.

New members from 1966 to 1970 were: Bee Reid, Jo Ann Stamey Green, and Beverly Gibson of Chattanooga; Frances Smith of Jamestown; Jessie Drain of Morristown; Betty Wicker and Kay Sanders of Kingsport; Marilyn Ayers and Nancy Fisher of Oak Ridge; Betty Jean Thacker of Greenville; Edna Broyles and Charlotte Parrish of Tullahoma; Doris

Gibson and Bette Gorrell of Nashville; Judy Cox, Marie Hurley and Donna Bower of Knoxville.

1969 was another active year for the chapter. The Fall Southeast Section meeting was held in Knoxville, Tennessee; Ruth Thomas was elected vice chairman of the section; Nancy Fisher received her doctorate; Genie Rae O'Kelley's Wing Scouts were flown to Dallas Bay; Dallas Bay Skypark, owned and operated by Irene and Bud Flewellen, became a commercial airport; Lady McReynolds received a Commercial license; Mary Anderson was appointed assistant director of the Tennessee Aeronautics Commission; Evelyn B. Johnson celebrated her 25th anniversary of flying (25,000 hours logged); Edna Broyles and Charlotte Parrish arranged a tour of the wind tunnel (A.E.D.C.) at Tullahoma; Marie Hurley received a Center-line Thrust Rating; Lady McReynolds spoke on the fun and friendship derived from flying to the University of Tennessee Flying Club; Betty Wicker, Lady McReynolds, Genie O'Kelley, Evelyn Johnson and Nancy Fisher attended a three-day Flight Instructors Seminar at the University of Tennessee; Betty Wicker, Fran Davis and Lady McReynolds attended the Spring Sectional in Kitty Hawk, North Carolina; Edna Davis, Irene Flewellen and Ruth Thomas attended the International Convention in New York, where Edna Davis was the 'hit' of the Chairman's Breakfast; AND monthly meetings were held at different airports.

In 1970, the Southeast Section honored past governors. Past governors from Tennessee who attended the Huntsville, Alabama sectional were Evelyn Johnson, Sarah Duke, and Georgiana McConnell.

The April meeting in Morristown was held the day of an eclipse of the sun which could be viewed from that area. Two new ratings reported were: Irene Flewellen, Commercial and Donna Bower, Multi-Engine.

The Tennessee bulletin editor, Ruth Thomas, added fourteen names and addresses to the mailing list as a result of Edna Davis' report at the New York convention.

Irene Flewellen finished an aerobatic flight instruction course at Swanee, Tennessee, and labeled it her confidence builder course. Judy Cox also took the course.

The Tennessee Chapter was incorporated and the first meeting of the corporation was held at the June meeting in Nashville.

Lady McReynolds was appointed to the Knoxville Airport Authority Board to serve a term of seven years. (In 1986 Lady is still a member of the Board.) Lady was made APT chairman of the section.

Evelyn Johnson was appointed to WACOA (Womens Advisory Committee On Aviation).

In May 1970, the chapter was invited to tour the Knoxville Tower facility. Announcements at business meeting included: The Tennessee Chapter won the attendance contest in Huntsville; Donna Bower and Marie Hurley won the contest for landing on the most different airports during the year; Bee Reid, Evelyn Johnson and Lady McReynolds flew to the chartering of the Kitty Hawk Chapter; Helen Vreeland checked out in Comanche; and the October meeting in Tullahoma was to be an overnight affair.

Representing the Tennessee Chapter at the Fall Sectional in Fort Lauderdale, Florida were: Bee Reid, Lady McReynolds, Donna Bower, Marie Hurley, Fran Davis, Irene Flewellen and Ruth Thomas.

In 1971, Tennessee Ninety-Nines carried along ANOTHER log book, a book for signatures. The little blue book, designed by Fran Davis, which had the most Ninety-Nine signatures at the end of the year won a prize. The winner was Irene Flewellen.

Tennessee won the APT contest at the Southeast Section Meeting in New Orleans. Lady McReynolds was APT chairman for the section and Ruth Thomas was membership chairman. The chapter boasted a membership of fifty, half a hundred, and was the largest chapter in the section.

In keeping with the policy of visiting other chapters, two joint meetings were held. In April, the chapter flew to Lexington, Kentucky for a meeting with the Kentucky Bluegrass Chapter. In October, the Memphis Chapter, Cape Girardeau Chapter, and the Tennessee Chapter met at the Governor's Mansion in Nashville. Betty Dunn, Memphis member, was First Lady of Tennessee.

Ratings earned were: Multi-Engine, Charlotte Parrish; Commercial, Marie Hurley; Commercial, Nancy Fisher. Flying the AWTAR were: Nancy Fisher and Judy Brown; Irene Flewellen and Rachel Pruet.

In November, nine members served as judges for NIFA held in Murfreesboro, Tennessee.

In May 1972, the chapter held a Poker Run, the first for Tennessee. Fran Davis, Chairman, Donna Bower, and Marie Hurley gathered more than a hundred prizes. Tickets, or cards, were two dollars each, and the person buying cards could have someone else fly the route for him. One member had twenty-one cards, cards she had sold to friends.

In June, the chapter honored the three remaining charter members, Pearl Brock, Jane Hilbert, and Ruth Thomas, at the Annual Award for Promotion of General Aviation in Nashville, and held an Accident Prevention Program in Chattanooga.

August found the members attending a three-day conference on general aviation at the University of Tennessee Aerospace facilities in Tullahoma, followed by a one-day "Happening" at Northern Field, Tullahoma.

In October, familiarization rides were given to sixty members

of the Aerospace Science Classes of Ooltewah High School at Dallas Bay Airpark, Chattanooga.

In November, a night FAA Flight Safety Meeting was held in Oak Ridge, Tennessee with Nancy Fisher and Marilyn Ayers representing the Tennessee Ninety-Nines.

Evelyn Johnson was named Flight Instructor of the Year by the Nashville FAA District Office.

Donna Bower added the second "I" to her list of ratings: Commercial, Multi-Engine, Instrument, CFI and CFII.

New members from 1970 to 1974 were: Fran Davis, Knoxville; Patricia Garner, Tullahoma; Helen Vreeland, Knoxville; Bertha Jones, Dayton; Dr. Lura Odland, Knoxville; Rachel Pruett, Hixson; Bea Witt, Columbia; Helen Haynes, Jefferson City; Donna Williams, Morristown, Fran Pickens, Nashville; and Dee Massa, Cookeville.

The Ninety-Nine Newsletter, August 1973, carried a picture which was captioned: "Tennessee 99s pose with stage prop (cardboard airplane) used for an original skit on preflighting during the Safety Seminar, April 26, 1973. Nancy Fisher and Sarah Gose pantomimed the parts of pilot and passenger while Donna Williams and Ruth Thomas, author of script, supplied the voices and sound effects off stage."

Other activities for 1973 included: planning for the 1974 International Convention in Puerto Rico (the Tennessee Chapter was responsible for underwriting the cost of all printing); planning for the joint section meeting, Fran Davis in charge; revising chapter By-Laws to include some unwritten policies, Donna Bower in charge; and staffing an Angel Derby stop in Chattanooga.

New ratings were: Genie Rae O'Kelley, Multi-Engine; Nancy Fisher, Flight Instructor; Natalie Terry, Commercial and Instrument.

In 1973, Lady McReynolds was named to the national Women's Advisory Commission of the Federal Aviation Administration, and the chapter won the Public Relations trophy at the Calloway Gardens, Georgia, Southeast Section meeting.

February 1974 was APT month for the Tennessee Chapter. Donna Bower, Marie Hurley, and Evelyn Johnson gave APT rides, free of charge, to those attending the meeting in Morristown. Advance information read, "Bring your own sandwich and airplane." Those not in the air discussed FAR clarifications gleaned at the Flight Instructors Seminar in January.

Other news and activities included: dedication of the new terminal in Knoxville; appointment of Ruth Thomas as International Historian; dedication of Louise Thaden Office and Library in Tullahoma; the nominations of Bee Reid as section governor and Irene Flewellen as section treasurer (both won); attendance at both the Southeast Section meetings; and participation in the International Convention in Puerto Rico.

1975 was the International Woman's Year. Three women's club in the Knoxville area started the year by honoring "Women in Aviation". The date of the tribute was January 11, the anniversary of Amelia Earhart's Pacific flight. A two-page spread in a Knoxville newspaper gave the story of the Ninety-Nines, the story of the Tennessee Chapter of Ninety-Nines, and brief resumes, plus pictures, of those attending.

New members in 1974 and 1975 were: Mickey Childress, Knoxville; Andrea Edmonson, Knoxville; Sara Gose, Morristown; Ruth Sells, Kingsport; Natalie Terry, Nashville; and Jo Woods, Jacksboro.

Other news reported: Genie Rae O'Kelley and Mary Ann McAllister entered their first Powder Puff Derby; Lura Odland was named one of the ten most honored women in Tennessee; Evelyn Johnson was the first woman to be elected to the Board of Directors of the National Flight

Instructors Association. Another first for Evelyn, she soloed six women in June, the most for one month in her 28 years of flying.

In November, Irene Flewellen and Ruth Thomas attended the celebration and dedication of the Ninety-Nines headquarters building in Oklahoma City, Oklahoma.

1976 was the nation's Bicentennial Year. Tennessee Ninety-Nines sponsored a historical air foto contest. Fran Davis and Mickey Childress photographed and printed thirty pictures of historical spots in Tennessee. Under each picture was a clue in rhyme. The contest was an official Bicentennial Aviation Event and was named in the top thirty of all the approved events in the nation. The story was featured in the 99 NEWS for November 1976 with winners, Donna Bower and Ruth Thomas, pictured on the cover.

1976 marked the end of the Powder Puff Derby. Entrants from the Tennessee Chapter were Genie O'Kelley and Mickey Childress. Tennessee joined the new Mid-Tennessee Chapter in staffing the Nashville stop.

The 1977 "Commemorative" race was flown by Irene Flewellen, Rachel Pruetz, Genie O'Kelley, Joyce Green, Donna Bower, and Ruth Thomas.

Convention delegates were Edna Davis and Irene Flewellen.

With the change in format of the Ninety-Nine News, the Tennessee Chapter, once again, started a news bulletin written by chapter chairmen .

In 1978, the Fall Southeast Section Meeting was held at the Chattanooga Choo-Choo; the first of yearly scholarships was granted; and the Southeast Section Public Relations Trophy, given to Tennessee because they had won it more ^{often} than any other chapter, was sent to International headquarters.

A proficiency race to chapter meetings was started in 1978. One difference from most such races was that passengers could enter too. Pertinent information as to time enroute and gas consumption was sealed in an envelope and on the outside was "wheels off" time. The score closest to zero won half of the two dollar fees while the other half went into the chapter treasury.

In 1979, the chapter made a bid for the 1983 International Convention but lost to New Orleans.

In May 1979, the chapter presented Ruth Thomas, Jane Hilbert, and Evelyn Johnson with Life Memberships in the International Ninety-Nines. Janet Green, International Vice President, flew in to the Morristown meeting to make the presentations.

New members from 1975 to 1980 were: Jean Hammer, Dandridge; Mary Emma Klipple, Oak Ridge; Evelyn Lyons, Maryville; Flora Lee Thomas, Knoxville; Joyce McCrosky, Walland; Lynn Berrong, Maryville; and Marguerite Myrick, Knoxville.

In 1979, Evelyn Johnson was chosen National Flight Instructor of the Year. Miss Evelyn, so designated by Senator Howard Baker, was Washington, D.C.'s "Queen" for three days. Her list of accomplishments, honors and awards filled a wall of the Morristown terminal building, a building named in her honor.

Upgrading licenses were; Donna Bower, ATP and Pilot Examiner; and Mickey Childress, Instrument rating.

In 1980, The Tennessee Chapter celebrated its 40th birthday. The chapter chose to GIVE a gift, a Life Membership in the International organization and in the Tennessee Chapter. The recipient was Jessie Woods, the third governor of the Southeast Section; the governor responsible for the chartering of the Tennessee Chapter.

The framed certificate was first presented to Jessie at a meeting of the OX 5 Club in Lakeland, Florida, SUN AND FUN week. The second presentation was made at the anniversary party in Knoxville.

Aerospace education programs for 1979 , "Tips For Pilots", were three-minute demonstrations on various subjects. In 1980, the title was changed to "Tips For Babysitters" showing how one could develop aviation concepts with all age groups.

The chapter entered the "Great Membership Race" and won in category 2.

In 1980, the chapter was invited to set up a display (99s) at the Dayton air show. The display was so successful that the next year the chapter was asked to arrive "en masse" so that the announcer could tell about the women pilots circling the airport and lining up for landings.

In 1981, the weather man who briefed Amelia Earhart for her 1935 Pacific flight , Major Abrams, USAF Retired, gave chapter members greater insight into weather reporting methods, the weather network, airport conditions, and about Amelia Earhart.

Other chapter activities were: two speakers who reported on their jobs on the "other" side of the airport; making a bid for the terminus of the Air Race Classic; and saluting the second Tennessean to join the Ninety-Nines, Jane Hilbert.

Other news items were: Mickey Childress was appointed to serve a five year term on the Tennessee Aeronautics Commission; Evelyn Johnson and Genie O'Kelley were part of the teaching force on the yearly seminars at the University of Tennessee; and Evelyn Lyons earned a Multi-Engine rating.

In 1982, the Air Race Classic ended in Knoxville, Tennessee. Chairmen of the event were: Donna Bower, Chairman and chief fund raiser; Evelyn Lyons, Tennessee Chapter Chairman; and Genie O'Kelley, who flew the race.

The Tennessee Chapter was in charge of the welcome and hospitality facilities at Lakefront Airport for the 1983 International Convention in New Orleans.

New ratings for 1982 were: Anita Sasser, Commercial; Beverly Foster, CFI; Peggy Baty, CFI; and Donna Bower, type rating in Cessna Citation, the fourth female to do so.

In May 1983, the annual Poker Run ended at Jasper Airport with Sandra Link, Martha Clinton, Nell Weathers, and Marilyn Ayers in charge.

In 1984, Anita Sasser, Airmarking Chairman, Jean Hammer, and Ernestine Hunt chose April as the month to paint a compass rose on the Morristown Airport; June was Poker Run month; September's proficiency race was won by Ruth Thomas; October's Heritage High School Aviation Day was staffed by Evelyn Lyons, Marilyn Ayers, Ernestine Hunt, and Ruth Thomas; also in October, Evelyn Johnson, Marilyn Ayers, and Ruth Thomas helped man the Ninety-Nine booth at the AOPA convention in Nashville; and in August, Marilyn Ayers, Irene Flewellen, Ruth Thomas, and Evelyn Lyons flew to the Anchorage International Convention. Marilyn, Irene, and Ruth flew their own planes.

In 1984, Genie Rae O'Kelley was chosen Flight Instructor of the Year by the FAA Southern District and in 1986 was chosen the national Flight Instructor of the Year.

In 1985, the chapter was hostess for the Fall Southeast Section Meeting in Gatlinburg, Tennessee, Fran Davis in charge.

In January 1985, the chapter mailed invitations to all student and licensed women pilots in East Tennessee to an evening meeting to

hear Hazel Jones, International President, speak on "Why I'm Glad I Became A Pilot"; in March, the first USPFT Rallye was held at the Morristown Airport, May Cay Beeler as chairman; in May, the Sevierville-Gatlinburg Airport was airmarked; in June, the Poker Run ended at the Sevierville-Gatlinburg Airport; and in September, the Southeast Section flew into this airport for the Fall meeting.

1986 was Homecoming Year for the State of Tennessee, and the Tennessee Ninety-Nines co-sponsored an air tour as their part in the year-long celebration. Serving on the committee with Department of Aviation officials were Evelyn Johnson, Anita Sasser, and Ruth Thomas.

The USPFT committee, Marilyn Ayers, Nancy Fisher, Mary Emma Anderson, and May Cay Beeler, chose the month of April for the local USPFT and May for the regional event. Both were held at the Morristown Airport.

Chapter delegates for the Hawaii convention were: Lynn Berron, Donna Bower, Evelyn Johnson, Sylvia Merritt, Irene Flewellen, and Ruth Thomas.

Sydney Music and Mary West developed a prize-winning NEW MEMBER KIT to be used by membership chairman, Evelyn Johnson. The story told over the years, and confirmed by new member Nancy McGinnis, is that Evelyn hands her students their Private certificate with one hand and an application to join the Ninety-Nines with the other.

New Members from 1980 to 1986 were: from Knoxville, Ann Cooter, Karen Swander, Mary West, Martha Clinton, Joyce Green, Anita Sasser, Ingrid Ramsey, Dawn Keith, Marian Petrides, Constance Harrison, Sydney Music, Linda Lowry, Cheryl Wentling, Ellen Steck, May Cay Beeler, and Nancy Sanders; from Chattanooga, Linda McDonald, Rebecca Goins, Lola Culberson, Peggy Baty, Lisa Bates, Faye Lawson, and Nell Weathers;

from Oak Ridge, Ernestine Hunt, Faye Hammons, Jeannine Stolaas, Louise Ryan and Donita Moloney; from Morristown, Lori Lawson, Deborah Young, Debra Carrol, Teresa Anderson, Alicia Lafever, Lynda Henderson, Gayle King Dawson; from Strawberry Plains, Nancy McGinnis; from Crossville, Patricia Guthrie; from Dayton, B. Marie Jones; from Cleveland, Nancy Dailey, Peggy Reynolds; from Maryville, Grace McHargue, and Sylvia Merritt; from Newport, Sienna Lovingood; Charlotte Hayden from Goodsprings; and Mary Jones from Martin.

TENNESSEE CHAPTER CHAIRMEN

1940 to 1987

1940 - 1942 Pearl Brock
1942 - 1943 Kathryn Zachery
1943 - 1946 (War Years)
1946 - 1948 Ruth Thomas
1948 - 1950 Evelyn Bryan
1950 - 1951 Eddie Lee Griffen
1951 - 1953 Cora McDonald
1953 - 1955 Georgiana McConnell
1955 - 1957 Mary Beth Sargent
1957 - 1959 Mary Jane Quarles
1959 - 1963 Irene Flewellen
1963 - 1965 Dot Searle Patton
1965 - 1966 Evelyn Bryan Johnson
1966 - 1968 Lady McReynolds
1968 - 1969 Edna Davis
1969 - 1971 Bea Reid
1971 - 1973 Fran Davis
1973 - 1975 Donna Bower
1975 - 1977 Edna Davis
1977 - 1979 Irene Flewellen
1979 - 1981 Ruth Thomas
1981 - 1983 Evelyn Lyons
1983 - 1985 Marilyn Ayers
1985 - 1987 Nell Weathers
1987 - Anita Sasser

ALL WOMEN'S INTERNATIONAL AIR RACE

"ANGEL DERBY"

In 1947 the Florida Chapter of Ninety-Nines staged an All Woman Air Show to demonstrate the safety of flying to the public. The first show, held at Peter O. Knight Airport, Tampa, Florida, featured the Transcontinental Race. In 1949, the third show, held at Miami, Florida, included the International Air Race.

The route was a direct course between Montreal and Miami. Individual test flights had established handicaps. Takeoffs were scheduled according to handicap to give pilots the opportunity to reach the finish simultaneously. Refueling stops were left to the discretion of the pilots and the first to cross the finish line was declared the winner.

During the ensuing years routes stretched beyond the borders of Canada and the United States--to Cuba, The Bahamas and, in 1960, deep into Central America to San Salvador, El Salvador.

The International Air Race became an independent entity in 1961 when members of the Florida Chapter of Ninety-Nines formed the Florida Women Pilots Association, Inc. under which to assume its management.

In 1964 the race was dubbed the ANGEL DERBY after a newspaperman in Monterrey, Mexico, amazed to see scores of small aircraft, all piloted by women, flying in under a heavy overcast, referred to the pilots as "Angels with Wings."

In 1971 the routes extended deeper into Central America to Managua, Nicaragua. By 1973 it became necessary to incorporate both All Women's

International Air Race and Angel Derby to protect exclusivity and more clearly define identity.

The 1979 race retraced the route of the First Women's Air Derby flown in 1929 between Santa Monica, California and Cleveland, Ohio as a Fiftieth Anniversary commemorative. In 1986 the race was opened to men. The 1987 race is again scheduled to The Bahamas for the eighth finish in that island country.

The 1949 inaugural was won by the late Peggy Lennox Drown of Fort Lauderdale. The 1951 derby between Orlando, Florida and Windsor, Ontario, Canada was won by Margaret Carson of Ottawa, Ontario, Canada--the only time the race has been won by a pilot residing out of the United States. The 1970 derby between Toronto, Ontario, Canada and Nassau, Bahamas marks the only time there was a tie for the finish. Marion Jayne of Palatine, Illinois and Mara Culp of Corona Del Mar, California flew identical airplanes to the finish with identical scores.

The unique international competition annually draws from the ranks of distinguished women pilots throughout the Western hemisphere. Among those who have flown the derby is Bernice Steadman, a two-time winner, Past President of The Ninety-Nines, Inc. and originator of the International Women's Air and Space Museum. Edna Gardner Whyte, a four-time winner, is one of aviation's notable personalities. Pat Arnold won once and went on to organize the Women's Pylon Racing Association. Five-time winner Judy Wagner placed first in pylon races at Frederick, Md.; Fort Worth, Texas; Reno, Las Vegas and Cleveland in addition to establishing several flight records. Jerry Mock became the first woman to fly solo around the world and was awarded the FAA Gold Medal. Joan Merriam Smith completed the Amelia Earhart route solo and was awarded the coveted Harmon trophy.

The ANGEL DERBY is conducted under the Sporting Code of the Federation Aeronautique Internationale, world authority governing sport flying and flight records, and is Sanctioned by the National Aeronautic Association, United States representative of the FAI. Its purpose continues in the tradition of its originators: (1) To encourage safety and proficiency in private flying, (2) To further international good will between neighboring countries, and (3) To promote national and international aviation sports competition.

GOVERNORS OF THE SOUTHEAST SECTION

1931-1934 Mary Nicholson, Carolinas
1934-1938 Clayton Patterson, Carolinas
1938-1940 Jessie Woods, Carolinas
1940-1941 Charlotte Frye, Georgia
1941-1942 Nell Behr, Carolinas
1942-1943 Vera Self, Florida
1943-1945 Bird Eaton, Carolinas
1945-1947 Evelyn McRae, Florida
1947-1949 Louise Smith, Carolinas
1949-1950 Dorothy Shackelford, Carolinas
1950-1951 Marion Bertram, Florida
1951-1952 Betty Hamilton, Carolinas
1952-1954 Evelyn Bryan, Tennessee
1954-1955 Sarah Duke, Tennessee
1955-1956 Georgiana McConnell, Tennessee
1956-1958 Burnette Spencer, Carolinas
1958-1960 Kitty Nix, Georgia
1960-1961 Juanita Halstead, Alabama
1961-1962 Minnie Wade, Alabama
1962-1964 Cora McDonald, Mississippi
1964-1965 Virginia Britt, Florida
1965-1967 Martha Tobey, Memphis
1967-1969 Janet Green, Mississippi
1969-1971 Page Shamburger, Carolinas
1971-1973 Cy Beers, Florida Spaceport
1973-1975 Bea Reid, Tennessee

1975-1977 Virginia Procter, Memphis
1977-1979 Peggy McCormick, Mississippi
1979-1981 Judy Hall, Deep South
1981-1983 Bonnie Quenzler, Spaceport
1983-1985 Alexis Montague-Ewanchew, Gulfstream
1985-1987 Louise White, Blue Ridge

The Governors' Pages

An update of the
Southeast Section History
From
1987 to the Present



Mary Fletcher - Gov. 1987-1989

OFFICERS:

Mary Fletcher, Governor, Florida Suncoast
Vice Governor, Lee Orr, Blue Ridge
Secretary, Norma McReynolds, Spaceport
Treasurer, Nancy Wrenn, Carolinas

COMMITTEE CHAIRMEN:

Aerospace Education/Careers: Barbara Cochrane
Amelia Earhart Scholarship: Hazel Monroe
Bylaws and 501(c)3: Judy Hall
Current Events: Bonnie Carr
Forest of Friendship: Irene Wirtschafter
Historian: Ruth Thomas
Insurance: Susie Sewell
Legislative Information: Bonnie Gann
Membership/66 Program: Alexis Ewanchew
NIFA: Fran Sargent
Scrapbook: Mira Eischner



SECTION MEETINGS

FALL 1987 Florida Suncoast Chapter, Clearwater Beach, Nancy Wright Chairman

SPRING 1988 Deep South, Perry, GA Judy Hall Chairman

FALL 1988 Florida Gulfstream Chapter, Pompano Beach, FL Sue Perrigo Chairman

SPRING 1989 Kitty Hawk Chapter, Ashboro, NC Hazel Monroe Chairman



Lee Orr - Gov. 1989-1991

The 1989 – 1991 Southeast Section officers were installed in New Orleans.

OFFICERS:

Lee Orr, Blue Ridge, Governor
Constance Wilds, FL Goldcoast, Vice-Governor
Nancy Wright, FL Suncoast, Secretary
Nancy Wrenn, Carolinas, Treasurer
Mary Fletcher, FL Suncoast, Immediate Past Governor

Fall 1989 – hosted by FL Suncoast at Clearwater Beach.

Spring 1990 – hosted by North Georgia in Atlanta.

Fall 1990 – hosted by FL Goldcoast in Miami. In September 1990 Lee attended the first joint meeting of the Governors Council and the International Board. The Governors Council, established at the 1990 Convention, serves in an advisory capacity to the International Board.

Spring 1991 – hosted by Alabama at Guntersville State Park where members were presented with The Key to the City. All attending enjoyed the relaxed feeling with golf, fishing, tennis, hiking, camping, etc. being available. Members had an opportunity to shop at Boaz Outlet City or visit the original Space and Rocket Center in Huntsville. The Spaceport Chapter will sponsor a "pilot" project, the BFR Service, with the approval of the International Board. BFR Service includes Bed and Breakfast, Fun and Friendship, and a Ride or Rescue to/from the airport. Donations would assist in the printing of The 99 News.



Following her term as Governor of the Southeast Section, Lee was elected an International Director.

Constance (Connie) Wilds - Gov. 1991-1993

The 1991- 1993 Southeast Section officers were installed at Guntersville State Park, Alabama.

OFFICERS

:

Connie Wilds, FL Goldcoast, Governor

Fall 1991 – hosted by Mississippi at Biloxi.

Spring 1992 – hosted by the Carolinas at Wilmington, NC.

Fall 1992 – hosted by Mid-Tennessee at Memphis.

Spring 1993 – hosted by the Foothills chapter.



Nancy Lucile Wright - Gov. 1993-1995

The officers during my term as Governor were: Vice Governor, Vickie Lynn Sherman. Secretary, Jacqueline Hite Marsh. Treasurer, Julia "Judy" Corbett Hall. My Section meetings were held in Destin, Florida, New Orleans, Louisiana, Chattanooga, Tennessee and St. Petersburg, Florida.



I was installed as Governor in Destin, Florida in the Panhandle. A great meeting and shortly after that, the Chapter folded. I won the raffle...a beautiful hand knitted afghan made by Peggy Mayo, now deceased. and now even more precious. The entertainment for the dinner was Sonny and Cher. A real hoot!



My second section was joint meeting with the South Central Section in New Orleans. The Section was chaired by Lisa Cotham. What a terrific time of year for all of their planned activities. We had dinner at Pat O'Brien's and a wonderful Halloween Costume Party. Jim and I went as Cone Heads.



My third Section Meeting was held in Chattanooga, TN. We stayed at the Chattanooga Chocho. We had our



Chairman's Breakfast in one of the original Cho Chodining Cars. The highlight of the meeting for me was the attendance of Jessie Woods and Evelyn Johnson...Mama Bird.

My fourth Section Meeting was held in St. Petersburg, FL. The hotel was about a block from Albert Whitted Airport (a real help in the transportation department). In Chattanooga we

adopted naked teddy bears and brought them back to this section fully dressed in many imaginative costumes. We sold them at auction and raised \$800. We held a scholarship luncheon honoring Amelia Earhart, Bonnie and Archie Gann, and the Jessie Woods Spacecamp winners. We had dinner by the pool with dancing and a feature presentation from Elvis. Great fun and great entertainment.

I loved my two years as governor. I met with many old friends and made many new ones. A special thank you to my wonderful officers.. and a very special thanks to my parliamentarian, Jaye Hudgens. When I left office we had 714 members in the Southeast Section. A real tribute to Nancy Miller SE Membership chair and all of the Chapter membership chairs.

A big thank you to the SE Section for electing me Governor.



Vicki Lynn Sherman - Gov. 1995 - 1997

Vicki Lynn Sherman, Governor
International President 2000 - 2002

1995, the Fall Section meeting sponsored by the Gulf Stream Chapter in Fort Lauderdale, Florida was a wonderful first exposure to the membership and the customs of our Section. I remember the camaraderie, friendship, and the fun we all had on our cruise out of Port Miami arranged by Connie Wilds who as past governor inducted me in the office of Governor when I first began to understand the nature of the responsibility I was assuming. This was the year when we began the consideration of a new category of Academic Pilot for women beginning their training as pilots and future members of our organization. During this meeting, I was surprised and pleased to be inducted as an honorary member of the Gulf Stream Chapter.

In 1996, the Spring Section meeting was sponsored by the Kitty Hawk Chapter at Wilmington, North Carolina. I have pleasant memories of the cruise that we took on the Cape Fear River and the silent auction for numerous prizes in a successful money raising project. During this year the International Board of Directors adopted the proposed category of Academic Pilot proposed in 1995.

In the Fall of 1996, the Spaceport Chapter hosted the Section meeting in St. Augustine, Florida. We enjoyed visiting the historic sites of the "oldest city" exploring the Fort and walking the reconstructed main street of the first town in the New World which later became the United States. This was the year I remember flying the poker hands and painting many 99 compass roses on the airports of the Southeast Section.

In the Spring of 1997, the Section meeting was sponsored by the North Georgia Chapter in Atlanta and we square danced with "real cowboys" at the FBO at the Peachtree Airport. I had the honor of being elected as Governor Spokesperson by the Council of Governors and began to understand the important role that governors play in advising the Board of Directors of issues important to the grass root members of the organization, suggesting policies and changes needed to keep our organization a dynamic force in aviation.

I remember the tragic crash which took the life of Bonnie and Archie Gann when their plane went in the water at Walker's Cay in the Bahamas. From this tragedy, we developed "The Bonnie and Archie Gann Scholarship Fund", which continues to help deserving pilots achieve their CFI ratings.

In 2000, I was elected International President of The 99s and with the help of my Board of Directors restructured the headquarter's operation. In my first year, the West Canada Section sponsored the International Conference at Calgary where we attended the "stampede" and square danced in a truly International meeting. That year I traveled and enjoyed the hospitality of Sections throughout the United States with the idea of encouraging the expansion of membership and our fellowship. I then had the opportunity to travel through twelve European countries meeting with three Sections, with the assistance of our overseas members flying in the tightly controlled airspace in which our European members operate. I particularly recall the warm hospitality of the German and Hungarian Sections. The experience and contacts that I was fortunate enough to make has continued to pay dividends to The 99s allowing us to add the Hungarian Section and most recently led to formation of the Norwegian Section approved at the 2007 Conference held in Boulder, Colorado.

It has been an honor to have represented The 99s and functioning as a past International President continues to be a rewarding experience enjoyed with 99 friends of many years to continue the expansion of The 99s and our Sections scattered across the world.



Installation of Section Officers 1995

Judy Hall - Gov. 1997-1999

The 1997- 1998 Southeast Section officers were installed in North Georgia.

OFFICERS:

Judy Hall, Deep South, Governor

Eileen Malan, Carolinas, Vice-Governor

Cheryl Cichocki, FL Gulf Stream, Secretary

Hilda Ray, Alabama, Treasurer

Vicki Lynn Sherman, FL Spaceport, Immediate Past Governor

Fall 1997 – hosted by FL Gold Coast at Coconut Grove. During the business meeting, the Southeast Section was asked to contribute \$1,000.00 for the SE Cabinet. The By-Law Committee completed the update of the By-Laws. They will now be sent to Lisa Cotham and Anne Roethke for finalizing before the members will vote on them..

Spring 1998 – hosted by Kitty Hawk at New Bern, SC. The updated Section By-Laws were approved. Margaret Riddle conducted PIC simulator time. The banquet was held on the Crystal Queen Dinner Cruise with Jill Merrill speaking about "The Ultimate Experience: Flying the F16".

Fall 1998 – hosted by the New Orleans Chapter in New Orleans. The original meeting was postponed because of a hurricane and the meeting finally held in November was not as well attended as hoped and the weather still was not great. Although all the business was taken care of, the other activities were changed because of the weather. Instead of competing in a Spot Landing Contest with real airplanes, we all landed paper airplanes on a chalk runway. We threw flour bombs at a sidewalk target. In other words, we adapted, as all Ninety-Nines have learned to do.

Spring 1999 – hosted by the Carolinas Chapter at Myrtle Beach, SC. New Section officers were installed and Bonnie & Archie Gann Scholarships were awarded to a young woman and a young man who want to teach others to fly. The \$1,000.00 each scholarships are awarded to those desiring to earn a Certified Flight Instructor Rating, one each to a man and a woman each year. Members attending the meeting participated in many fun and educational activities.

Eileen Malan - Gov. 1999-2001

OFFICERS:

Eileen Malan, Carolinas, Governor
Hilda Ray, Alabama, Vice-Governor
Lisa Cotham, New Orleans, Secretary
Jaye Hudgins, Alabama, Treasurer
Judy Hall, Deep South, Immediate Past President

Fall 1999 – hosted by Deep South and held in Warner Robins, GA. A highlight of the meeting was a trip to the Museum of Aviation at Robins Air Force Base. This included a guided tour and a reception.

Spring 2000 – hosted by the Alabama Chapter at Mobile.

Fall 2000 – hosted by the FL Suncoast chapter.

Spring 2001 – hosted by Tennessee at Gatlinburg.



Lisa Cotham - Gov. 2001-2003

The 2001-2003 Southeast Section officers were installed in Gatlinburg, TN.

OFFICERS:

Lisa Cotham, New Orleans Chapter, Governor
Cheryl Cichocki, Florida Gulf Stream Chapter,
Vice-Governor

Cynthia Basamania, Carolinas Chapter, Secretary
Reba Ludlow, Florida First Coast Chapter, Treasurer
Eileen Malan, Carolinas Chapter, Immediate Past
Governor

The term was primarily focused on the 2003 International Conference in Huntsville, AL and the second round of training for the national NASA Ambassador Program and its associated grant, which was awarded to Florida Suncoast and Florida First Coast Chapters.

The Section meeting schedule was probably one of the most challenging – ever!

Fall 2001 – Huntsville, AL, hosted by the Section officers. Planned to introduce Section members to the 2003 convention site, including Space and Rocket Center.

Spring 2002 – FL Lauderdale, FL, hosted by Florida Gulf Stream Chapter. Held during the Sea-Air Airshow. It was during this meeting that we presented, for the first time, two new awards I implemented as Governor, the Governor's Service Award to recognize an outstand

ing Section member or Chapter and the 491/2 of the Year.

Fall 2002 – Originally scheduled for Oct. 4-6, in Bay St. Louis, MS, by New Orleans Chapter. The meeting was cancelled just three days in advance when Hurricane Lili reached peak winds of 140 mph upon entering the northern Gulf of Mexico. Only seven days before, Hurricane Isidore had churned up the waters enough to bring the cooler deeper water to the surface, greatly eliminating Lili's fuel supply. Lili dramatically decreased in size and intensity, but not soon enough to spare the rescheduling of the meeting.

Florida First Coast Chapter, in the Jacksonville-St. Augustine, FL area, literally, in just weeks, organized the Fall Meeting. Held near Thanksgiving, Chapter members provided a wonderful potluck luncheon much in the Pilgrim spirit, a very well received first for the Section.

Spring 2003 – While scrambling to find a convenient, short-notice location to hold the Fall 2002 meeting, it was announced that the Aviation World's Fair, slated for Newport News, VA, in April 2003 and the venue for our Spring Section meeting, was cancelled! Section officers, trying to find an easily accessible, central location, selected Charlotte, NC, where the 2003-2005 Section officers were installed.

Elected International Director 2005-2007 and 2007 - 2009

Cheryl Cichocki - Gov. 2003 - 2005

OFFICERS:

Cheryl Cichocki, Florida Gulf Stream Chapter, Governor
Millie Thomas, Florida First Coast Chapter, Vice-Governor
Mary Gibson, Florida First Coast Chapter, Secretary
Marie Grein, Florida Suncoast Chapter, Treasurer
Lisa Cotham, New Orleans Chapter, Immediate Past Governor

Fall 2003 – hosted by Florida Suncoast at Clearwater Beach. Local female pilots and FWP were invited to the Town Meeting where flying experiences were shared. The Section voted to give \$1,500.00 to the 99s Building in Lakeland. It was announced that the Southeast Section Website has been established--www.ses99s.org

Spring 2004 – hosted by Florida Gulf Stream in Dania, FL. Jody McCarrell, International President, and Elaine Morrow, International Vice-President, were present. In the business meeting, it was decided to have two section meetings: Spring, business and fun; Fall, business. Members decided to donate \$1.00 of the \$5.00 rebate to International to help pay insurance costs. Deborah Anderson, chairman of the newly chartered Chattanooga Tennessee Chapter, received the charter from Jody McCarrell.

Fall 2004 – hosted by Millie Thomas at her home in Green Cove Springs. Members of the FL First Coast joined in the potluck lunch and some folks stayed for the business session. Much interest was shown in the website, with many suggestions given for links

Spring 2005 – hosted by the Southeast Section at the Meterie Sheraton. Elaine Morrow, International President, and Pat Prentiss, International Vice-President, were present. After listening to Pat describe the urgent need to repair the floor of the Archive Room, members voted to donate \$1,000.00 to that cause. Elaine and Pat installed the new officers (2005 – 2007) in a lighthearted manner.



New Chattanooga Chapter: L-R Elaine Morrow, Deborah Anderson, Jody McCarrell and Cheryl Cichocki



Marie Grein - Gov. 2005 - 2007

OFFICERS:

Marie Grein, Florida Suncoast Chapter, Governor
M. Corbi Bulluck, Kitty Hawk Chapter, Vice-Governor
Virgilea Sworts, Memphis Chapter, Secretary
Doreen "Dorie" Richter, Kitty Hawk Chapter, Treasurer
Cheryl Cichocki, Florida Gulf Stream Chapter, Immediate Past Governor

Fall 2005 – hosted by North Georgia, in Atlanta, Georgia. Members present voted to move money from the savings account to a CD to receive greater interest. Chapters signed up to be hosts for future section meetings. The biggest issue was that of improving communication between chapters and between chapters and section. Sherri Platt volunteered to be the "link" and chapter representatives volunteered to participate.

During the Saturday luncheon, Catherine Cavagnaro received her sash since she was one of two SE Amelia Earhart Scholarship winners (Gisle Hartl was the other) and will receive the medal in Washington, DC next year.

Spring 2006 – hosted by Kitty Hawk, in Fayetteville, NC. Held during the Fourth Friday and 24th Annual Dogwood Festival, members were able to enjoy wandering around the town. Reports, awards, and completing the section meeting schedule were taken care of during the business meeting. Cheryl Stearns, Kitty Hawk member, a parachutist, spoke of her previous experiences and her effort to break her record "high altitude parachuting". The evening activities (reception and dinner) were held in the Airborne and Special Operations Museum with Mark Grady, a pilot and radio/TV host, as speaker.

Fall 2006 – hosted by the Tennessee Chapter, in Gatlinburg, TN. Elaine Morrow, Immediate Past President, joined us and enjoyed the mountains as much as the rest of us. In the business meeting, much discussion centered on the issue of the 491/2s. Our section decided anyone---male or female---who supported a Ninety-Nine would be regarded as a 49 1/2. Catherine Cavagnaro spoke to us about Airframe Icing.

Spring 2007 – hosted by the FL Spaceport chapter. In addition to the chapter reports and the chairmen's report, Pat Prentiss, International President, presented a lovely vase representing the new charter, to Jessica Stearns, Chairman of the newly formed FL Paradise Coast Chapter. Pat also installed the new officers for 2007-2009. The luncheon speaker was Brigadier General Susan Helms, commander of Patrick Air Force Base. General Helms narrated a film taken of her six-month stay on the International Space Station. There were many envious females in the audience!

99s International Conference August, 2005 – hosted by the New Zealand Chapter. The Southeast Section had 9 members present: Lisa Cotham (who was elected an International Director), Allie Franke, Harriett Hall, Lee Leger-Miller, Lee Orr, Pam Rochowiak, Ann Roethke, Connie Wilds, and Marie Grein. "Kia Ora"



Shown here I-r: Lee Orr, Marie Grein, Allie Franke, Lee Leger=Miller

99s International Conference 2006 – hosted by the Mid-Atlantic Section. Headquartered in Washington, DC, members had an ideal opportunity to visit the monuments, historical buildings, government buildings, etc. A special treat was the cocktail reception at the Watergate Hotel, which honored the WASPs. The installation of the new International Board occurred--- Pat Prentiss, the new International President. A large number of SE Section members attended.



Fall Section Meeting '05 Atlanta



Installation '05-'07: IP Elaine Morrow, Pat Prentiss, IVP Marie Grein, Corbi Bulluck, and Virgilea Walden

Corbi Bulluck - Gov. 2007 - 2009

OFFICERS:

Corbi Bulluck, Kitty Hawk Chapter, Governor
Catherine Cavagnaro, Tennessee Chapter, Vice-Governor

Rebecca "Becky" Ritter, Florida Goldcoast Chapter, Secretary

Barbara Yeninas, Florida Suncoast Chapter, Secretary
Marlene Rasetta, Kitty Hawk Chapter, Treasurer
Marie Grein, Florida Suncoast Chapter, Immediate Past Governor

Fall 2007 – hosted by the Alabama Chapter in Birmingham, AL. Friday evening featured a fabulous "Meet 'n Greet" reception with a bounty of delicious hors d'oeuvres. At the Saturday Business meeting, attendees voted to request that the International Board of Directors email the HQ Dispatch to all 99s, as well as have all new members automatically enrolled in the 99s Email Network, with the ability to opt out. The members also voted to submit a proposed Bylaw change that would amend the membership requirements to include military equivalents. Afterwards, attendees had a lesson on the reference material found in the Members-only section of the website and how to join the Email Networks. After the Business Meeting, many attendees enjoyed lunch at the famous Irondale Cafe, the original Whistle Stop Caf  from the movie Fried Green Tomatoes. On Saturday night, we enjoyed drinks and dinner at the Southern Museum of Flight, where we were able to wander through the many exhibits. Local actress Dolores Hydock performed "At Home Between Earth and Sky: Voices from Chandler Mountain."

Spring 2008 – hosted by the Carolinas Chapter in Myrtle Beach, SC where we enjoyed a wonderful hotel on the beach. At Saturday's Business Meeting, attendees voted that the interest earned on the Section's savings account and CD be added to the Governors Expense budget. Members voted reimburse the International Board representative up to \$100 to help offset the personal financial burden incurred to attend our meetings. Chapters were advised to verify their individual state's laws regarding the legality of raffles. Chapters were also reminded to obtain insurance permits from Headquarters for flying and non-flying events. Due to changes in IRS regulations, the Section will be working with all chapters to insure compliance with 501(c)(3) requirements. Aviation Activity awards and certificates were presented to ten chapters. At our luncheon, Barbara Harris-Para spoke about her aviation experiences.

Fall 2008 – hosted by the Florida Suncoast Chapter in St. Petersburg, FL. During the Business Meeting, members voted to have the Southeast Section Officers develop a rotation plan for our Section Meetings. Chapter Chairman Manuals were provided to all Chairmen in attendance. Looking ahead, members voted to use Section funds to pay for the Saturday afternoon recruiting function at the Pensacola Spring 2009 Section Meeting. Afterwards, attendees were explored tools and practices that International might provide to chapters to help the chapters to be more successful and shared ideas for successful

fundraising, meetings, and activities. Attendees at Saturday evening's poolside banquet were entertained by an actor portraying pilot Tony Janus who flew the first commercial flight, which was from St. Petersburg to Tampa in 1914.

Spring 2009 – hosted by the Southeast Section, in Pensacola, FL. Seminars on Aerospace Education and using the Online Directory were presented on Friday afternoon, followed by a beachside reception. At Saturday's Business Meeting, attendees voted to give \$100.00 to the Endowment Fund, in addition to making a \$50.00 donation in the name of the Outstanding 99 in the Southeast Section for the coming year. Winner of the Outstanding 99 of the Year was Sonia Bortolin, FL Goldcoast Chapter. After the meeting, members took an open-air trolley to the National Naval Aviation Museum, where we hosted a "Women Pilots Reception" for 99s and all other women pilots who live within 150 miles of Pensacola. We had very encouraging comments from our guests and believe that we planted the seeds to start a new chapter in the area. After the Saturday evening reception and dinner, guest speaker CarolAnn Garratt shared her story about the world-record setting flight she made around the world in her Mooney.

Significant Achievements:

- Over a 2-year period, two Section activities (the Kitty Hawk Chapter Golf Tournament and the FL Suncoast/FL Goldcoast Fly-In) raised almost \$7,000 for The 99s Fly for Breast Cancer Cure.
- Jaime Gonzales, New Orleans Chapter, was awarded a 2008 Amelia Earhart Scholarship (Multi-Engine Instrument rating).
- Cheryl Stearns, Kitty Hawk Chapter, was awarded the Amelia Earhart Pioneering Achievement Award recipient at the 2007 Amelia Earhart Festival and was inducted into the Arizona Aviation Hall of Fame.
- Evelyn Bryan Johnson, Tennessee Chapter, was awarded the Katherine Stinson Award at the National Aeronautic Association's Fall Awards Banquet on October 29, 2007.
- The Tennessee Chapter held a wonderful birthday celebration for chapter member Evelyn Bryan Johnson, who turned 99s years young in November 2008.
- The North Georgia Chapter and the Deep South Chapter combined to form the Georgia Chapter.
- Southeast Section member CarolAnn Garratt and Austin Chapter member Carol Foy set a world record in December 2008 when they flew CarolAnn's Mooney around the world in just over eight days to raise money for ALS (Lou Gehrig's Disease) research.



2009 - 2011

Lisa Cotham Pizani---2009-2011

Lisa Cotham was installed as Southeast Governor on May 2, 2009 at the Spring Section meeting held in Pensacola, Florida.

Officers: Lisa Cotham, Governor (New Orleans)
Marlene Raseta, Vice-Governor (Kitty Hawk)
Judy Bowser, Secretary (Florida Suncoast)
Nan Salomon, Treasurer (Blue Ridge)
Corbi Bullock, Immediate Past Governor (Kitty Hawk)

Fall SE Section meeting, 2009---Ashville, NC

Business: 1) section SOPS are being developed; 2) Terry Carbonell will work with chapters to regain SE Section chapters 501-c-3 tax status.

Spring SE Section meeting, 2010---Fort Lauderdale, FL

Business: 1) Treasurer Nan Salomon resigned. Hanna-Mari Solo volunteered to serve the remainder of Nan's term; 2)Marlene Raseta stated the SOPs for Governor and Vice-Governor are completed. Secretary and Treasurer SOPs are being developed.

International Conference was held in Hawaii, 2010. Academic Member category is cancelled; they will pay \$60.00, International dues, and \$5.00, section dues at next renewal.

Fall SE Section meeting, 2010---Nashville, TN; a combined section meeting, with North Central.

Business: 1) planned an organizational meeting for the proposed FL Panhandle chapter; 2) the new SE Section meeting rotation is completed; 3) Homeland Security determined all airplanes must be registered yearly.

Spring SE Section meeting, 2011---Lafayette, LA; a combined section meeting with South Central.

Business: 1) Hanna-Mari Solo, treasurer, reported the Board of Directors paid the IRS \$3,000.00 for the SE Section Group Exemption filing fee. Members present voted that the money be taken from section money, not chapter donations. 2) the decision was made that the SE Section host the 2014 International Conference of 99s at a place to be determined. 3) Bylaw change---at any section meeting the presence of 40% of the chapters in the SE Section shall constitute a quorum for that meeting.

International Conference was held in Oklahoma, OK, in 2011.

Personal news---Lisa was married to Armand Pizani in 2011.

OFFICERS:

Governor: Judy Bowser (Paradise Coast) 2011-2012
Terry Carbonell (Paradise Coast) 2012-2015
Vice Governor: Terry Carbonell (Paradise Coast) 2011-2012
Sonia Bortolin (FL Goldcoast) 2012-2015
Secretary: Ursula Davidson (FL Goldcoast) 2011-2013
Mae Marquet (New Orleans) 2013-2015
Treasurer: Hanna Mari-Salo (Kitty Hawk) 2011-2015
Directors: Myra Bugbee (FL Goldcoast) 2014-2015
Marilyn Shafer (FL Suncoast) 2014-2015
Immediate Past Governor: Lisa Cotham-Pizanni (New Orleans) 2011-2013



SECTION MEETINGS:

Fall 2011: Fort Myers, FL hosted by Paradise Coast Chapter – Girls being girls, a pajama party was the theme of the Saturday evening banquet capping off a whirlwind weekend of fun and educational activities. Amy Laboda presented the Write Brothers Master Pilot award to Jessica Stearns after her seminar about new aviation technologies. The Bahamas Ministry of Tourism was also on hand to talk about flying to the Bahamas and eAPIS requirements.

Spring 2012: Pinehurst, NC hosted by Kitty Hawk Chapter – Pigs really do fly and the Kitty Hawk Chapter proved this when Corbi Bullocks' family hosted a flyin' pig BBQ for the 99s. We "pigged out" while we listened to the history of the Gillium-McConnell Airport in North Carolina. Hanna Mari-Salo CFII provided an informative presentation on aviation and flight safety and ADM. Our business meeting focused on the wayward 501(c)(3) group exemption and our efforts at re-gaining group status.

Fall 2012: Macon, GA hosted by Georgia Chapter – Our historical tour of Macon was made complete when Judy Hall, a longtime resident of Macon, out-shined the tour bus driver with her intimate knowledge of the community and its history. Heather Hutton talked to us about her experiences with discrimination in aviation – a woman in a man's world. We learned about Pilots-n-Paws and had a FAASTeam Representative present a safety seminar. The 99s and their guests had the opportunity to learn about aviation history through the Warner-Robbins Museum. Our business meeting focused on Chapter revitalization and introduced us to the big picture of planning the 2014 International 99s Conference in New Orleans.

Spring 2013: Mobile, AL hosted by SE Section – Ladies: Start your engines! Continental Motors hosted a factory tour and very informative seminar on care and feeding of your engine. The 99s and guests also enjoyed a trip through history with a tour of the USS Alabama Battleship and the Mardi Gras Museum. The Mobile Boys & Girls Club hosted our hospitality room and interviewed the 99s about their aviation careers. The business meeting focused on the upcoming 2014

International Convention, our still elusive group 501(c)(3) exemption and the International by laws amendment.

Fall 2013: Biloxi, MS hosted by Mississippi Chapter – Strap yourselves in: we are going for a ride! And what a ride it was for the Fall Section meeting. Our hosts provided an outstanding day of educational events including a visit to the Hurricane Hunters where we toured the C-130 Hercules, saw the WC-130J simulator in action and watched the ATC trainees. Then, we headed off to the Stennis Airport and the Aerojet Rocketdyne Facility to learn what billions of dollars of rocket engines look like. What an incredible facility. We finished the day at Shade Tree Airport with Stenson rides, an old fashioned airport barbecue and an aviation movie. The business meeting focused on the International 99s Scholarship Registry, the upcoming 2014 International Conference to be hosted by the Southeast Section, Chapter reports in rapid fire and the resurrection of the Gann Memorial Scholarship. We also recognized our newest chapter, Middle Tennessee Chapter and rolled out the new Section fundraiser: new 99s logo charms.

Spring 2014: Charleston, SC hosted by Carolinas Chapter – The sleepy little town of Charleston was awakened by the thundering herd of 99s coming to town. International Representative Dianna Cole said it was the most fun she had ever had at a Section meeting. We had lots of time to explore the town for shopping, the waterfront and horse & buggy rides. Our educational segment consisted of a visit to tour a C-17 Globemaster. We officially recognized our newest Chapter, Emerald Angels of the Gulf Coast Chapter and installed our first ever Directors of the SE Section, Myra Bugbee and Marilyn Shafer.

Fall 2014: Knoxville, TN hosted by the Tennessee Chapter – International Representative Susan Larson learned the art of “voluntold-ism” during our cool fall weekend in the Tennessee Mountains. Our newest chapter, St. Croix Paradise Chapter attended from St. Croix via Facetime. It was a hoot to see tropical palm trees amidst the fall foliage. We finally got to announce to the members that we got our 501(c)(3) group exemption. Educational seminars included aerobatics with a free ride won by Elina Lunin, social media and a sheriff helicopter demonstration.

Spring 2015: St Petersburg, FL hosted by the FL Suncoast Chapter – International Representative Marjy Leggett was on hand to witness the changing of the guard for the SE Section. The Flamingo Fundango saw the first ever meeting of Mommy Pilots group with an educational seminar about flying with children and a premier of the WASP documentary “Silver Wings, Flying Dreams. The SE Section is leading the 99s in creating a family friendly section meeting to encourage Mommy Pilots and to make them know they are welcomed in the 99s; and in doing so provided child care for our 33s. In being more inclusive we also saw the inclusion of five chapters via Facetime/Skype at the business meeting. Georgia, Memphis, FL Gulstream, Blue Ridge and St. Croix Island Paradise Chapters has the opportunity to take part in the meeting and give their chapter reports.

INTERNATIONAL CONFERENCE: In 2014 the SE Section through the New Orleans Chapter, served as the host of the International Conference in New Orleans, LA. It was an awesome International Convention featuring a vendor hall and the CAMI portable high altitude chamber. There were any educational seminars plus tours for every taste. As usual, the hospitality suite, New Orleans style, was not to be missed. Hosting a successful International Conference was the final straw in securing the financial stability of the Southeast Section. Not only was the Section able to make a profit; but it was also shared with the International BOD.

Our Section faced and overcame many challenges during these four (4) years. While it was a lot of work, it was both an honor and a pleasure to serve as the SE Section Governor for 3 years. Our accomplishments were:

- * Cleaning up many of the Section and Chapter paperwork snafus including re-gaining our Group IRS 501(c)(3) exemption.
- * Rebounding and growing our numbers from 454 members to 552; adding three (3) new Chapters (Middle Tennessee Chapter - May 2013; Emerald Angels of the Gulf Coast Chapter – January 2014; St Croix Island Paradise Chapter - July 2014)
- * Revitalizing our Chapters so we have thriving, active Chapters
- * Adding two (2) new director positions to our board and electing and installing directors to fill those positions
- * Updating SOPs and By Laws to include electronic voting and holding no balloting where each candidate runs for office unopposed
- * Providing financial stability to the Section by creating the 99s new logo charm and hosting a very successful International Conference.
- * Resurrecting and awarding the Gann Memorial Scholarship
- * Providing child care for a section meeting to allow inclusion of Mommy Pilots with children
- * Encouraging chapter participation in the Section meeting by the use of Facetime/Skype for chapter chairs otherwise unable to attend the meetings.

2015-2017 SE SECTION 99S

OFFICERS

Governor:	Myra Bugbee	2015-2017
Vice Governor:	Mae Marquet	2015-2017
Secretary:	Marilyn Shafer	2015-2017
Treasurer:	Jeanne Burklund	2015-2017
Director:	Carol Voss	2015-2017
Director:	Karen Weldon	2015-2017
Immediate Past Governor:	Terry Carbonell	2015-2017



SECTION MEETINGS

FALL 2015: Huntsville, AL – Hosted by the Alabama Chapter

What a “blast” we had at the *Fall Blast*, as we visited the U. S. Space and Rocket Center. An affiliate of the Smithsonian Museum and the Official Visitor Center for NASA’s Space Flight Center, the U.S. Space and Rocket center houses the largest collection of rockets and space memorabilia in the world. We, Ninety-Nines, wiggled into the rocket capsules, imagining ourselves counting down and ready for blast off. We learned more about the space shuttle program and NASA’s journey to putting a man on the moon. We saw the original Mercury and Gemini capsule trainers and learned about the space camp for children. After visiting Fed Ex’s cargo facilities, we saw the Panalpina Boeing 747’s operations and learned that Huntsville expanded its runway just for the giant aircraft and now serves as one of the busiest hubs in the country. FlyQuest provided a delicious barbeque lunch and opportunities to test fly its simulators. We renamed our SE Section Scholarship the *New Horizons Memorial Scholarship*. It will memorialize the SE Section 99s who passed to New Horizons during the previous year and also highlights the new horizons that the recipient will encounter as she achieves her goal supported by the scholarship.

We implemented strategies to 1) build relationships and our community of 99s and 2) interactive *Minds on / Hands on Strategies* that provided a means to establish a shared vision and also that members could take back to their own chapters to promote growth and develop leadership teams. Our *Getting to Know You* activity was a BINGO game that provided a framework for conversation starters. In the *Minds on / Hands on*

2015-2017 SE SECTION 99S

educational strategy, we broke the large group into small groups to develop strategies and action plans that address 4 essential questions about our organization:

1. What skills make a good mentor and how can using those skills increase membership?
2. How can we influence our communities and be recognized as an asset?
3. In what ways can scholarships and aerospace education empower women?
4. How can we use technology to support our organization?

Finally, chapters presented fast paced reports and shared wonderful ideas for flying activities, air-marking, educational events, and more for other chapters to try.

Spring 2016: Daytona Beach, FL – Hosted by the FL Spaceport and Daytona Beachin’ Eagles Chapters

Wave Your Wings was a perfect theme for Daytona. In a collaborative venture with Embry-Riddle Aeronautical University, Ninety-nines from eight states experienced a high altitude chamber and discovered how lack of oxygen affects them during flying. The college provided tours to explore the Aerospace Engineering Program and the College of Aviation. Many also participated in a private tour of Florida’s largest university-based research telescope. Some participated in a seminar about flying gliders, while others actually flew a glider, performed aerobatics in a Pitts, or perfected tail wheel skills in flying a J3 Cub.

At the *Dessert under the Stars Welcome Reception*, we made delicious ice cream sundaes and heard a panel of speakers discuss “Outreach: How to Attract More Women in Male-Dominated Fields.”

Our Ninety-Nines participated in a scavenger hunt on the way to the section meeting. This community-building activity provided a framework for discussions and building relationships. Of course, prizes were given to those who completed the activity. Our *Minds on / Hands on* interactive activity guided members to identify their strengths and passions to determine how they could best serve the needs of their chapters and our section. The take-away was a large puzzle with interlocking individual pieces indicating each participant’s strength and commitment to her chapter. A Participation Rubric could also be taken back to individual chapters to identify ways members could become more active. We awarded the first *New Horizons Memorial Scholarship*.

Fall 2016: Fall Creek Falls State Park, Spencer, TN – Hosted by the SE Section of the 99s

This *Back to Basics* Section Meeting was family friendly and boasted a low registration fee of \$25. Educational seminars, *Survival Training* and *Family Flying*, captivated participants. Families could camp, hike, horseback ride, golf, or participate in a rigorous zip line / obstacle course. In the evening, everyone gathered at Terry Carbonell’s cabin for the Hospitality Room, as well as singing and roasting marshmallows around a bon fire. President, Jan McKenzie, our International Representative, was impressed with the positive energy and excitement of the SE Section members.

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The generous gift from the estate of Cheryl Chichocki allowed us to further the mission of the 99s. Our members voted to support education/scholarships by raising the amount of our *New Horizons Memorial Scholarship* to \$2500 and also donate \$5000 to support the new marketing / branding plan at the International level. The *Minds on / Hands on* activity resulted in creating *elevator speeches*, a quick 30-second way to talk to someone about the 99s and a way to share our passion about the 99s and to recruit or retain members. Two elevator speeches are posted on the SE Section website.

Spring 2017: Miccosukee Resort, Miami, FL – Hosted by the FL Goldcoast Chapter with support from the Treasure Coast Chapter

Airplanes, Alligators, and Airboats was the theme for this SE Section Meeting, held at the Miccosukee Resort in Miami, FL. Many members rode an airboat through the unique area of the Everglades. Members attended the welcome reception, held at the *Wings Over Miami Museum*, in vintage costumes of Rosie the Riveter, Amelia Earhart, pin up girls, and soldiers. Mary Ann Claret and Angela Homoky, the first two females to fly a general aviation airplane to Havana, presented an educational seminar, *Flying to Cuba*. Mikki Kline led members in an early morning workout session prior to the business meeting. Tours of the American Airlines Hangar and the Miami Tower were interesting to all who attended.

The community building activity began several weeks prior to the section meeting. I invited attendees to share a “little known fact” about themselves. I put the answers into a BINGO sheet. Guests enjoyed talking to each other to identify those facts and start conversations. New officers directors were installed and the *Minds on / Hands on* interactive activity shared information that will help the new Governor set goals for the upcoming two years. A banquet with speaker Dr. Shelia Chamberlain rounded out the events of the weekend. This was the highest attended SE Section Meeting in recent memory, with 78 members and guests.

Goals and Accomplishments

- 1) **Building our Relationships** with community-building activities (*Getting to Know Us Activities*)
- 2) Teaching **strategies**, through interactive *Minds on / Hands on Activities*, to the SE Section leaders enabled our leaders to implement ideas at their chapter levels to make their chapters and leadership teams stronger
- 3) Increasing **Membership** – I challenged our members to reach 600 members by the time my term was concluded. At that time, we were 601 members strong!
- 4) **New Chapters** – Some of our chapters span hundreds of miles and the distance makes it difficult for some members to regularly participate. Therefore, we encouraged leaders to start new chapters that could meet the needs of our members. We chartered three new chapters:
 - a. FL Heartland -- November 2015
 - b. Treasure Coast – May 2016
 - c. Sarasota Ladybugs – August 2016

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- d. Georgia was in a “holding pattern” for several years. We rejuvenated and renamed them the *Georgia Flying Belles* – January 2017.
- e. Middle Tennessee was also in a “holding pattern.” We relocated and renamed them, *Appalachian Aviatrices* – February 2017.
- 5) **Mapping Project** – Each SE Section member was marked with a pushpin on a wall-sized map of the SE Section. This project created a visual image of where each member lives and provided an opportunity to encourage members to participate in chapter activities nearest their location.
- 6) **Collaboration** – Also, to establish more participation and support, we encouraged chapters to plan joint activities (flying, educational, community outreach, and fun).
- 7) **Scholarships** – The *New Horizons Memorial Scholarship* is a SE Section Scholarship for any SE Section 99 for any rating, Private Pilot and beyond. Many individual chapters also provide scholarships, totaling approximately \$15,000 per year.
- 8) **Fiscal Responsibility**
 - a. We are financially sound with the donation from an estate and with fundraisers of wine glasses, 99s jewelry, and 99s charms.
 - b. We held an audit of the SE Section finances for the first time in many, many years. The report was positive and a few minor suggestions were quickly implemented.
- 9) **WASP** – It became the responsibility of the SE Section to host the WASP at Sun ‘n’ Fun. It has been a truly enlightening experience and an honor to get to know our historical treasures and serve as their escorts and organizer at Sun ‘n’ Fun.
- 10) **Mentoring** – I am passionate about mentoring for success and the long-term sustainability of our organization. We have implemented formal and informal means of mentoring our members. We held a Governor’s Retreat after each fall section meeting in which any member could attend, get to know the Governor, and make suggestions for improving the section. I began mentoring the prospective new governor several months before she took office by inviting her to attend an IBOD Meeting and Governor’s Council Meeting in OKC, communicating with her, copying her on emails and ended my term with a mini-Governor’s Retreat, which was an intense, focused, four-day period of transition with the new Governor.

It has truly been my pleasure and an honor to serve as the SE Section Governor from May 2015 – May 2017. We continue to improve, create an environment of excitement among our members, and inspire all generations to explore aviation.

Myra Bugbee, Governor
SE Section Ninety-Nines, 2015-2017



Fly, Learn, Mentor, Inspire