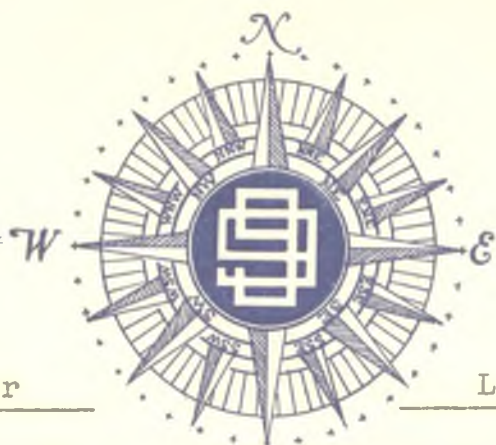


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NINETY NINE

NEWS LETTER

INTERNATIONAL ORGANIZATION



OF WOMEN PILOTS

August
Editor,
Mrs. Fanny Leonpacher

1940
Box 432,
Lafayette, Louisiana.

DENVER MEETING. A habit or custom or what you may call it, formed during the past ten years has been swept aside and we no longer look to the date of the "National Air Races" for the time of the Annual Meeting of the Ninety-Nines. This fact undoubtedly accounts for the fewer members attending this year's meeting at Denver, July 6-7. However the members still stood loyal and all but one Section was represented by member delegates.

About 7:15 p. m. Saturday evening we began pouring into the suite of our President, Betty Gillies, for cocktails and appetizers. There, for the first time, we began to realize the number of 99's who had come to Denver to enjoy the Denver Air Show and to attend the functions of the week end. That evening we filled several tables at the banquet in conjunction with the N.A.A., and were much pleased with the fitting introduction of Betty Gillies as our President, given by Gill Robb Wilson to the large group of aviation enthusiasts seated at the banquet tables. After having spent more than nine hours of serious discussion during the day, the evening brought relaxation to the Executive Committee.

Sunday morning brought us together again for the Annual Meeting with delegates casting thirty-two votes by member delegates or proxies from all Sections. Other members were also present and entered into discussions of various questions brought up during the meeting.

A report from the Membership Committee gave the present paid-up membership as 384 which is a gain of 35 over the previous year; new members number 123.

The report of the Amelia Earhart Fund revealed that we had attained our goal of raising \$2,000 during the past year. A question of what this fund offered was clarified to cover Advanced Training or Instrument Training, at the option of the prospect chosen.

Constitutional amendments were voted upon. The delegation rejected the amendment providing for a re-division of the Sections, but the Executive Committee agreed to act upon a re-division agreeable to the Northwest, North Central and South Central Sections, provided same were submitted in writing and all concerned approved same.

The delegation accepted the amendment which discontinues all Junior Memberships after May 1, 1941.

No action was taken by the delegates assembled on the recommendation of the Executive Committee regarding the affiliation of the 99's with the N.A.A. although considerable discussion pro and con came from the floor. The majority of the delegates felt that it was a matter on which they should have the vote of the members whom they represented before casting a final vote. All delegates and proxies finally agreed to take the question up with their respective Chapters and Sections and to mail in their vote accordingly, on or before August 10. See page 2.

Aug 1940

Ballots taken on the nominations made for the members of the Executive Committee re-elected those members Alice Hammond, Dorothy Carpenter, and Clayton Patterson who have served with the National Officers during the past year.

And so, another Annual Meeting of the Ninety-Nines is a matter of history, but we have come away with the enthusiasm to build up our organization further during the next year and to carry forth the purpose of our organization with greater zest and accomplishment.

- - Jeannette Lampke.

N.A.A. AFFILIATION. The Executive Committee recommends that the 99's enter upon the following agreement with the N.A.A.

AGREEMENT

The N.A.A., as a medium whereby unified and impartial public expression can be given to the needs and requirements of private, commercial and military aviation, and the 99's, as an organization devoted to providing a close relationship among women pilots and uniting them in any movement that may be for their benefit or for that of aviation in general, mutually believe that a coordinated aviation program is essential to sound progress and development of American aeronautics.

The 99's, desiring to assist the N.A.A. in this program, and realizing the material advantages which can accrue to it from affiliation with the N.A.A., consistent with maintaining the independent policies and autonomous position of the 99's, agrees herewith to become an affiliate of the N.A.A.

For one year, beginning September 1, 1940, and as long thereafter as is mutually agreed upon, the N.A.A. shall provide a National Headquarters for the 99's at Washington, D. C. In addition, the N. A. A. will provide the 99's with telephone, telegraph and mimeograph service, mimeograph paper, letterheads and envelopes, postage for correspondence and the single monthly news letter, and such other Headquarters services as shall be necessary to carry on the activities and business of the 99's, and shall pay the salary of one individual to serve under the direction and supervision of the Executive Committee of the 99's and the General Manager of the N.A.A. All records pertaining to the 99's shall be the exclusive property of the 99's at all times.

For the facilities and services indicated above, the 99's, by action of its Executive Committee on July 6, 1940, herewith agrees to pay the N.A.A., beginning September 1, 1940, or as soon thereafter as individual membership dues are received, the sum of \$3.25 per year for each new or renewal member. For this fee, each member of the 99's in good standing, following September 1, 1940, shall be an active member of the N.A.A. Any member of the 99's in good standing following September 1, 1940, who is also a member in good standing of the N.A.A. at that time, will receive a renewal of her membership in the N.A.A. for one year to become effective upon expiration of her present membership.

During the interim period following the signing of this agreement and the date of September 1, 1940, it is mutually understood that the normal operating expenses of the 99's mentioned above shall be borne by the N.A.A.

The Executive Committee further recommends that inasmuch as the new cost will be \$4.25 per member (\$1.00 to the respective Chapter and \$3.25 to the N.A.A.) of which all members will still pay \$3.00 dues, that the National Treasury will make up the difference of \$1.25 for all present members and \$0.25 on all new members.

Aug 1940

TO ALL MEMBERS OF THE 99's. A plan for setting up Central Headquarters in Washington, D. C. for one year under an affiliation agreement with the N. A. A. was the major problem to be taken up at the annual meeting in Denver on July 7th. Because time had not permitted this matter to be taken up in the Section and Chapter meetings prior to the Annual Meeting, the delegates to the Annual Meeting were instructed to find out the wishes of their Section and/or Chapter regarding this plan and have their vote in to the National Secretary by August 10th.

I have given this matter of Central Headquarters a great deal of thought during the past year. Affiliation with the N.A.A. was first brought up when the N.A.A. reorganized in early January, but at that time they were not able to give us any definite information as to what services they could render, or what the cost would be to us for such services. On April 2nd I wrote to Gil Robb Wilson, President of the N.A.A., and asked him to outline the kind of services N. A. A. could provide to affiliated groups, the cost of various types of affiliation, and what, if any, plans could be made that would provide Central Headquarters for the 99's. On June 18th I received a long contract form which was drawn up by Col. Larner, General Manager of the N.A.A. I felt that this contract, as written, was too binding on the 99's. It was intended to make the 99's a Division of the N.A.A. (which I was very much against) and necessitated changes in our own Constitution. In view of that, I went down to Washington on June 19th and had a long talk with Col. Larner and Mr. Enyart, Secretary of the N.A.A. They agreed to draw up another contract along the lines I outlined to them and to have it ready for me to present to the Executive Committee and to the delegates at our Convention in Denver on the 6th and 7th of July. The new contract was finally ready the evening of July 5th, and, as you know, the Executive Committee recommended its acceptance after many hours of deliberating the pros and cons.

In view of the foregoing, you can see that it was impossible to submit this plan to the Sections and Chapters for their discussion before the Annual Meeting. It had actually taken no concrete form until the day before our Convention opened. However, the matter now rests in your hands and I sincerely hope you will give it your utmost consideration. It is vitally important that we have some definite plan for operating from a Central Headquarters during this coming year. Aviation is expanding in leaps and bounds--we will be taking in, I hope, a thousand new members--the problem of National Defense demands that we keep an up-to-date and complete file on all our members. There is much more work to do than can possibly be handled efficiently by our scattered National officers on their own spare time, and we must have a Headquarters where all our files are assembled in one place and from where all routine work is handled. I sincerely feel that this proposed agreement with the N.A.A. will give us everything we need for less money than we can get in any other way. It will give us centralization, strength, unity, representation and recognition. It will help us to grow. And if, after one year, we wish for any reason to discontinue this affiliation, we will come out of it with a much larger membership and certainly no harm done. Under this plan our routine office work would be handled by Cecile Hamilton, a 99'er of five years' standing, who is employed by the N.A.A., and I can assure you that it would be handled with the utmost efficiency.

With every best wish, Sincerely,

Betty H. Gillies, President.

Aug 1940

NORTH CENTRAL SECTION. ALL Ohio Chapter. Here I am again, behind the eight ball! Last month we didn't make the News Letter, all because our News Reporter got married. She didn't give us any warning and in all her excitement, we really can't blame her. One doesn't get married every day in the week--(there aren't enough men to stand up under the demand.) Frances, we wish you much luck and all the happiness in the world! By the way, she is now Mrs. "RED" Morrison, living at 13416 Shaker Blvd., Cleveland (when at home.)

As usual, Florence Boswell is not at home either, but out in Denver at the National Meeting and now on her way home. This time she has with her Grace Birge and from the brief postcard greeting I received, is having a grand time drinking in the scenery, etc., to say nothing of a little hard work in flying, when Lady B. bears down on her. Grace, you're lucky and when you return you'll have something in the way of experience that you can't buy. These two also took in the Michigan Light Plane Cruise and I understand are now members of the Paul Bunyan Club. (?)

Did anybody tell you our Akron 99er, Marion Coddington, has a half interest in a Taylorcraft. We're expecting her everywhere this summer and I think she is now making plans to participate in the Third All-Ohio Air Tour which takes off on July 26 and continues through July 28th. This Tour is sponsored by the Cleveland Junior Chamber of Commerce and they really provide a good time.

A telephone conversation with Arlene Davis yesterday, disclosed that she has just returned from the Bahamas and has been doing some water flying down in that neighborhood to renew those cherished ratings. Ann Barille says she is knee deep in dramatics again this summer, but she still likes us. Helen Laughlin has been getting writer's cramp sending out notices for a meeting we've been trying to plan in Columbus to visit Jessie Burach--all to no avail in July--since we have had to change our plans again.

Marion Pease is soon to be the proud owner of a new Rearwin and she and her husband are contemplating joining the Sportsman Pilots Cruise to Canada--if the Rearwin arrives in time. Good luck to you and lots of fun.

Jean Gundelfinger, who now owns a Fairchild, is spending her summer in Michigan and we've not heard a word from her--must be having too much of a good time.

Peg Pearce, our newest member, has been flying the Stinson 105 practically every day. Every now and then she has a rendezvous with a bumble bee at about 2,000 feet, but so far no casualties. We are all looking forward to an opportunity to become better acquainted with her.

Mary King, I hear by the grapevine method, also with her husband, joined in with the Michigan Cruise at Traverse City and from there to Grayling for two days' fishing. Hope she had good luck. Jessie Burach, I promise you that in August we shall visit Columbus unless war is declared and Columbus becomes enemy territory. Even then, with all the new airplanes in this Chapter, we should be able to make it. Maybe we should do a little formation flying.

So long all you gals--don't anybody else get married and leave me with a job because I'm leaving for Pittsburgh--right now!!!

- - Helen Curtiss

QUESTIONNAIRE. Don't forget to fill out the questionnaire on Page 2 of the last News Letter, and send to Betty Gillies, Syosset, N. Y.

Aug. 1940

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NORTH CENTRAL SECTION. Illinois Chapter. Among visiting aircraft landing at Ashburne Airport June 4th was a Stork, carrying as passenger a son and heir to Alice and Bernard DeWitt. Young DeWitt has a formal name, but ever since he weighed in and it was discovered that the Stork was carrying a pay-load of 7 pounds, 11 ounces, he has been known as "Lucky Dick" DeWitt. Both Alice and Lucky Dick are doing nicely.

We proudly report that Dorothy Ring completed a government instructor's refresher course and is now a re-rated instructor. Betty has had her commercial license and instructor's rating for four years, and has put them to very good use, so we're not surprised that she came through this difficult test with flying colors. (Please pardon the pun.)

Our June meeting will be held at Elmhurst Airport, Sunday, June 30th. Elmhurst, you know, is Fran Anderson's home airport, and she has invited us to be her guests. We're anticipating a well-attended meeting, and I know we'll all have a good time.

The Chapter is glad to welcome Frances Allen to Chicagoland. Frances recently moved here from Pittsburgh. (How about your address so you can get the News Letter? Ed. Note.)

If working-for-a-living is a necessity, my theory is that the best locale for such activity is an airport. Therefore, I'm glad to report that I'll be working at Sky Harbor Airport after July 1st. If any of you come in there, please look me up.

No more news--either this is all of it, or else I don't get around enough.

- - Harriette Rhoads.

SOUTH CENTRAL SECTION. Louisiana Chapter. The home of Naomi Hicks in New Orleans was the scene of the meeting of the Louisiana Chapter on July 18. Fanny Leonpacher, our delegate at the National Meeting in Denver, started off by giving us an interesting description of all that went on at the meeting, and we voted in the affirmative on the subject of becoming affiliated with the N.A.A. We all miss Carolyn Cullen, who has gone back home to Massachusetts. We are very happy to receive a new member into our Chapter. She is Annie Young of Shreveport. Margaret Lamont received her Commercial and expects to be instructing students very soon. Good luck! Edna Gardner Kidd finished soloing her second batch of CPT students.

Our next meeting will be held at Fanny Leonpacher's camp on the Gulf on August 10. It is to be a week-end visit, and all prospective members and Junior members, as well as regulars are invited. Let's make a big time of it.

Yours truly has taken over the job of Reporter in the place of Carolyn Cullen.

- - Carol Buggeln.

SOUTH CENTRAL SECTION. Jimmie Kolp of Electra, Texas, reports meeting Helen Montgomery from Michigan at the Glider Meet in Wichita Falls. Jimmie had Fanny Leonpacher and her 49½er for breakfast when they were on their way to Denver for the National Meeting. Governor Harriet Nye represented the Section, as did Jean LaRene Foote, Charter member of the 99's and Bea Mack. Abbie Haddaway arrived in Denver too late for the meeting.

NORTH CENTRAL SECTION. Indiana Chapter. The Indiana Chapter will hold its regular meeting on Sunday, July 28th, at the Purdue Airport in Lafayette, Indiana. We are hoping to hear all about the Convention which took place in Denver. Helen Wetherill, our little pilot from Richmond, went to the Convention and from what I can gather, a good time was had by all. She, no doubt, will tell us all the news on Sunday morning. Ruth Colwell, of Indianapolis, wrote the other day saying that she is busy flying KC and around the airport to build up hours for her private. I did not know that Ruth was married until recently, so now we have THREE 49^{ers}. Also Ruth has a young son who likes to fly with his Daddy. The Colwells recently had a baby safety belt installed in their Cub for Junior's use and he also had 27 hours logged in his baby log book. Helen House of Rochester has opened her airport officially and now has 14 students on dual, 4 solo students, and 2 students all set to face the "Department of Interference" (inspectors). Now isn't that something or another, now? Betty Folsom of South Bend has been doing a lot of flying lately. Betty and her 49^{er} just recently returned from a flying trip thru the East. However, they spent most of their time in Washington, D. C. Nell Emery of South Bend has been having fun in her Cub just buzzing around the field. We are also very pleased to hear that Mrs. Doris Schory of Kokomo is now out of the hospital and will soon be flying again. That's the best news we have had for ages, Doris. Pat Dickerson and Lois Hollingsworth seem to be holding the fort down at Lafayette and Jane Tompleton should be about ready to take over in Indianapolis. There isn't much more to write about up here girls, but maybe I'll do a better job next month. My sister and I join in thanks for the beautiful flowers sent during the recent death of your reporter's mother.

- - Marjorie Jan Stables.

MISSOURI VALLEY CHAPTER. While our Chairman, Dorothy Broadfield, is to all intents and purposes as dainty and pretty as a petite miss could ask, yet she is establishing an enviable record for ferrying ships. She has just returned from her third trip to Lock Haven, flying back another Cub trainer. Bea Mack and Gwen Hess reported a very keen interest was shown by the attending 99's at the Convention in Denver and they enjoyed seeing and talking to the other girls.

Ethel Sheehy from the California Section delightfully surprised Gwen and Bea by telling them she would be very happy to meet the girls in our Chapter when she visited Council Bluffs, Iowa, just across the river from us. So on July 12th she sat in on our special meeting regarding the 99-NAA merger proposal (on which final action not yet taken.) Like the nice shiny Luscombe she flies, Mrs. Sheehy impressed us with her very gracious and interesting self. The easy camaraderie of the many visitors we have had has certainly heightened our appreciation and pride in the 99's.

The hills around Columbian Field at Jefferson, Missouri, were given a thorough if short appraisal by Bea Mack while she was visiting there. The appeal was so much Bea just had to rent a plane and see just how it looked from the air.

Dorothy Berondson is "up Wisconsin way" on vacation, but if you happen to glimpse a tall, lithe young brunette behind the controls of a Ford Tri-Motor, you can bet your money it's Nurse Dorothy who has an affliction for such playthings when away from the hospital.

So now it's time to take-off.

- - Sonnee Mao Joe

Aug. 1940

NORTH CENTRAL SECTION. Michigan Chapter. This month marked a memorable occasion in the flying life of one of our most outstanding members so of course it had to be celebrated properly. Jeannette Lampke marked the tenth anniversary of her first solo flight in July and in honor of the event she entertained the Michigan Chapter at a house party in the lovely summer home on the Bay. We met at the Bay City Airport on Saturday and then cavalcaded by car to the lake side for a magnificent dinner of steak and all the trimmings that belong with outdoor-cooked steaks. Later in the evening we went dancing and the orchestra honored us appropriately with "Josephine and Her Flying Machine" to everyone's great amusement. Sunday morning we were awakened by our twitching noses which were sniffing bacon, pancakes and eggs.

We were sorry to miss Helen Montgomery, but she was in Elmira where we are happy to announce she set a glider altitude record which has official recognition. Gladys Hartung was vacationing in Wisconsin so she was absent, too, and Pauline Hutchins was in Mackinac Island, but twenty of us, counting the 49½ers had a gay time.

Later, at the meeting, we added up accounts again and now our \$100 quota for the Amelia Earhart Fund is all present and accounted for. Mabel Britton brought the good news from Denver that the first year's drive was a success and will be continued as originally planned. Good news indeed for some lucky 99er who will soon be awarded the coveted rating.

Alice Hammond helped tell us all the news from Denver but even better, she brought her very young daughter, Barbara Louise, to her first 99 meeting. When Alice and John arrived at the Airport, little Miss Barbara was cozily tucked in the luggage compartment of a Cub Coupe and such a perfect three-point landing did Alice make that she didn't even wake up.

Maude Rufus flew in from Ypsilanti in her Cub, and Mabel and Harry Britton came by Fairchild from there too. Lack of planes held Leora Stroup and Faye Kirk down on the highways, but they got there just the same. Louise McEnnan and Tiny, the pup, also came via automobile.

At the meeting we learned that Junior member, Pauline Stein from Kalamazoo is now an active member with a brand new Private certificate. Joan Hamilton and Olive Brown, both C.A.A. trained girls now have Private certificates and expect to join us in the fall. Several other girls in the State are about to go up for their flight tests and when school reconvenes in the Fall we think our membership will take quite a spurt.

We were sorry not to welcome more of our fellow 99'ers at the Traverse City Light Plane Cruise but the weather was not good and attendance was held down. Those of us who did go had a most interesting time and one afternoon the Brittons, the Hammonds, Leora Stroup and Louise McEnnan gathered up all the other 99's and their guests for a long, lazy boat ride around Little Traverse Bay. Perhaps next year more of us can be present--we'll be expecting you anyway.

- - Sara Winn.

SOUTHEASTERN SECTION. The stork brought Nell Behr a Goldilocks to add to her Teddy and Billy Behr! Nell reports Nell Elaine arrived safely at Behrport, June 19th at 9:30 a. m. and weighs nine pounds.

Aug. 1940

SOUTHEASTERN SECTION. Florida Chapter. The June meeting of this Chapter was short and snappy, having been held during the N.A.A. and Florida Aviation Association Convention, there was too much fun ahead. However, we did find time to attend to the current business and introduce THREE new members all from Tampa--Celes Dervaes, the first C.A.A. student in that city to get a private certificate, Dier Puckett and Marjorie Ness. We are very glad to have all you girls. Others present were Dorothy Lemon, Crystal Mowry, Evelyn McRae and Marion Bertram. After the meeting we adjourned to the cocktail lounge, from there to the banquet where we heard several prominent aviation enthusiasts, among which were Major General Fiske and Captain Eddie Rickenbacher. It was a real treat to hear these men--a sharp contrast to the usual banquet speaker. Dorothy Lemon, Chairman, introduced the girls of the Florida Chapter and gave a history of the 99's. Evelyn and Marion flew from Miami a day in advance to visit your Reporter. Really, its very nice to make friends through membership in the 99's. Sunday afternoon they started home, after having been away from the 49ers for several days. Line squalls headed them off and they were forced to turn back for the night. Monday morning bright and early, out again, and this time they made it, by playing tag with thunderstorms on course. How about some news from the Ft. Lauderdale girls as well as those who were fortunate enough to go to Denver. This is your News Letter so please, pretty please, send your contribution. The next meeting will be held in St. Petersburg. We've an eye for business. There are about five girls tucked away over there with privates and one with a Commercial and Ground Instructor's rating. We have been working on them for a long time. Sent them all the information we could gather about the 99's. (18¢ postago to mail it.) They think they are awfully busy, but they don't know the half of it. So until the CPTP gets caught up down here--Vera Self.

SOUTHWEST SECTION. Bay Cities Chapter. Most of our members were gallivanting around the country on vacation trips, consequently attendance at the July meeting was small. The meeting was held at our usual club room at the Hotel Leamington, in Oakland. Harriet Isaacson gave a very interesting and comprehensive report of the National Meeting at Denver. She flew to Denver via United Air Lines, and enjoyed every minute of the trip. Apropos of the National Meeting, Fanny, may we ask that you publish in the News Letter the result of votes sent in by delegates, regarding the proposed N.A.A. affiliation.

On June 23 a winging party was scheduled for Santa Rose. Due to bad weather, only three ships participated, all arriving at different times. Some of the girls didn't even see the others on the flight. Piloting the ships were: Ruth Rueckert - Stinson 105; Ruth Wakeman and Harriet Isaacson - Fairchild, and Afton Lewis - Stinson 105.

Afton reports she flew down to Belmont and looked over Al Norton's new airport there. She didn't land, as a scraper was at work on the only available runway.

Ces Brav has been practicing spot landings, warming up for her private test. She was doing nicely, thank you, until the tower called her on the radio, and said, as she came spiralling down, "Go away!"

Aug. 1940

It seems one must phone for permission to shoot spot landings. Eleanor Turnoy has been busy five nights a week taking the C.A.A. ground school refresher course at Stockton, in addition to flying the Cub 65 when time permits.

Marjorie Hook flew a Ranger Fairchild to Salinas on June 30th and celebrated July 4 by going on an aerial barbecue, flying a Ford-powered Funk. A landing was made at Sky Ranch, in the heart of the Santa Cruz mountains. Sun suits were donned immediately, and then sizzling steaks, broiled over the barbecue grill, potato salad, coffee, etc., were served to the aerial barbecue fans. On July 14, Marg flew to Merced in the Ranger Fairchild. Merely visiting a friend, but there was something about the National Park Service, and a man from the Indian country in Arizona. Better tell us more, Marg. This sounds intriguing.

Ruth Wakeman is on her vacation somewhere in Northern California. Ah, me! These are the days for the gold pan and the long rifle.

- - Rita Gerry

NORTH CENTRAL SECTION. Eastern Iowa Chapter. A special called meeting of the Chapter was held in Des Moines on June 29th. The Reporter was unable to be present, but from what I have learned the girls in attendance really formulated some exciting plans. Our first stated meeting will be next Saturday, July 20, in Des Moines. Sorry this letter has to be in the mail before the meeting; the next letter should be pretty newsy. Our Chairman has invited three Iowa City girls who hope to have their private licenses soon, to attend this meeting as our guests--Natalie Ellis, Marjorie Smith and Jean Sidwell.

The Iowa City Pilots' Club held their second annual sunrise breakfast at the airport on Sunday, June 20th. Two of our Ninety-Niners were there, despite inclement weather, which kept many flyers over the state at home. Not Helen Jeanne Johnston, our Chapter Chairman, or Betty Strieff, our Sec.-Treas. Helen and her 49^{er} flew down in their Aeronca Chief, while Betty came in a yellow Cub with Dave Munro as co-pilot. It was indeed a pleasure to meet Helen's husband, as well as Betty's friend from Ames. Both were unusually likable fellows. Helen and her husband left our airport after breakfast for Marshalltown, to contact some prospective new members, and from there hopped to Fort Dodge. As you know "The Flying Eno's" live there. Need I say more? "Bernie" is our Vice-Chairman and Winifred is Chairman of our Membership Committee. More power to you girls, this is the spirit that makes for a successful club.

Betty and Dave took off before noon for West Chester, Iowa, where they were invited for Sunday dinner, and from there flew to Albia, Betty's former home and on back to Des Moines before sunset. That Betty really gets around. She and her mother drove up to Iowa City. Betty thought it was a pretty tiresome ride after flying up in just one hour a week ago, a distance of 110 air miles. Your Reporter surely enjoyed meeting Mrs. Strieff, a very amiable, charming Mother. Here's hoping all of our girls will give me this pleasure soon.

Hopping to ground school now--

Etha L. Piper

Aug. 1940