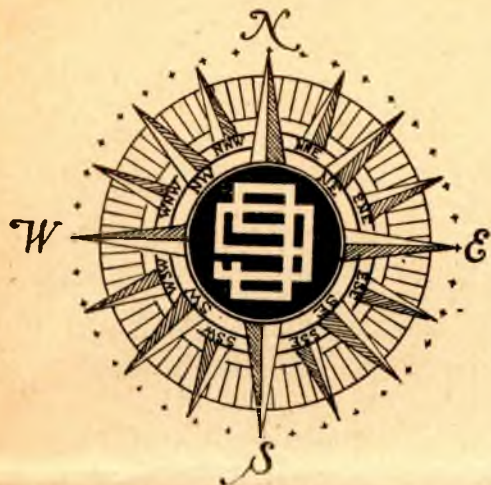


# NINETY NINE



## NEWS LETTER

July 15, 1943

NEWS LETTER EDITOR

Bettie Thompson, 724 North 63rd  
Street, Philadelphia, Penna.

Deadline - 5th of Each Month

### NINETY-NINES

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS  
*Affiliated with the National Aeronautic Association*

1025 Connecticut Avenue, N. W., Washington, D. C.



#### NATIONAL OFFICERS

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Grosse Pointe Farms, Mich.



#### PRESIDENT'S GREETINGS

To the Members of the Ninety-Nine Club:

In September, 1942, on my return from England, I was appointed Director of the Women Pilot Training Program by General Arnold. Since that time my official duties have taken all my working day and more. Consequently I feel that I have not been able to do justice to the Presidency of the Ninety-Nine Club.

Probably this is the way it should be in war times, and, therefore, I have no apologies to offer but merely state the fact. Indeed, it was much the same way during my first term of office for I was working on the English ferrying project for our women pilots during the whole of the first term and was away in England more than half the time.

To the extent that the advancement of the cause of women pilots and the solidification of their place in the flying world is one of the objectives of our organization, I can truthfully say that in no period of our organization's life has greater progress been made due to the opportunities for service presented by the war. But so far as my own part in this has been concerned with respect to Ninety-Nine members, I have had to act without fear or favor. My job has had to do with all women pilots. To discriminate in favor of a club member or to use my official position to recruit new members for our own organization would have been most harmful.

It is natural, however, that our organization being now old in years and including in its membership many of our older experienced women pilots should stand up well on critical analysis. I'm proud to refer to the record.

Of the 25 women I recruited on behalf of the British authorities and took to England to do ferrying for the Air Transport Auxiliary, nine were Ninety-Niners. Of the approximately 25 women pilots who constituted the ferry squadron with our own Air Transport Command just prior to the time my first class of graduates of the training program joined then, the majority were Ninety-Nines, including the Chief of the squadron, Nancy Love, and our past president, Betty Gillies.

My three traveling recruiting officers in connection with the training program were Ninety-Niners, being our Vice President Ethel Sheehy, Maxine (Mike) Howard, and one of our past presidents - Margaret Cooper.



The first class of graduates of the training program was small compared with the classes now in training. But of the 23 graduates of the first class, 16 were Ninety-Niners, and of the second class of 43, graduated on May 26, 16 were Ninety-Niners.

Now our own club membership embraces only about 20% of the number of women in this country holding pilot licenses. Therefore it can be seen that the members of the Ninety-Nine Club are proportionately doing more than their share in this flying war effort. I have had no opportunity to check up as to members who are acting as instructors and holding down other important jobs in connection with aviation; but from what I do know, I know the ratio is high. We can, therefore, be proud of our organization.

I wish you could all have the opportunity to see the Women's Flying Training Program in operation. The training is the same as that given to Army pilot cadets except for gunnery, celestial navigation and formation flying. Everything is run according to military discipline. Avenger Field, at Sweetwater, Texas, has been taken over exclusively for this program and the school previously at Houston has recently been closed with its activities transferred to Sweetwater. The girls live in barracks and when several hundred of them engage in drill or calisthenics or other similar mass operations, the sight is most impressive. At the first graduation exercises held at Ellington Field, Texas, on April 24th, several thousand cadets also marched and our women trainees by no means had to take second place in accuracy of formation.

But I'm proudest of all about our safety record and the low percentage of elimination. Without feeling free to state precise facts, I can say that the percentage is so comparatively low as to receive favorable official comment.

All of the trainees are, of course, anxious to get out on actual ferrying or other flying work; and before many months have passed they will be there, working in large numbers.

It all represents a dream come true so far as I am concerned. When I took the group of women pilots to England it was only because I had already put in several weeks work with the Army Ferry Command on a project for the use of women here and it had been officially concluded that the time for this was not yet ripe. It was thought that the use of the American women pilots in England would speed that time up. I took this group to England at the suggestion of General Arnold. They have done their work with credit to themselves. In their progression most have been ferrying ships in the Spitfire and Hurricane classes, and several have worked with the light and medium bombers.

We will soon be having another annual election of officers. Perhaps I will not get opportunity to write another general letter before then. If not, let me take this opportunity of expressing my appreciation to you for the confidence you placed in me and for the honor you did me in choosing me for your president for two consecutive terms, which is the longest anyone can hold such office under our by-laws. I wish I could have done more but even many of our Section meetings and dinners have had to lapse "for the period" as well as our Annual Convention. There is one thing I can do now and offer to do. If any girl has had to drop her membership for lack of funds with which to pay dues and can be reinstated by payment of such dues for the past year and the new year about to start, I will gladly pay them for her. We should come out of this war with our organization augmented in members and stronger than ever.

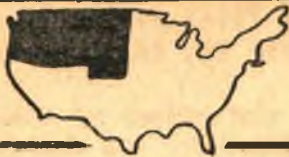
Sincerely,

*Jacqueline Cochran*  
Jacqueline Cochran

★ WHEN YOU WANT INFORMATION ON WOMEN IN AVIATION — ASK A NINETY-NINE ★

July 1943





# NORTHWESTERN SECTION

By Clayton Patterson and Irma Wallace

The above "reporters" have gleaned the following information about members of this section and, after our long absence from the NEWS LETTER, are happy to make our appearance again.

Alyce Pashburg has taken full responsibility of their insurance business during the absence of her husband Rob who is Division Superintendent for the Army-Navy and Marine flying cadets. He is stationed in Spokane and gets home for only rare and brief visits.

Dottie Williams, whose husband is test pilot at Boeing Aircraft, is kept busy on the home front with her Victory garden and volunteer work of various kinds. Her mother, from San Francisco, visited her in June.

Irma Wallace has recently returned to Seattle from Billings, Mont., where she spent two months with her husband who is on assignment with the Flight Training School there. Irma was thrilled to meet in Billings Jeannette Abbey (nee Gagnon) originally of Huron, S. D. The interesting part was, after knowing each other for several days, neither knew the other was a 99'er until Jeannette spied the 99 decal on the windshield of Irma's car. Jeannette's home is now in Minneapolis. Her 49 $\frac{1}{2}$ 'er, Larry, is with Northwest Airlines, flying to Alaska.

A pleasant surprise for Irma was running into Emma Leavenworth in the lobby of the Northern Hotel in Billings. Emma, who had been visiting in Denver, enroute to Seattle, is one of our newer members and is a very enthusiastic and active one. At present she is attending regular classes at the Edison Vocational School. A study course under Government jurisdiction, in preparation for Civil Air Patrol.

For her scrap book collection, Irma brought home a picture published in the Billings "Gazette", of Ginger Disbrow, taken at Sweetwater, Tex. Gee, Ginger, how your picture does get around, and is it a cute one!

A letter from Peggy Calhoun, also at Sweetwater, was very interesting, and there is no doubt about how busy you girls are down there. Needless to say, we are very proud of all you girls who are so actively engaged.

Through a mutual acquaintance we have learned that Evelyn Burleson expects to soon be stationed in Salt Lake City, instructing in the Army Flight School. After such a long time, it is good to hear of Evelyn's whereabouts.

We learn that Frances Sherley has been sojourning in the Southern States. When you get back please get in touch with us, Frances. We would love seeing you.

Dora Skinner has been very active in the Motor Corps in Yakima. News has reached us that their son is graduating from Medical School in the East and the Skinners are enroute to attend his graduation and visit with him before he enters the Service.

Mildred Merrill is concentrating on the "home front" these days while husband Elliott is more than busy with his test pilot work at Boeing.

The de Mers Heirlines report Flight One as of April 21, 1943, to the crew of Mr. and Mrs. Hartman Talbot de Mers. Passenger: Daphne Lucille. Weight 6 lbs. Point of Origin: Anchorage, Alaska.

The above clever announcement was received from Lucille Fischer de Mers, chairman of the Western Washington Chapter. As reported some months ago, Lucille joined her husband in Alaska a year ago, where he is connected with Pan American Airlines.

Clayton Patterson says her biggest news item at this time is her new little grandson, Gaylen, born in February of this year! Mr. Pat is now with Boeing Air-

July 1943



craft as School Administrator for the Flying Fortress Training School.

Leah Hing, Bessie Halladay, Anabel Turner, and all the rest of you gals: What have you all been up to, where are you, 'n stuff?

Note: There have been no new officers elected in this Section. At our last meeting, where but a few were in attendance, it was decided to let officers of previous year stand for duration.



## SOUTH CENTRAL SECTION

### MISSOURI VALLEY CHAPTER

By Gwen Hess

At a breakfast on Sunday, June 13, the members of the Missouri Valley Chapter held their 99 meeting.

Agnes de Haven and Ivah Maxfield, our Chairman and Secretary respectively, from Sioux City, Iowa, attended the meeting.

Two of our members have completed the Ferry Command Training at Sweetwater, Tex., namely, Ann Kary, Sioux City, Iowa, and Betty Bachman, Omaha, Nebr.

Maxine Knowlten and Faith Buckner are completing their training in the Women's Ferry Command.

Dorothy Berendenson of the Army Nurse Corps has returned to the United States and is stationed at Camp Livingston, La.

A women's squadron of the Civil Air Patrol has been formed in Omaha, under the command of Belle Hetzel with Bea Mack as executive officer and Gwen Hess as intelligence officer.



## SOUTHWESTERN SECTION

### BAY CITIES CHAPTER

By Rita Hart

June was a very happy month considering everything. We had a chapter meeting which was good reason for rejoicing. We haven't held a formal meeting since January, because of transportation problems and scattered membership.

Helen Zimmerman held the party at her new home in San Francisco. We were so glad to get the gang together again that we chattered like magpies. We almost crowded poor Helen out of her kitchen, where she was trying to toss together a wee snack of cracked crab, prawns, stuffed celery, thick slices of ripe tomatoes, old fashioned strawberry shortcake and coffee. What a feast and what a lot of healthy appetites! After supper Helen brought in six cocker spaniel puppies, and we all got down on the floor and romped with them. Wonderful for the waist lines, but a little rough on the puppies. We had a very short business meeting and spent the rest of the evening catching up on our visiting. Louise Coleman was our special guest. She was home on ten days furlough before taking up her new duties with the WAFS. We had planned to have Betty Eames, also, but her parents were giving her a farewell party, and they had priority. Ruth Wakeman also missed the party, and we missed her, darn it.

July 1943



More of our girls are getting ready for the training in Texas. Margaret Gerhardt and Adele Chase have put in applications and are patiently waiting for the wheels of progress. Adele made a remarkable recovery from her accident of last year, and expects to be flying again within the month. She will put in time at Reno, with the reliable Gus. Margaret has just returned from vacationing in Los Angeles, all brown and healthy.

Dorothy Chamberlin is patiently but reluctantly biding her time in San Francisco, while 49½'er Chet is stationed in Texas.

After long last the phone rang, and who should it be but our long lost Sectional Governor Helen Kelton! No, she was not trying to claim the reward. She was just down for a hasty shopping tour, and didn't even know she was lost. She has just finished a very hectic course of school work, and has been ill, in the bargain. So all is forgiven, and we will call off the police.

Marjorie Fauth has a firm toe-hold in that new job. She loves it and, with her background, it's a walk-away. Marjorie, I'm keeping my fingers crossed. I hope you come in with the horseshoe of roses.

Evelyn Esser has a new home in the Berkeley hills, two doors from Olive Bledsoe. Evelyn and Olive plan to make life miserable for the householder in between, so he will move out, and the Harts can move in. 49½'er Al says, however, that they will have to move that hill nearer the ocean, because he is an old tar with salt running out of his shoes, and he has to dangle his dogs in the brine every day.

Ruth Rueckert is still in Long Beach, waiting for 49½'er Fred's transfer. Fred received his commission in the Air Force in June.

Lillian Anderson did not get down for the meeting at Helen's home. She had to give a lecture to hospital dieticians that night. However she has a sate with the CAA doctor in Alameda, for her physical ex, on July 2, so we will get a gander at her blond curls then.

No news from Frances Grant this month. Come on, Fran, break out with a letter. When are you coming home for that vacation? Give us a little warning so we can stoke away enough ration points to pin down a portion of the fatted calf. We'll be a looking for you all.

Eleanor Verkuyll and 49½'er Pete are really enjoying their home. Lodi is delightful in the summer. Dinners in the garden, and picnic suppers at the lake. Pete has a new punt -- boat to you -- and he and Eleanor spend hours exploring the bayous of the Mokulumne River. It's just like being in the Everglades, only not so far from home. They are charming hosts, as we know. Pete has fully recovered from his accident, and is busy building boats.

I did not get a chance to talk to Vilma Johnston at our party, so cannot give any report on her activities. She wore a tricky blue outfit, with monogram in Kelly green, and green shoes to match. Yum, yum.

That's all for this time. I "snorely" will appreciate any tidbits of news you girls can toss my way.



## NEW ENGLAND SECTION

### NEW ENGLAND CHAPTER

By C. M. Sheridan

We have a particular item we think will interest you. It's about Hortense Harris.

Hortense had to return to Illinois recently. She was there during that awful

July 1943



flood season and did much relief flying for the Army, locating stranded persons and dropping emergency supplies.

Marion McIntyre, working at Concord, N. H., airport, will soon have her instructor's rating.



## SOUTHEASTERN SECTION

### CAROLINAS CHAPTER

By Bird Eaton

Our top flight news this month is about our member Ruth Trees. She received her wings at Sweetwater, Tex., on May 26. When she recuperated sufficiently from the celebration following the graduation exercises, she visited her home in Indiana, then came to Charlotte to tune up her Culver Cadet, which was hangared here, and then, in her spare time, took her flight test for her Commercial ticket, and passed it. On the same day, she checked out for Wilmington, Dela., where she is stationed for Ferry Command duty. "Them Gremlins" will have to pick up some speed to keep up with Ruth. Her first assignment was to fly a PT-19 to Texas with Dottie Young as Flight Leader, and Mary Trotman. Last Sunday they were weathered in at the Charlotte Air Base. That was one of the very few times I was glad for anyone to be grounded, because the three WAF's, Dot and Vernon Scarborough, Paul and I held another celebration at the Base Officers Club.

More good news. On Saturday night, June 26, the Carolinas Chapter of 99's and the Charlotte Squadron of the Civil Air Patrol held a joint "Fish and Hush Puppie" party at our CAP Hangar here. The CAP squadrons in surrounding towns were invited to plan a Training Directive to fly to Charlotte for the weekend. We had over 200 present, and a good time was had by all. It was a thrill to see so many planes staked down around our hangar. We were sorry our State Wing Commander and Base Commander, Major Dawson, was too busy to attend, but were honored to have State Senator Roy Rowe, who is chairman of the N. C. State Aeronautics Commission and commander of the Wilmington, N. C., Squadron, with us.

Other prominent guests included Guynell Martin, wife of Major Martin, S. C. CAP Wing Commander, and Chairman of S. C. Aeronautical Commission. We missed Major Martin who was in Washington at that time. Captain Dunlap, physician for the S. C. State Wing, and Lt. Betty Dunlap, our Chapter vice chairman, from Rock Hill, also were here. Our Chapter received some very nice publicity from the speakers on the program. Our Chairman spoke on the splendid work so many of our members are doing to help win this war.

#### Our Chapter made \$50.00.

Preceding the supper a Chapter business meeting was held, during which Louise Smith, secretary and treasurer, announced the names of five new members accepted since the last meeting. Chairman Bird Eaton announced that there are three members now in training at Sweetwater, Tex.; one goes in August, and another in September. It looks as if we are well represented down in Texas. She read letters and cards received from members who are engaged in war work in other places. Kathryn Kneische wrote in from Embry-Riddle School of Aeronautics at Miami, where she is Flight Instructor. Irene Hook wrote from Peabody College, Nashville, Tenn., stating that she is working for her Master's Degree in Physical Education in order to continue her training of Army Cadets which she has been doing for the past year. A most interesting letter was read from Virginia Yates, now at Sweetwater, Tex. Virginia says she will see that she will not be included among the "washouts" who have given rise to a pun, "This is a Chinese laundry, someone washes out almost every day."

July 1943





# MIDDLE EASTERN SECTION

## WEST VIRGINIA CHAPTER

By Ruth Vinson Austin

Your West Virginia reporter is back on the job again with a bit of news. I was away all of last summer. After being married in Sarasota, Fla., I accompanied our new 49½'er, Charles, to Westover Field, Mass., and northward to Dow Field, Me., remaining with him until his takeoff for England on foreign duty. He is now a prisoner of war, shot down March 18, on bombing raid over Germany.

The West Virginia Chapter of 99's and the West Virginia Wing of the CAP held a joint meeting July 3 and 4 at Charleston. A committee of 99's, headed by Beulah Stark, state chairman, was placed in charge of preparations and decorations for dinner-dance honoring our National Commander, Lt. Col. Earle L. Johnson. Other guests of honor included: Rear Admiral George Pettengill, Commander U. S. Naval Ordnance; and Lt. Col. Earl F. Baskey, Maj. A. B. Worthman, and Capt. Morris Orr, Fifth Service Command, stationed at Fort Hayes, Columbus, Ohio.

Lt. Marion Davis, instructor of CAP classes in Clarksburg, flew down in her ship "The Sky Baby".

Jamestown, N.Y., was represented by a delegation of 20 CAP members, including Capt. John H. Wright, commanding 7th Group, N. Y. Wing, oldest commissioned officer of the armed forces in the United States.

Maj. William L. Anderson, CAP, commanding Pennsylvania Wing, and Capt. Carl A. Reber, Adjutant, flew down from Harrisburg.

All state squadrons were well represented in field activities which included competitive drill, bomb-gropping, spot landings, navigation problems and parcel dropping by parachute. Trophies and prizes were awarded the winning squadrons and presented by Maj. Hubert H. Stark, a 49½'er and state CAP Wing Commander.

## EASTERN PENN. CHAPTER

By Bettie Thompson

Peggy Hoopes is doing one swell job handling things at Philadelphia's CAP H.Q. Cath Slocum is working at CAP H.Q. Bea Hymen of Wilkes-Barre is still with Air Traffic Control in Buffalo, N.Y. Doris Stansbury is working in Philadelphia.

Ruth Shaffer, Philadelphia, is on active CAP duty in N.Y., and recently got a promotion. Good work!

Reading's 99'er Mary Sternberg is in Africa.

Note: You two other Reading girls who just graduated from Women's Army Air Forces Training program, please drop us a line. Ditto for two other class members - Rita Davoly and Kitty Leaming.

Delaware 99'ers, are your whereabouts a military secret? We'd like to hear from you.

Helen Jones, of Lancaster, is teaching flying to WTS cadets at Carlisle, Penna.

Irene Blasdel, when last heard from, was with Air Navigation School at Franklin Institute, Philadelphia.

Bettie Thompson is on line crew at Naval Aircraft.

July 1943



Our Sister Chapter, Northwestern Penn: Are you all under sealed orders? If so, all is forgiven; if not, break out with a bright and jolly two pence and buy a stamp and send in some news. Please.

99'ers at Cub Haven: How are the Grasshoppers?

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#### AIRPORT FENCE

99'er Anna M. Johnson, a member of the Lexington, Ky., Chapter, is an officer in the Women's Reserve, U.S.N.R., and is teaching Navigation and Intermediate Flight Training to cadets at Pensacola, Fla. She was the first woman admitted to Navigation School there. She graduated and is now with the Ground Training Staff.

There are opportunities for women with aviation background in the Naval Reserve. Ensign Johnson got her experience as an instructor in GPT in Kentucky.

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#### EDITOR'S NOTE

Will you 99'ers crawl out of your airplanes long enough to send in some more news?

All Sections and Chapters whose news has been missing for three months or more, send us a column.

99'ers at Texas Army Air Forces Training Fields: How about a column from you?

WAFS pilots, please send us a column, too.

99'ers who have been in England with the British ATA, on ferry service there: How about a line?

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#### HANGAR FLYER

Have you heard this story?

Pilot: That 2000 HP motor delivers as much horsepower as a train locomotive.

Stude: Then why won't a locomotive fly?

Pilot: They do. Didn't you ever hear of the Chicago Flyer, the San Francisco Flyer, etc.?

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Same pilot (Two hours later): You know those new cross-country trains that run both on tracks and on the roads? Well, they do so much cross-country they have compasses in 'em.

Same stude: Is that so? Well, then, how do they swing the compass in them? They're pretty big.

Same pilot: That's easy. They swing compass in a roundhouse. What do you think railroads build roundhouses for any way?

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Did you hear about Yehudi getting his A and E license? It's a fact! Yehudi is now chief engine mechanic on a glider!

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Truth note: Boy, happy is the day when the airman gets his pay! And how!

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Note to: Fifinella Gazette Editor:

Please send us a copy of your paper. Thank you.

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★ WHEN YOU WANT INFORMATION ON WOMEN IN AVIATION -- ASK A NINETY-NINE! ★

July 1943