

## NEWS LETTER

OCTOBER 15, 1945

NEWS LETTER EDITOR

Marion J. Weyant, RFD 4, Box 326,  
Airport Rd., Lansing, Mich.

Deadline - 5th of Each Month

**NINETY-NINES**  
INTERNATIONAL ORGANIZATION OF WOMEN PILOTS  
Affiliated with the National Aeronautic Association  
1025 CONNECTICUT AVENUE WASHINGTON 6, D.C.

### NATIONAL OFFICERS

Jeannette Lempke . . . . President  
1111 E. Genesee Ave., Apt. 4,  
Saginaw, Michigan

Ma Hetzel . . . . V. President  
126 Drake Court  
Omaha, Nebraska

Edith A. Heller . . . . Secretary  
1025 Connecticut Ave., Rm. 703  
Washington 6, D. C.

Evelyn C. McRae . . . . Treasurer  
P.O. Box 308, 149 South Drive  
Miami Springs, Florida

### PRESIDENT'S COLUMN

FLASH: Invitation received from Omaha for  
1946 annual NINETY-NINE meeting!

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Notes to NINETY-NINE members:

Weather, fair or foul, each minute counted on my recent trip to New York, Washington and Cleveland. Fair weather - the Voyager and I hopped on to the next stop. Foul weather - acquaintances renewed, new acquaintances made, affairs of the NINETY-NINES checked into in general.

While in New York, Alma Harwood, permanent trustee of the Amelia Earhart Scholarship Fund, and I spent an afternoon and evening hashing things over and Alma came forth with a suggestion about which you may hear more later, when acted upon by the Executive Board.

Then a fairly fair day came along and on to Washington, D. C., to be greeted in the NINETY-NINE headquarters by Miss Arnold who certainly made every effort to make me comfortable and to produce any information I asked for, and I asked for plenty of it.

Happy to meet Jan Warren under whose signature our bank account in Washington is controlled, Ruth Heller who is our newly elected Secretary and Marjorie Davis, governor of the New England section who happened to be in town.

Pleasant evenings spent with Lt. Elizabeth Hayward from California, and a short visit with Ensign Jean Pearson, a former Michigan Chapter member. Waves.

Luncheon with Blanche Noyes, who heads the airmarking division of CAA. Her work directly affects each and every one of us who fly cross-country and I know she will appreciate any help we can give her on her airmarking project. Each time I make an extended flying trip, I am more and more convinced of the importance of her work. Think it over seriously, girls. What can you do to help her? This subject matter will be continued in another issue.

Notes from the office of CAA - See regulations for details:

No longer necessary to carry the identification card which bears your picture and finger prints.

Private or commercial pilot certificates in

effect on or after January 1, 1942, must be exchanged for current certificates before July 1st, 1947.

Instrument ratings now require six hours of instrument flight, actual or simulated (see details in regulations), during each six months.

Get out of Washington on Sunday, September 30th, or be held there another two or three days. So off we went to Cleveland. Telephone conversations with Florence Boswell and Peg Pierce and a pleasant evening with Arlene Davis in her home.

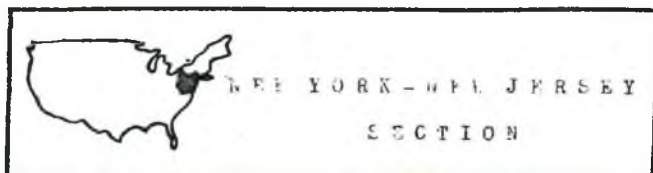
All in all, the trip to me was successful. Hope to visit more parts of the country in the future.

Keep your ears close to the ground for news of the Miami Air Maneuvers in January, 1946, and for the National Air Races of 1946 in Cleveland. I heard rumors.

Roger! Over and Out!  
Jeannette Lampke  
Your President

October 4, 1945.

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#### NEW YORK - NEW JERSEY SECTION

From Margie M. White, West Caldwell, N. J., comes the following list of new officers for the Section she has headed so faithfully during the past unsettled years:

Governor: Marjorie E. Gray,  
64 Columbia Ave.,  
Grantwood, N. J.

Vice governor: Jeanne V. Oakes  
R. F. D. #2,  
Boonton, N. J.

Secretary: Katherine A. Menges,  
York Apt., 46 Anderson St.  
Hackensack, N. J.

Treasurer: Selma K. Cronan,  
435 West 23rd St.,  
New York 11, N. Y.

She also writes "I feel that we have selected a very competent group of girls and we are all looking forward to an interesting and active year."

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#### CONNECTICUT CHAPTER

By Joan M. Fenderson, 60 North Main St.,  
West Hartford, Conn.

Six members were present at our first meeting in three years, held at Brainard Field on September 15th. Sorry that you other members could not get there. We hope that there will be more of you at the next meeting on:

October 27, Saturday, 4 P.M.

There will be a business meeting followed by a buffet supper at the home of our new Chairman, Edith Cragin,

215 North Quaker Lane, West Hartford. If any of you want a lift from the airport, please let me know.

Edith Descomb, who has been our faithful Chairman through our absence, at last corralled six of us. Then she and Barbara Parker, vice chairman, did some quick work. They both resigned and elected the new officers in one breath. So now we have Edith Cragin, chairman; Nancy Tier, vice chairman; Joan Fenderson, secretary-treasurer and news reporter. The latter would be very pleased to share the honors with some one. So, please, old members, come to the next meeting! But don't stay away if you are leary of getting a job. IOB may not be the one!

Present at the meeting also were Doris Chisler, of the West Virginia Chapter, and Isabel Fenton, ex-Wasp, and a welcomed new member. We have two more new members - Gloria Loeffler and Peggy Descomb. Peggy, incidentally, took her first flight at the ripe age of six months, solo at 16 years; of course has her private and is ready for her Commercial. She is now 19. May be I had better add that her dad has had a flying school since 1925. But it's still good - Keep it up, Peggy.

Next letter - if you come to the meeting - I hope to give you some news of what the girls have been doing during the War. If you can't make the meeting, how about dropping me a penny post card, just to say where you are and what you're doing?

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#### SOUTH LOUISIANA CHAPTER

By Barbara Selby,  
The ITEM, New Orleans 4, La.

A new Ninety-Niner was welcomed at a luncheon meeting of the South Louisiana Chapter held October 4 at Happy Landing Restaurant, across from New Orleans Airport.

The new private pilot is Fannie De Jean, a senior at Southwestern Louisiana Institute in Lafayette. She's from Church Point, La.

Unable to attend was another new member, Ruth Duffes of Hattiesburg, Miss., a flight and ground instructor for Hattiesburg Flying Service. She's a graduate of the University of North Carolina.

Ninety-Niners at the meeting included Fanny Leonpacher of Lafayette, La.; Helen Ricketts of Hammond, La.; Cora McDonald of Hattiesburg, and Elizabeth "Peggy" Peck, Lois Petrowsky, Virginia Garst, Alice Cagle, Georgia Myers and Barbara Selby, all of New Orleans.

Chapter Chairman Pat May could not be present, since she had just moved to 827 Old Lake St., White Plains, N.Y. But she has promised to make the next meeting.

A Christmas party was planned for Saturday night, December 8. If possible, the party will be a dance held with the New Orleans Chapter of the National Aeronautic Association.

Moving news: Cora McDonald has left New Iberia Airport, where she was instructing, and is now at home in Hattiesburg—813 Hall Ave. Peggy Peck, instructor for the New Orleans Flying Club, will be in Birmingham, Alabama, after October 15th.

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## COLORADO CHAPTER

By Jennie Tschoep, 784 Fairfax Ave.,  
Denver 7, Colo.

Now that the leaves have started to turn color and everyone have set their clocks back and all people who work at airports pull the runways in early enough to associate with decent people at a decent hour - we of the Colorado Chapter are wondering about the 99'ers and really doing something about it.

### Notice to all 99'ers.

The regular meeting of the Colorado Chapter of the 99's will be held on the last Friday of every month at Coomb's Field, 5800 Dahlia Street, Denver. Cocktails, dinner, airplanes staked down or hangared - good food and other refreshments!

We have lots of flying going on around here and quite a few new members, so the news should start rolling in. Ruth Gouthey and Helen Linn of Columbus, Ohio, were here in Denver, visiting old friends. Ruth was one of our most enthusiastic members while residing in Colorado and we certainly miss her. Dorothy Young was in Colorado on a brief visit but missed seeing her as I was busy bouncing them in around the field. Helen Henry is back in Colorado, so we will all see her at our next meeting.

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### SOUTH CENTRAL SECTION: Notice to all 99'ers.

A SECTIONAL MEETING in Oklahoma, beginning October 31st in connection with the Aviation Clinic. For details on this convention please write the Oklahoma Section - Those girls in Oklahoma are certainly not letting any grass grow under their feet and we hope to all get acquainted and get a definite program under way for our section. SO COME ONE - COME ALL TO OKLAHOMA CITY - OCTOBER 31st.

Dorothy Thompson, Governor  
South Central Section.

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## TEXAS CHAPTER

By Alice Shatts Fuchs,  
600 Monticello Drive, Fort Worth 7, Texas

The Texas Chapter of the 99's is functioning once more, and after an aviation weekend at Fort Worth, September 14-15, members are anxious to get started on activities within the chapter.

The weekend started Friday with an NAA banquet to which all 99'ers were invited. Principal speaker was Lovell H. Swenson, national manager of the NAA. We all had a chance to get acquainted at a cocktail party before the meeting.

A charming American Airlines hostess, Miss Sarah Stone, spoke at the combined meeting of the 99's and Wasps Saturday noon, and told us something of the experiences of an airline stewardess. Mr. Swenson spoke also at the luncheon and told of the need for a coordinated plan in aviation legislation.

A business meeting after the luncheon selected the following slate of officers: Chairman, Mrs. Mildred W. Miller, Austin; vice chairman, Mary Owens, Lou Foote, Airport, Dallas; secretary-treasurer, Mary Ann Hobbs, San Antonio; membership chairman, Abbie Haddaway, Fort Worth - all of Texas.

In addition to the officers, a legislative committee was appointed: Ziggy Hunter, Jimmie Kolp, Nancy Cardwall, Pat Braun and Marion Guiberson.

Climax of the weekend was a cocktail party, dinner and dance Saturday night. R. W. Cantwell of Globe Aircraft Co., the principal speaker, discussed postwar opportunities in aviation. Other speakers were Col. Charles Jumper of Fort Worth Army Air Field, Gunnar Larsson, operations officer of Swedish Airlines, and David Leavell, journalist, just returned from an aerial tour of Europe with the AAF.

Just for fun, we figured up some statistics on the 37 girls who attended the luncheon on Saturday, and found that their time totaled 21,860 hours, or an average of 590 hours for each girl.

Our thanks go to Abbie Haddaway for the splendid planning and management that made the meeting possible.

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## BAY CITIES CHAPTER

By Kleanor Verknyl  
1129 S. Church St., Lodi, Calif.

Rita Hart's hillside roost, which we swear she selected because of its "airplane view", was the setting for September's meeting. Despite the remote location, twelve of the faithful managed to straggle forth, and Gran Grant was accompanied by her brand-new civilian husband, Norm, proudly waving his Navy discharge on which he got an efficiency rating which elicited "Oh's" and "Ah's".

Chairman Margaret Gerhardt was happily absent, being gone on a second honeymoon with 49½'er John who has just returned from three years in the South Pacific. Marjorie Fauth presided in Margaret's absence. She also invited the group to her home at 1406 Fourteenth Avenue, San Francisco, for the November meeting.

Dorothy Estep, ex-Wasp, who is now teaching at San Carlos Field, is one of our very recent acquisitions over which we are happy.

Civilian restrictions in this area are now completely off, except that Uncle Sam still clutches tightly the bay airports, forcing private flyers into the environs and valleys for activity. Winging parties are still a thing of the future until the girls can get ships nearer than a day's drive, to go on 'em.

Some of the Bay Cities girls used their enforced groundedness to achieve maternity, and our hangar flying is now interspersed with formulae, training pants, 'n such.

Rita Hart and Marjorie Fauth flew the former's Ryan 165 to Reno the last weekend in September for a visit with friends there and to give Rita's son, a Renoan, a chance to try out the Hart plane.

Helen Harkins is in the air again but says we're not to mention it until she does something noteworthy. (We think it's enough to have gotten started after a three and a half year durational sit!)

Flying rates here are horrible: \$11 dual and \$8 solo on a Cub 65. We wish to high heaven that the AOPA or some-

one would do something! And in the same grief class is Sherman Field at Walnut Creek, which charges \$25 a month hangar rent for planes, and a \$1 an hour landing fee for persons who desire to shoot landings! (We think Ripley should hear of this latter wrinkle!)

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#### CAROLINAS CHAPTER

By Louise M. Smith,  
421 Edgedale Drive, High Point, N.C.

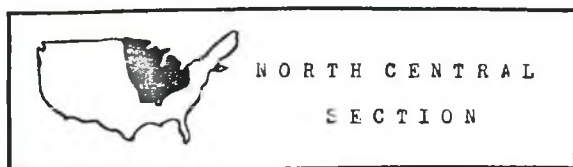
News from an old Carolinas Chapter member, Martha Hutcheson, who wishes to be an active 99'er with a chapter near her new job in Tulsa, Oklahoma. Any 99'ers close, please contact Martha. Her address is Box 195, Tulsa School of Aeronautics, Tulsa 1, Okla.

Martha is to be affiliated with the W. E. Brown Airport which opens officially the 20th and 21st of October, and extends a cordial invitation to all 99'ers.

For the benefit of 99'ers who might fly that way, the airport is located southeast of town, six miles directly south of the Municipal Airport. This airport is being planned with the private pilot in mind, and will include a restaurant and transportation to town.

Sorry the meeting planned for September 23rd had to be called off. We hope to hold the meeting in Charlotte on October 21st.

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#### EASTERN MISSOURI CHAPTER

By Laura Sellinger, 2956 N. Prairie Ave.,  
St. Louis 7, Missouri

The last meeting of the 99's was held in August in the then delightfully cool Shanghi Restaurant, to the tune of sipped tea and clicking chop sticks, and every thing from gliders to character research was discussed. The latter was covered in a most interesting manner by Marcelline Price Jennings who recently gave up her ATC job at Lambert-St. Louis Airport and has joined the Character Research Association of Washington University, to which she is devoting much of her spare time.

Bert Hare, our ambitious mechanicress, finished rebuilding the Cub she had been working on, and found a rapid sale for it. It was a wonderful job, and we were not a bit surprised the Cub was so much in demand, especially when it was compared to the slow-moving surplus army planes which are sleeping at the outskirts of the field.

Del Scharr and Margaret Needham, both ex-Wasps and our present glider team, visited Elmira, N.Y., the "soaring site of America", and then soared on to Hyde Field, several miles out of Washington, D.C., giving glider demonstration rides. Prior to that, Margaret was a busy gal giving glider instruction to flight instructors at Stevens College for girls at Columbia, Mo., where our ex-Wasp Pete Madison is an instructor. As a result, Pete also is now a glider pilot.

Recent information received by one of our members from Helen Thomure, now of the Bay Cities Chapter, indicated Helen is recovering nicely from her operation. We are glad to hear the news and hope by now she has recovered completely.

Mary Kleutgen was in town for several days. She arrived too late for our last meeting, and could not remain for our next meeting which is scheduled for November 5. Mary is living in Atlanta at present, to be with her 49½'er. Another member who dashed in and out of St. Louis was Addie Gault Teagarten, whose 49½'er is Jack Teagarten, the band leader. Not many of us had an opportunity to see Addie or Mary, but we hope some day they'll find time to stop for a real visit, or better still, come back here to roost. Verna Burke Kraft is another busy beaver these days since 49½'er Commander Wm. Kraft is sailing the South Pacific. Verna has been a CAA flight inspector and is flying out of Miami, Florida.

There aren't many of us left here in St. Louis, but we hope before long our members, wherever they are, will come home and join us in a good old-fashioned chin fest and a spot of flying.

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#### INDIANA CHAPTER

By Dorothea E. Hendricks,  
2020 Pearl St., Anderson, Indiana

I had hoped that you would see a new name at the top of the Indiana news this month, but here I am pinch hitting for our new reporter, Evelyn Dow. Evelyn's mother met with an accident and called her home to Iowa. We hope every thing will be okay in a few weeks and that Evelyn will be back with us.

Our last meeting was held in Anderson, September 9. We have a new airport which opened here this summer, known as The Ace Airpark, and the girls landed there. Don't tell anyone, but while I was contemplating on shooting them down, all of them flew right over the field and landed at the other airport. Fern Rinker shoed them over to the Airpark.

We had lunch at the Armory with Mr. John Hamilton, president of the local NAA chapter, as guest speaker. We also had as guests, Dr. L. R. Retherford, vice president of NAA chapter; Lt. Charles Humphrey, commander of CAP Squadron; Mr. James Teeters, manager of Ace Airpark; William B. Hendricks, my 49½'er; Comer Welch, president of the Anderson Aero Club, and Grove Dow, local pilot and glider enthusiast, and local women students. Also Ruth Swango brought her hubby, Jim, from Terre Haute.

Evelyn Dow gave a brief history of the Ninety-Nines and of the organizing of our state chapter. We all learned something from that.

We held our meeting at the Armory. New officers were installed as follows: Chairman, Dorothea E. Hendricks; vice chairman, Helen Daniels, Terre Haute; secretary and treasurer, Jane Templeton, Indianapolis; membership chairman, Violet Bauermeister, Terre Haute,



and reporter, Evelyn Dow, Anderson. We discussed the Sectional meeting at Milwaukee and, weather permitting, we will be represented.

Six new members were welcomed into our chapter — Pearl Cook, Sharpville; Virginia Martin, Kokomo; Charlotte Darlington, Betty Wilson, Evelyn Dow and Irmyl Retherford, all of Anderson. We feel that Evelyn is an old member for she has been attending meetings regularly as a Petticoat. Irmyl Retherford has been licensed since 1936, and we are certainly glad that she has decided to become a 99'er. She and Doc can be seen most any time mapping around the country in their Ercoupe.

Mr. Teeters, manager of the Airpark, thought that we should have some publicity. He had found that most people didn't know what a 99'er was — result, we made the front page of the evening paper here, and also had a three-column of the group that was taken at the Airpark. Girls, the picture was good, too. Mr. Teeters also arranged for a show, with aerobatics in a PT22 and a test run of an army glider trainer which is hangared at the field.

Ruth Colwell came up from Indianapolis on Saturday afternoon. I hear that she, Fern Rinker and Evelyn Dow did some fancy skating that evening???

Had a wire from Betty Cull, Greensburg, on Saturday, and she couldn't make the meeting. We haven't seen Betty this summer, so we will take the meeting to her next month — off to Greensburg!!! She has been busy even though she couldn't attend meetings. She talked to the business men's organization in North Vernon (her home town) on airparking. She has Greensburg, Rushville, and North Vernon working on getting their cities marked. Betty is also having a ground school one night each week for women — mostly familiarization with Aviation. Good work!!!

Helen Montgomery, Auburn, has acquired a 492'er since our last meeting. It is Helen M. Hine now. Congratulations! She called on Sunday morning to say she couldn't attend the meeting.

Glad to hear that Verona Ruzicka, Kokomo, is recovering from her illness. She says, no flying for three months.

A letter from our new Secretary-Treasurer, Jane Mapleton, said that she was writing from Lafayette, and she thought we should meet there some time soon. That is where our chapter was organized in 1939.

Next meeting at Greensburg on October 21st.

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#### SOUTHEASTERN WISCONSIN CHAPTER

By Elsie Peters, 2735 N. Murray Ave., Apt. 4, Milwaukee 11, Wis.

The Southeastern Wisconsin Chapter has had a number of meetings in September and all the girls are hoping for good weather for October 6 and 7, so that the Sectional meeting will be a success. To date we have received 67 reservations and every one of us is anxious to become personally acquainted with each one of them.

Dorothy Christenson is home from Washington, D.C., as her 492'er has been discharged, and she has been running around trying to get prizes for the girls. Must say she has been successful, too.

But even working hard as every one is, a number of girls have been doing some flying again. Ruth Craine has been flying at Brown Deer Airport, Trixie Gehrung and Helen Patterson have been flying at Mitchell Field, and Peg Flebrantz at Curtis Field.

Peg has just returned from a visit to Washington, D.C., and Virginia. Caroline Felling took a trip to Columbus, Ohio, to meet her brother and flew while there.

Recently the phone rang and here was Mary Elaine Calloun from Dallas, Texas, to be with us at the Sectional meeting. She is with her 492'er Bill, and her new 24-3/4'er. Are we happy to see her!

We are delighted to have two new members, Rosemarie Spenner and Lee Merritt. These two adventurous new members flew to Toronto, Canada, on a five-day trip in a red 50 HP Taylorcraft. They were royally entertained by the Canadian RAF and were even escorted by a Mosquito as they started for home.

New officers elected for the 1945-46 year are: Chairman, Ruth Craine; vice chairman, Caroline Felling; secretary, Elsie Peters; treasurer, Peg Flebrantz, and membership chairman, Beatrice Gehrung.

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#### MICHIGAN CHAPTER

By B. Mae Blake, Janes Road, Saginaw, Michigan

Our September meeting was a huge success all the way 'round. Everything was in our favor — lots of hot beautiful sunny weather for two whole days, wit just enough wind to make it interesting. To top this we had a grand turnout of 99'ers, guests and planes. Right here may I do a little bragging? Well, I'll do it any way. Michigan has 65 active members — not quite one-tenth of the active members in the United States — and our new National President is Jeannette Lampke is a Michigander. Of course we are very proud to have her in there and I'm sure she has all the girls behind her to help make this a very successful year for the Ninety-Nines.

I hear she is now in Washington, D.C., getting the lay of the land and mapping out a program for the coming year. Hope to hear more of this at our sectional meeting in Milwaukee in October. Congratulations are now in order — lots of luck to you, Jeannette, and you can count on us to help make it a good year.

Now, about our weekend in Alpena. It was held September 8 and 9 in connection with the opening and dedication of Scheidler Field about five miles north of Alpena, as the crow flies, and is situated among the lakes and woods of northern Michigan. It is a privately owned field on the farm of Dr. N. O. Scheidler, and his daughter Carol, our newest 99'er and only member in Alpena. It's a lovely field — adequate runways (2400 ft. and 1900 ft. usable), wind sock and tee, runway markers all painted a bright yellow, and gas pumps.

The Scheidlers own their own plane and both fly. They have opened the field and its facilities to the people of Alpena and surrounding towns. Airline service and planes for private charter and passenger work will be available. Also a full time instructor has been brought in for the use of the community.

They want the 99'ers to know that they are especially welcome. For the benefit of the 492'ers, I might say that the field is in the heart of excellent hunting and fishing territory. Transportation to and from city and hotel accommodations are guaranteed at all times.

All of this, in the beginning just a hobby, has been accomplished in a year — you see Dr. Scheidler is a dentist (and no time and a half for overtime, he says) and Carol a laboratory technician.



The Scheidlers are looking for no laurels, but the 99'ers extend their heartiest congratulations to them for their contribution to the community and aviation.

The 99'ers, guests and 49½'ers flew in all afternoon and by sunset 25 and about 30 guests were accounted for. The natives were out in full force -- some of the older ones waited for hours and when asked if "They didn't want to go for a plane ride?", the answer was "Nope. Just a settin' - waitin' for them women flyers."

Our very capable Chairman, Thelma Lindzay, was master of ceremonies at the Saturday evening dinner meeting. Officers introduced were: National President, Jeannette Lempke; Section Governor, Helen Wetherill; and our Chapter's Vice Chairman, Becky Thatcher; Treasurer, Suzanne Wagner, and Secretary, Betty Small. Several 49½'ers were present. Other guests introduced were: Dr. W. Carl Rufus, husband of the late Maude Squire Rufus, our "Flying Grandma", who is professor of astronomy at the University of Michigan; Frank Davis of Eastern Michigan Tourist Association, and Clair Taylor, secretary of the Alpena Chamber of Commerce. After dinner, every one adjourned to "Twin Acres" for an evening of fun which lasted until the wee small hours.

Sunday morning our breakfast and business meeting was held at Summerville Haven overlooking beautiful Long Lake. Election of Chapter officers was held with the following results: Chairman, Mrs. Thelma Lindzay, Detroit; vice chairman, Barbara Credit, Jackson; secretary, Betty Small, Detroit, and treasurer, Suzanne Wagner, Detroit.

Then we went back to Scheidler Field for the dedication exercises. The day was marked with speeches, music, acrobatic flying and airplane rides. Several thousand were present, and it was all very gay and exciting.

Our Chairman, Thelma Lindzay, introduced the 99's pilots who took part in the air show: Virginia Krum, an ex-Wasp, Detroit, flying a PT 19, and Betty Lambert, Ann Arbor, flying a Ryan PT 22, who put on some nice acrobatic flying. Margaret Cook, Detroit, a Stinson Aircraft test pilot, also participated in the flying. She hopped all the officials in that Stinson Voyager 150 which she flew in from Detroit. It's an 185 H.P., and four passenger. "Cookie" gives us her word that it is some ship and who should know better than she - she works for them and with them.

To top off an exciting afternoon, Carol Scheidler holding a private license - the ink on it barely dry - was persuaded by the girls to take part in the airshow. Carol a 99'er and this her home town, it was most fitting and proper that she should show the folks what a gal can do with a plane. With Thelma Lindzay at the microphone and Carol at the controls, every thing went well up to 3000 feet. As she cut the throttle and put the plane into a spin, the motor quit. Now, picking an emergency field in that part of Michigan isn't easy - the terrain is very rough and rugged, covered with timber and scattered with numerous lakes. With a stiff wind blowing and realizing that she couldn't make it back to the field, she tried diving the ship to see if it would start. Seeing that this had failed, she began looking for a spot to set it down. Not having much choice, she picked a likely looking field, only to discover at 1500 feet that it was covered with stones. She decided on another - a not too long and quite narrow one, bounded by trees and telephone wires, but the only one she felt she could make with the remaining altitude. The last few hundred feet were nip and tuck. To make the edge of the field she had to take advantage of a very narrow opening among the trees. She got out of the plane, set the brakes, tied down the stick and, with her chute, thumbed a ride back to the field - two miles down the

road. You did a fine job, Carol, and we're proud of you. We didn't have to put up with "Well, that's a woman driver for you". Instead we went around saying "That's a girl pilot for you."

Back to Thelma Lindzay at the microphone, announcing about Carol's flight. After the motor quit, I don't what happened to Thelma, but you can bet on it that she did a good job of ad libbing. Most of the spectators didn't even realize what was happening.

Clara Jo Marsh, recently resigned from Red Cross, is working in the Art Department of Jacqueline Cochran's cosmetic business in New York City.

Earlene L. Flory, Detroit, is overseas with American Red Cross, presently stationed in London, England.

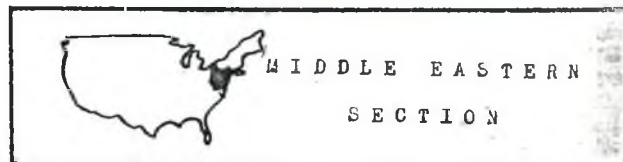
Mary J. (Stephens) Maikle, ex-Wasp, has a son born in July. She is in New York at present with her Husband.

Dorothy Lunken was in Georgia for some time. Now she and her husband have settled in Cincinnati - with their Cesma.

Dorothy Wing is now our Chapter Scrapbook Chairman, replacing Lee Howarth who has sold her flying school at Detroit City Airport and gone to California.

Tuesday evening, September 25, Mary von Mach gave a talk before the Women's Aeronautical Association of Detroit, at the Book-Cadillac Hotel. She outlined women's part in aviation and suggested they get behind an airmarking program for lower Michigan. It certainly would be a big help to those of us who still get lost.

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#### EASTERN PENN CHAPTER

By Helen E. Jones,  
819 Ocean Ave., Lancaster, Penna.

Chairman Ruth Shafer is instructing at Somerton Airport, Philadelphia.

Vice chairman Georgianna Sees is working for her Commercial at Wings Field, Ambler. She recently ferried a Cub from Lock Haven to Louisiana.

Secretary-Treasurer Irene Blasdal is busy on scientific subjects at the Franklin Institute, Philadelphia.

Governor Helen Jones is assisting her father as Pilot on Aeromatic Props at Lancaster.

Vice governor Frances Nolde is on active CAP duty with the operations at the Reading Army Air Base.

Pat Kenworthy is instructing at Wings Field, Ambler.

Rita Davoly is now with Aero Service (mapping outfit).

Jessie Jones, "Jr.", is instructing at the old airport in Lancaster.

Bea Hymen is in CAA tower at Petersburg, Virginia.

May Ross is a WAC in Alaska. Sophie Reineberg is over-  
seas with Red Cross.

Willie Zimmerman is ferrying PT's from Arkansas to  
Pennsylvania and New Jersey.

Al Hoyt is instructing for Taylor Aviation at Tay-  
lor Field, New Kingstown (near Harrisburg).

Polly Markle is back home after a summer on Long  
Island, and flying her beloved Waco.

Leona McElroy's three children keep her busy (Leona,  
incidentally, was the one who sponsored our Vice Govern-  
ment's 99 application, Frances Nolde). Thanks, Leona.

Sally Conley is a Navy ensign at Philadelphia.

Bettie Thompson is flying at Boulevard Airport,  
Philadelphia. Bettie has changed her name to Bettie  
Thompson Towson (Mrs. George Towson). Our new 49 1/2'er  
is a Pilot and a Q.B.

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Will the following members (IS YOUR NAME ON THE  
LIST???) send Helen Jones, 819 Ocean Ave., Lancaster,  
Penn., a penny post card, P.D.Q., and tell us where  
and what you are flying, what else you are doing, and  
what new ratings you have, etc., for our next NEWS  
LETTER: YES, THIS MEANS YOU.

1 Evalyn Banta	15 Alice du Pont Mills
2 Kath Botts	16 Betty Montgomery
3 Hulda Chilcoat	17 Helen McGilvery
4 Pat Disston	18 Eleanor Pepper
5 Marian Edwards	19 Doris Reynolds
6 Ellen Gery	20 Alice Robbins
7 Eleanor Groh	21 Augusta Roberts
8 Sally Hiestor	22 Louise Sacchi
9 Peggy Hoopes	23 Bobbie Sabbato
10 Elizabeth Hooker	24 Cath Slocum
11 Kitty Leaning King	25 Eleanor Smith
12 Genevieve Lee	26 Agnes Weiskopf
13 Nester Martin	27 Betty Williams
14 Alice Middletown	28 Audrey Witmer.

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#### 99'ERS HERE AND THERE

Marjorie Jane Ketcham, New York-New Jersey Chap-  
ter, announces her engagement to Capt. Milton L. Deacon,  
Signal Corps, 15th Air Force, Phillipsburg, Penna. The  
wedding date is set for December 28, at Marjorie's home  
in Flushing, N.Y.

Before joining the WASP, Marjorie was chairman of  
the Washington, D.C., Chapter. She was in the first  
class to graduate from Houston, Texas, 45-W-1, and was  
stationed at Romulus, Mich. Resigning from the WASP,  
she became a CAA control tower operator at Albany, N.Y.  
Since April, 1945, she has been at Dow Field, Bangor,  
Maine. She has a Commercial and holds a HP rating of  
C-4440. Now she is working on her instructor's rating  
so that she can teach her future husband to fly.

June 11, 1945, Mary Rosso, Michigan Chapter, was  
married to Lt. John Foster Williams, USMC, in the Naval  
Air Station Chapel at Alameda, California.

Another recent wedding -- Bettie Thompson, Phila-  
delphia, to George Towson, same city. We have few de-  
tails about this pair of pilots.

Congratulations to all you girls, and may your  
future have all smooth take-offs and landings.

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#### APPRECIATION AND THANKS.

Dear Ninety-Nine Members:

May I thank you for the honor you have accorded me  
in the office of Secretary. I am a bit embarrassed to  
tell you that I shall have to serve you from far away in  
miles if not in spirit.

Very soon I am leaving for Vienne, Austria, as Eco-  
nomic Analyst with the Auxiliary Foreign Service of the  
United States. However, Headquarters will have my ad-  
dress and I hope to keep in touch with 99 events even if  
I cannot participate in them temporarily.

Our President reminded us in her greeting that we  
are an international organization, and perhaps I will be  
able to contribute in some way to this aspect of the  
Ninety-Nines.

Happy Landings to you all.

Ruth A. Heller,  
Secretary.

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#### NINETY-NINES SUPPLIES

Membership application blanks (No charge).  
99's gold pins, \$1.40 each, including tax.  
99's Decals, two (2) for fifteen (15) cents.  
99's History, bound in blue and silver, \$1.00  
99's Rose compass cuts, for use on letter-  
heads, invitations, etc., \$2.00 each.

All the above are obtainable from 99's Headquarters  
1025 Connecticut Ave., N.W., Washington 6, D. C.

Remittances should accompany all orders for supplies  
except membership application blanks, to avoid delay in  
shipment. All checks should be made payable to "The  
Ninety-Nines".

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#### MISSOURI VALLEY CHAPTER

On September 9th, this Chapter elected officers  
for the 1945-46 year, as follows:

Chairman; Miss Norma Hainzle, 515 East 12th St.,  
North Platte, Nebraska.  
Sec'y-Treas.: Miss Marjorie M. McBride, 2724  
North 65th St., Omaha 4, Nebr.  
Reporter: Mrs. Alice Riss, 5424 McKinley St.,  
Omaha, Nebr.

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## WASHINGTON, D.C., CHAPTER

The B. F. Goodrich Company was host to the 99's Chapter and its prospective members, August 21. The group of approximately 40 members and guests, enjoyed cocktails and dinner at the Goodrich Washington Office.

A regular business meeting was held on October 3 at the Blackstone Hotel with the following members attending: Ruth Heller, Charlotte Dow, Cy Luecke, Dorothy Young, Lillian Leach, Kay Booth, Jane Straughan, and Jan Warren. Miss Dorothy Black, a prospective member was a guest.

The following officers were elected for the coming year: Chairman, Jan Warren; vice chairman, Dorothy Young; secretary, Charlotte Dow; treasurer, Jane Straughan.

A vote of thanks was extended Ruth Heller for her splendid enthusiastic leadership during the past year, and luck wished her in her new job with the State Department, which will take her to Austria for some time to come.

The following membership committee was appointed by the Chairman: Kay Booth, chairman, Jane Straughan Cy Luecke, Patty Tozlinson.

With a new year ahead, several latent matters were reviewed for current and future activity. It was agreed to set up new Amelia Earhart Fund banks for the chapter; Breakfast flights were again discussed with the hope of action soon; Speakers on current aviation problems were suggested for future meetings; and a membership drive to strengthen the national organization as well as the chapter was thought advisable.

The next regular meeting of the Washington Chapter will be held Wednesday night, November 7, 6:00 P.M., at the Blackstone Hotel, at which time we hope to set up a program for the next year's activities and consider any pending membership applications.

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## LETTERS

Rather than print duplicate letters from Edna M. Gardner, here is a condensation of two forwarded by their recipients to Headquarters.

After being commissioned in the Army Nurse Corps last March, she was trained for overseas duty. After 27 days on ship, two in Subic Bay and five in Manila she went on to the 249th Medical Unit in Luzon. She says this is the famous old Evacuation Hospital Unit which won medals and citations for bravery while following the army all the way up the islands from Australia.

They wear high top shoes and coveralls in caring for the boys who are in tents. The hospital has many wounded, sick and homesick boys, all of whom will be glad when they can go home.

Promising that some day she will write a book on things she has seen and experienced, she reports plenty of flying as they have lots of planes. She has flown a B-25 to Manila and back, and has over eight and a half hours in a C-47. They have many other different and interesting types - Lots of L 5's and light planes.

She reports the surrender of several thousand Japs who are being held in a nearby camp. Others come from the mountains every day, not knowing that the war is

over. Booby traps are numerous, and the hospital people are not allowed out of their own area except with armed guard. Many wrecked Jap and American planes are scattered all over the country side.

She asks "What is civilian aviation doing in the states?" and is anxious for news on the new planes, pilot training, etc. She flew a Beechcraft and later a Cessna for the lumber company for which she worked and had many good flights before entering the Army Nurse Corps. Aviation is her first love and she'll be glad to get back to it when the army's need for nurses is over.

"I would greatly appreciate letters from some of the 99'ers. Our mail is the most exciting part of the week over here."

Address: Edna M. Gardner, M 780163, 249th General Hospital, A P O 74, Postmaster, San Francisco, Calif.

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Tulsa, Oklahoma  
September 26, 1945

Dear Ninety-Niner:

I have been a member of the Carolinas Chapter. Now ever I intend to be in Tulsa permanently now. Therefore, I wonder how I would go about changing my membership, if there is a chapter in this part of the country. Up to the present time I haven't been able to locate any 99's here.

About the middle of next month my partner and I will be moving our school over to a new airport which is being opened. This is the W. E. Brown airport, which is going to be one of the most modern in this area. It is being planned with the private pilot in mind exclusively. It will include a restaurant and transportation to town. Things that the private pilot has sadly lacked in the past at most airports.

The airport will be officially opened the 20th and 21st of October. I would certainly like to see some 99'ers there, and extend a cordial greeting for all 99's to stop and chat a while when they are going through Tulsa.

For the benefit of any 99's who might fly in this way, the airport is located southeast of town, six miles directly south of the big Municipal airport. It will be plainly marked. Now there's no reason why you can't find your way here.

Very truly yours

MARTHA HUTCHESON

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## 49+ER CARDS

Hear ye! 99'ers who haven't yet written for 49+er cards, do so at once. Why should your hubby be without a card because you haven't written for it?

Many 49+ers have helped us to fly, either through personal instruction, laying out cold cash for flight instruction, buying a ship or consoling us after a trying session of flying. Our 49+ers deserve some credit and recognition. That's the reason for the cards.

Looking to possible future air races a 49+er registration booth could be set up with the 99's booth. You wouldn't want your hubby to be without his card.

Send your 49+ers name, address and occupation, your name and stamped return envelope to Bettie Thompson Johnson, 724 N. 63rd St., Philadelphia 31, Penna. A 49+er card will be sent by return mail.

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