

# NINETY- NINES



## NEWS LETTER

February 15, 1947

★

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.

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## PRESIDENT'S COLUMN

Enroute to San Antonio, Texas to attend the annual state-wide convention of women flyers and a meeting of the South Central Section, I stopped off in St. Louis last night to attend the regular monthly meeting of the East Missouri Chapter. Principal topic of discussion was the essay contest which they are sponsoring for the senior high school students. Be sure and read the report of the East Missouri Chapter in this issue and see how these members are going to make "The Benefit of Air-Marking" a topic of home conversation when Junior starts asking Papa for some help on his essay.

The PHANTOM: Mr. George Bounds in charge of public relations for the McDonnell Aircraft Corporation has released a bit of interesting news - a 16mm sound film in color of the Phantom, the Navy's new twin jet propelled job, is available for public showing (without admission charge) to audiences of 50 or more persons. Part of this film was photographed aboard Navy's newest carrier, Franklin D. Roosevelt. It is a twenty-minute picture and is loaned to responsible organizations like the NINETY-NINES free of charge. Chapter chairmen will receive a letter with further details about it. Surely somebody in your town has projector equipment who will gladly run the film for you for the privilege of seeing it also.

HALF-YEAR memberships after March 1st: New members accepted March 1st until July 1st pay only \$3.50. This amount covers the half year dues of \$2.50 plus the initiation fee of \$1.00. Be sure your new member understands that the half-year membership expires September 1st when all memberships are due for renewal.

Reports are coming in from all corners about NINETY-NINE dances and air shows to raise money to round out the \$5000 in the Amelia Earhart Scholarship Fund by July 3rd. With such enthusiasm we will sure hit the bell.

Some BAD news, too. In checking over the records, the percentage of membership renewals fell below my hopes this year. Keeping the old members happy, interested and in good standing is just as important to our organization as adding new members. When we lose a renewal, it takes two new members to fill the gap and to continue to increase our numbers. New England Section came through best with an 80% renewal and South West Section placed second with a 75% renewal. Among the chapters, 100% of the members renewed in the East Missouri Chapter, and Wisconsin and Los Angeles chapters tied with 80% renewals. The most unpleasant task at headquarters office is to issue the letters of termination of membership for we are sorry to lose even one member from the NINETY-NINE family.

The winds will be blowing towards Tampa, Florida, March 15-16th, where the Florida Chapter are sparing no effort to make a success of its All Women Air Show. No cash prizes, but lots of trophies, gifts, entertainment and fun. See you there.

Jeannette Lempke Sovereign  
Your President

Feb. 4, 1947

My new address: 2136 Center Avenue, Bay City, Michigan.

## NORTH CENTRAL SECTION

### MICHIGAN CHAPTER

By Thelma C. Lindzay  
921 Balfour Road, Grosse Pointe 30, Michigan

Now that we have said Merry Christmas and Happy New Year to all our friends it is time to think of our plans for 1947. The Michigan Chapter has two outstanding projects ahead.

The meeting in Detroit on May 10th and 11th of the North Central Section will bring members from nine States which include Ohio, Indiana, Illinois, Wisconsin, Minnesota, Kentucky, Iowa, Missouri and Michigan. Elsie V. Peters of Milwaukee is Section Governor with Thelma C. Lindzay, Grosse Pointe as her Vice-Governor. Alice Hammond of Grosse Pointe has been named as General Chairman for the session and her committee members will be announced soon.

The ALL GIRL AIR SHOW to be given for the benefit of the Amelia Earhart Scholarship Fund is to be held at Stanton, Michigan on June 8th. Faye Davies Kirk and Helen Pelto are Co-chairmen, with every member working on a committee. Loma May has made arrangements for a complete loud speaker system which she is capable of setting up and knows how to use. She also has the promise of the latest in walkie talkie and plane to ground systems. All Ninety-Nines and their friends are invited. The Florida Chapter's show sounds like quite a big one - hope some of us can make it.

Our Chapter wound up 1946 with the Annual Xmas party at Alice Hammond's with twenty nine members present. Becky Thatcher had made up little song booklets, which we found at our plates. In them were Xmas Carols and our Ninety-Nine song, so course voices were raised high in the singing of them, while Jeannette Lempke Sovereign acted as Santa in the Exchange of gifts by members. Members brought or sent beautifully wrapped gifts for the children of the Michigan Childrens Aid Society of Ann Arbor. Mabel Barbour Britton of Ypsilanti delivered the gifts in plenty of time for them to be put under the tree. This winter Mabel has been teaching both elementary and advanced ground school in connection with the G. I. program at McKinnon airport, Ypsilanti.

On January 19th Frances Johnson, Detroit formerly of Saginaw and Alpena became the bride of Birchard Seighman. Best wishes from all of us. Having met Birchard at our meetings we know he will be a good addition to our 49ers.

Since last May when Betty Small started the procession, seven of our members have said "I do". Instead of joining the Navy and seeing the World-join the Ninety-Nines and get married.

At the Xmas party Jeannette Sovereign was presented with a sterling tray and bon bon dish. The tray had the Ninety-Nine emblem engraved on it. The Sovereign's spent the Holidays in Miami Beach, Florida. Roxie Yahjian Mooradian who is now living in Georgia was also given a tray and dish. That makes sixteen of our members living in other States or Countries.

A letter from Leona McElroy, former Michigan member, who is now Chairman of the Eastern Penn. Chapter says they have set up a library of books on aviation, patterned after the one in the Michigan Chapter, and now have twenty-five books in it.

Marguerite and Floyd Huff couldn't get into the air to get to Indianapolis recently so they skated down and back on four wheels. Our Flying Grandmother says the air is safer anytime.

Jean Pearson, Fashion Writer for the Detroit Free Press, discharged Ensign of the WAVES and former WASP boards the commercial planes, gets on the beam and in imagination runs the liner to suit her idea of flying. Recently when returning from New York where she attended the showing of all that is new in the Fashion World, she undermined the stewardess' poise by asking politely but firmly, "Why is the pilot riding on the left side of the beam?" The stewardess then threw the pilot completely off the beam by repeating the question.

Suzanne H. Wagner, membership chairman reports the following new members: Mildred David, Charlotte; Lolita Boyd and Velta Skutt, Jackson; Mildred Irons and Faith McPeak, Midland; Bernice Bowers, Flint; Mildred Souve, Bay City; Mary Catherine Brewer, Essexville; Mary Keil Ungerer and Marjorie Johnson of Belding. The girls from Belding manage and operate the airport there - have a G. I. program. Both are former WASPS and Mary has a multi engine rating.

NEWSBITS - Mary Clark of Jackson with the Red Cross now stationed somewhere near the Manchurian Border in China. Joan Sauve, Bay City left Jan. 6th for Japan where she will spend two years in Civil Service. Mary Creason has returned from Essex, Maryland and is now living at Spring Lake. Barbara Meyers of Potterville at Xmas party after long absence. Has been nursing her Doctor husband back to flying health. They fly a Cessna. Agatha Weigl is now living in Phoenix, Arizona. Gwendolyn Walker busy gathering news of Women in Aviation for the "Flying Reporter". Jean rrins home for the Holidays from Boulder, Colorado where she is attending the University. Halcyone Watkins back in Michigan and attending a few meetings. Dorothy Wing at Michigan State College. Bernice Bower, Flint is engaged to Robert Vaillencourt - wedding to take place when school is out.

Earth covered with snow - unlimited blue sky and golden sunshine was the weathermans gift for the January fly-in breakfast at Flint with Bernice Trimble as hostess. Thirty two members and guests were present, including three prospectives; Mrs. Don Berg and Mrs. Gennie Spencer of Birmingham and Virginia Burley of Flint.

Helen Pelto, Gladys Hartung and Thelma C. Lindzay met with Grosse Pointe Girl Scouts who wish to become Wing Scouts. Helen will have charge of the training which lasts throughout the school year. On Feb. 1st, Helen and Grace Gazvoda will meet with another group and get them started. Helen is doing a fine bit of work for both the Wing Scouts and the Ninety-Nines.



The next meeting will be at Hartung Airport, Roseville with Suzanne H. Wagner as hostess. ALL AIR SHOW committee members are expected to be present.

#### EASTERN-MISSOURI CHAPTER

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

Every hangar in the area is quaking in the wake of Ninety-nine activities as we burst forth with new ideas on how to shake St. Louis by its aeronautical roots. And, by golly, we're so happy over our success, in view of how conservative our fair city usually is, that we'd like to share our ideas with the rest of you.

We're going to sponsor an essay contest in the St. Louis public schools, announcement of which was made over radio station KWK when we were guests on their Aviation Forum program Sunday evening, January 19. The contest will be open to senior high school students, and the subject will be: "How an Air Marker will Benefit the Community and Aviation." As an award to the winner we offered a private flight course at a C.A.A. approved flight school, but the Board of Education felt some parents may be somewhat reluctant about letting their child go this far, so they suggested we limit the award to a 10-hour flight course with no solo flying.

There were some tense moments while we waited for the Board to give us the nod, but we found they not only approved of our plan, but liked it so well they hope to make it state-wide, in keeping with the state's air-marking program. With the mention of "state-wide", we realized with a mighty gulp what a big chunk we'd just bitten off and had in our laps. But the gods must have looked upon us with favor and sent a group of angels to our help. The angels were the local W.N.A.A. who, when they heard of our plan, announced to our happy ears that they would like to co-sponsor the contest with us. Their own chapter had not been very active, and this provided them with just the opportunity they wanted to share in a program with which they were heartily in accord; also, we were mighty glad to have them share the many responsibilities incidental to such a program.

Scarcely had the importance of this event settled in our minds when a further blessing arrived in the form of a new Cub which is being presented to the Ninety-Nines by the Universal Flight School at our municipal airport. It's ours, complete with our name painted on it, to fly at cost! Our thanks go to our own Rae Sullivan, secretary at Universal, for her part in getting this Cub tandem trainer for us.

Needless to say, our big project at the moment is to raise funds to back our essay contest, and, according to the advance sale of tickets for our first post-war dance, which will be held at the DeSoto Hotel on February 21, our worries are gradually becoming smaller. Meanwhile, the list of attendance prizes to be given at this dance is growing by leaps and bounds. By now the donations include 40 airplane rides of one-hour each, 13 hours of Link time, a flying jacket, chrome compass, vanity case, leather map case, three fifths of giggle juice and cold cash! With all this, our dance can't fail.

Great day! It's happened at last! Ye secretary has just received word that our President, Jeannette Sovereign, is coming in on the St. Louis beam in time for next week's meeting, so

I'm off to the airport to brush off the Welcome mat and to try to find some hangar space.

#### IOWA CHAPTER

By Evelyn Bubany  
1230 Sixty-fifth Street, Des Moines 3, Iowa

What with the organization of our new Chapter and the number of really enthusiastic new members growing by leaps and bounds, it was deemed necessary to vote on a central meeting place so our December meeting was held at the Club house on Municipal Airport in Des Moines.

Those present were: Edna Nyemaster, President, Thelma Olson, Vice-President, Florence Chamberlain, Secretary-Treasurer, Franny Shloss, Grace Reineke, Winifred Heaton, Lavina Lippencott, Betty Frey Bengé, Gretchen Kelly, Blanche Novotny, Evelyn Bubany, and four new members, Darlene Newman, Dorothy Nunemaker, Jean Jackman and Esther Oleson who flew down from Ottumwa with her husband in their Bellanca Cruisair. Also, Ruth Shimon, Racheal Piper and Berniece Eno from Pocahontas, Estherville and Fort Dodge respectively who flew down with Mr. Eno in the Stinson Voyager.

Even though the Chapter is more or less in the infant stage, we are gaining recognition throughout the state, having been invited to attend the Iowa Aviation Clinic in a body which we did, and to send a representative to both the State Air-marking Committee and the Iowa-Joint Aviation Committee.

Snowstorms and mighty cold weather have kept our flying activities throttled down to a minimum but with the advent of warmer weather, the Iowa 99'ers will be back at the stick and off for a flight breakfast in the wee hours of the morning or an extensive air tour which we are already planning.

#### WISCONSIN CHAPTER

By Jeannette Kapus  
2135 W. McKinley Ave., Milwaukee 5, Wisc.

Necia Patterson was our gracious hostess at the last meeting. Most of the conversation centered around our coming St. Valentine's Dance, proceeds of which are to go to the Amelia Earhart Scholarship Fund. Carolyn Feiling is the Chairman of the dance. Dottie Christensen and Margaret Sliker are to work on the decorations.

Those adventurous gals, Rosemary Spunner and Elaine Bromley, flew down to the Miami Air Races. Their ship was the only one to take off from Mitchell Field here; the airliners were grounded 'cause the weather was snafu. The girls hit a 40 mile an hour headwind in Georgia but landed at Miami safe and sound.

Peg Fiebrantz has soloed that BT she has been manhandling the past month. Good going, Peg.

Dorothy Christensen, our president, has acquired a 1946 Cub and is looking for members to start a club. The ship, #73, was very popular among students at Midwest. Dottie and Trixie Ann Gehrung are planning to attend the Wisconsin Civil Air Corps 'Frigid Fun Flight' at Sturgeon Bay, Wisconsin, next weekend. Happy landings.

Ruth and Paul Sass are expecting a miniature edition next month --- so another 24-3/4"r will be added to our ranks.



The latest news from Jean Reimer is that she and her family are visiting the Southern states. Merle has rigged up a system whereby he can heat the baby's milk on the motor of the car. What won't these Flight Engineers think up next!!!

Ruth Lembke just a-sittin' and a-knittin'.

#### INDIANA CHAPTER

By Ruth E. Colwell  
3221 Kenwood Ave., Indianapolis, Ind.  
Dinner Dance

Time - January 24, 1947  
Place - Southern Mansion, Indianapolis, Ind.  
Sponsor - Indiana Chapter 99'ers  
Idea - AN OPEN FORUM - (no punches pulled)  
Number attending - 51  
Representatives as follows:

Col. Clarence Cornish (Ind. States Aeronautics Director) - Pilot of World War #1 with rank of Captain, Lieut. Col. in World War #2, who was introduced as a conservative, quiet, sincere, honest man, a golfer, fairly good stand of hair (with his hat on), rather talk flying than eat, argues with open mind, intense about Aviation, gives others a break, is admired by his staff, doesn't talk about himself, calls himself "Elmer", private Aviation is his life. His subject was Air Marking in the State of Indiana with prime point the fact that of 361 Cities, only 34 were Air Marked. Of these, 21 were incorrectly marked. In the entire group none were instigated by people directly interested in flying.

George Gamsjager (Roscoe Turner Aeronautical Corp.) - States he got the flying bug 30 years too soon when he witnessed "Beachy" fly a transparent home-made Biplane made of bamboo at a Long Island race track. He talked on more Aviation Activity for the private owner and stated that over 85% of the people who learn to fly, did not continue to fly. He charged that Aviation had no planned program which could hold their interest.

Capt. William (Bob) Hylton (Capitol Air Service) - was the second man to land on Indianapolis Municipal Airport. He started flying in 1927 in a Chicago School with 10 hours flight time at a cost of \$600.00. He maintained that the recent accidents were not caused by pilot error but from lack of proper instruments. He stated the cost of instruments is exorbitant and asked that the 99'ers Nationally, throw the weight of their organization towards saving lives by insisting on better instruments.

Bob Shank (Shank's Airport) - Was born in a hurricane in West Virginia where birds were the sole means of transportation and an unfortunate middle name of "Ferdinand." He spoke on "There's been some changes made since his first flight which ended in the tops of some tall trees." He maintained that the cost of an airplane to a private owner was ridiculously high and that the 99'ers insist that ships, complete with instruments and a minimum 120 mile an hour airspeed cost no more than \$1,000 a seat.

"Nish" Dienhart (Quiet Birdman and CAA Experimental Station) - spoke on experimental work of the CAA and invited the 99'ers to visit Experimental stations for their own education. He maintained that fliers were almost completely ignorant of their work except for what they read in CAA publicity releases.

John Bauer (Air Sales and Service) - stated his

subject would be "I don't know what I am going to talk about." The reason for such a subject was Mr. Bauer's statement that he did not think it possible to hold an open forum of this sort without getting on criticisms of a personal nature rather than the over-all good of aviation. He stated that it seems that women have accomplished something men have not been able to do and then talked on the lack of Wind Socks universally on all small Airports. He asked that the 99'ers Nationally make it so hot for the small Airport Operators that a brand new Wind Sock would always be in evidence, since they are obtainable from Shell Oil Companies at no cost to the operators.

Paul Jones (Aviation Editor Indianapolis Star and Editor of Mid Western Wings) - spoke on troubles of a newspaperman. He stated that he thought that newspapers universally had Aviation Editors who were Aviation Editors in name only, in other words, they were at the complete mercy of their City Editors who did not fly and as a result were forced to cover everything except Aviation. He maintained that if the 99'ers, the Airfield Operators and the various clubs would insist that the newspapers cover the field of aviation instead of air crashes, much good could be accomplished.

Ed Manning (Sky Harbor Airport) flew for the first time at age 14 in a home built glider. He was licensed in power flying at age 16 and was trained by Wier Cook. His subject was ground transportation from the Airport. Transportation of this sort is being offered at Sky Harbor with rented passenger cars available under the "U Drive It" System.

Paul Bradley (Hoosier Parks Cross Country Club) - had the Lack of Wind T's as a subject. He has recently returned from an extensive trip in which he logged 200 hours flying time. He maintained that on this trip he only saw 3 Wind T's.

Gene Dawson (Aviation Editor Indianapolis News) (Indianapolis Aero Club President) (Sec. Aeronautics Comm. in Ind.) (Director of National Aeronautic Association) (President of Aviation Writers Assn. of America) - spoke on selling aviation. He stated that his paper ranked as one of the foremost in the country, was progressive enough to buy an airplane and have an Aviation Editor. His job at the moment as Aviation Editor was covering the Indiana State Legislature, that instead of selling aviation through writing in his own newspaper, he was forced to continuously sell aviation to his own City Editor first. The proof of this was the fact that two months ago the News ship was borrowed and the pilot in landing, washed out the undercarriage. Said ship is still washed out and this is the 99'ers fault because they do not help sell Aviation to the newspapers universally.

Postscript: The above meeting was only an idea one week prior to accomplishment. We received an immediate "Yes" from everyone we invited with the exception of four people who were to be out of town on this date. Final conclusion of the meeting was that this group should meet more often; that this group be the fountain-head to organize committees of 25 or more flyers who would visit various towns for the purpose of explaining private aviation to Chambers of Commerce or City Councils; and that it is hoped that such meetings will be held in all other states under the sponsorship of the 99'ers for the general good of aviation.

P. S. 99'ers of Indiana are happy to report that Lynn Bottema has recently received her Instructors



Rating. More about Lynn later. Those who are able are cordially invited to come to our next meeting March 16, 1947, 11 a.m. Municipal Airport, Turner's outside office and help us discuss future plans terminating from our Jan. 24th Dinner dance.

## NORTHWESTERN SECTION

### OREGON CHAPTER

By Audrey McClellan  
1180 S. E. 89th Ave., Portland, 16, Oregon

## NEW ENGLAND SECTION

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By Mildred E. Morey  
Sunset Road, Marblehead, Mass.

Fourteen of our group made the Sectional meeting and lobster dinner January 28th at the Boston Art Club. The business meeting turned out to be very interesting, to say the least, resulting, as it did, in the final decision to form two separate chapters within the Section. Due to the time element and distances involved, not even to mention the weather, most members find it difficult to attend all meetings. It was decided that the gals from Maine, New Hampshire and Vermont would form a Northern Chapter, and those from Mass. and Rhode Island would form a Southern Chapter. These two groups are to comprise the NEW ENGLAND SECTION as before. Chapter meetings will be dinner and discussion affairs and Sectional meetings will be "fly-in" meets. The first "fly-in" is planned for April 20th at Hillsgrove Airport, Providence, R. I. Every other month, on the 3rd week-end, is to be held open for "Fly-in" Sectionals. On alternate months each chapter will hold its own meeting. Golly, hope this makes sense to someone, and that it is clear. More details about the Chapter organization plans later! Northern members can contact Ruth Hamilton at Canterbury, N. H. for plans, as she was appointed Chairman. Southern Chapters contact Ann Cutler, Governor.

Each Chapter elected delegates to work for favorable legislation in aviation. Mrs. Betty Condict, operator and owner of the Bass Point Seaplane Base at Blaisdell Lake, Bradford, N. H., was appointed Northern Chapter delegate for New Hampshire. Three delegates form the Massachusetts Legislative Committee. They are Ann Cutler of Needham; Moya Mitchell of Medford and Mildred Morey of Marblehead. (Ann Cutler is also Chairman of the Legislative Committee for the Aeronautical Association of Boston - NAA). Members who made the dinner meeting were: Daisy Kirkpatrick of Marblehead, Mass., (former National President); Jean Adams Cook of Nantucket, Mass.; Ruth Hamilton of Canterbury, N. H.; Moya Mitchell of Medford, Mass.; Ann Cutler of Needham, Mass.; Lillian Putnam of Laconia, N. H.; Mary West Barnes of Burlington, Mass.; Rose Crowley Abbott of Waban, Mass.; Sally Connell Driver of North Andover, Mass.; Laura Murray of Hookset, N. H.; Alma Gallagher of Laconia, N. H.; Maurice Thomas of Canton, Mass.; Betty Condict of Bradford, N. H.; and Mildred Morey of Marblehead.

Mary West Barnes reports that her 3½ months old daughter Christina is soon to be eligible for 99's. Christina has logged 30 hours in the family Stearman (pre-natal, that is!) Christina's daddy was an AAF pilot, and is now in the Reserve, and that makes Christina a "natural".

Moya Mitchell has just finished a Refresher Instrument Course, and has just acquired a Navion. It should be plenty of fun for Moya after flying B-29's as First Officer. Page Ripley!

On January 18 at Vancouver, Washington, our chapter held its first meeting of the new year. As guests of Evelyn Whitmaker at a dinner in the Evergreen Hotel, the girls began the evening with the over-the-meal discussion of flying and friends that makes for a jovial gathering. After filling our faithful abdomens to the place of almost discomfort, we retired to a private room to hold our more formal meeting.

Leona K. Bump opened the meeting; however the minutes were not read due to the illness and absence of our able secretary, Kay Hoffmiller. Several motions were put before the members present - the most important being, the motion for an established meeting date; and the fourth Saturday in every month was the time suggested. This met with favorable response; however definite approval will be left until the next meeting when, we hope, members who were not present at this meeting will be in attendance to offer their suggestions. Our next meeting is going to be in Newberg, Oregon at the home of our incomparable chairman, Leona K. Bump, on February 22. It is our fondest hope the weather will be such that we all may fly to and land at Newberg's new airport.

After the meeting, the conversation just naturally turned to the "good ole' Hanger Flying". Finally, everyone drifted towards home feeling that they had had a swell time.

## SOUTHEASTERN SECTION

### CAROLINAS CHAPTER

By Anne Fishburne  
73 East Battery, Charleston, S. C.

Seen at the Miami Air Maneuvers were Betty Hamilton, Edna Hartness and Anne Fishburne. Betty and Jim Hamilton flew down in her Erco. With Anne in a Piper coupe was her mother who was enjoying her first cross country and first air show. Sorry more of you Carolina 99's couldn't get there. The Florida Chapter was right on hand to greet us and the brunch for the women pilots was quite a nice affair. Your reporter had a wonderful trip - first to Miami - and I got to fly a cub on floats, too!

The January meeting was held at a "dutch" luncheon at the Jefferson Hotel in Columbia on Jan. 26th. Amalie Stone, Dot Shackleford and Jesse Woods, all of Columbia were there. Driving in were Betty Hamilton of Charlotte and Anne Fishburne of Charleston. Amalie arranged for the luncheon and we're sorry more of you were not able to be there. For those of us who had always heard so much about Jesse Woods, it was a great pleasure meeting her. And you should have been in on that "bull session"!

What's happened to any Georgia 99's? There are five in Savannah and one in Augusta that have asked me about it.

The next meeting is in April in North Carolina. We'll let you know later.

## FLORIDA CHAPTER

By Verna Burke  
P. O. Box 6, Coconut Grove, Fla.

Well girls, The Miami All American Air Maneuvers have come and gone and the Florida 99'ers were happy to meet so many girls from so many different places. The Brunch on Saturday, January 11 was thoroughly enjoyed by all and was given by the Dade County Federation of Womens Clubs, who after the Brunch gave us police escort to the Airport.

Women were barred from participating in the show this year, but since we now have the Federation of Women's clubs behind us, we are sure this will not happen next year. There was such strong feeling by the Women's clubs, the girls and many of the men pilots because we were barred from the show that the Committee for the All American Air Maneuvers were quite red of face. The feud did give us some publicity. Our All Women Air Show to be held in Tampa, March 15 & 16 was plugged over the loud speaking system several times each day of the maneuvers.

Our 99 booth space was donated by the President of Florida Aviation Corp., Pete Hubert, whose wife, Ruth is chairman of our Florida Chapter. The booth was decorated by Ruth Gladys Pennington and Verna Burke. Trophies along with some of our gifts to aviation's "Man of Distinction" were on display. Great interest was shown in our show and we hope that all the 99's who said they would attend will not let us down.

The Transcontinental Open Women's Race will be from Palm Springs, Calif. to Tampa. Tentative starting date will be Wednesday, March 12. Mary Nelson, ex WASP, will be the official starter. The first to arrive in Tampa will be the winner. At every gas stop a collect telegram is to be sent to Tampa stating time of arrival and departure. The entry fee for each event is set at \$2.50 and is to be sent in with your entry blank to Contest Chairman, Box 6, Coconut Grove, Miami 33, Florida. All entries must be in by Saturday noon, March 15. Judges will be men and the decisions will be final. No protests will be allowed. Judges in case of disqualification will hold a hearing upon request by contestant. Entry chief reserves right to reject entries.

The races are as follows:

Transcontinental race --- Palm Springs, Calif. to Tampa - open women's race. Commercial section is limited to NC'd mfg's stock model ships up to 250 hp. This section will be handicapped according to mfg's advertised cruising speed. The open section is unlimited as to hp, license, type. No handicapped applied.

Handicap Race --- 65 H.P. ships to be handicapped according to MFRS ADV cruising speed.

Free for All --- limited to ships of 125 mph MFRS ADV cruising speed or under.

Bertram Trophy Race --- limited to 65 H. P. cubs, Florida chapter of 99's only.

Wasp Race --- limited to Wasps with BF-13's or 15's.

Aerobatic competition --- Your own choice of ship and maneuvers. Time limited to 7 minutes.

The entertainment slated for Saturday night is sponsored by the Tampa Aero Club and will be a

dinner and dance--\$2.00 charge. Hiram Walker Co. is sponsoring a cocktail party for the participants on Sunday night. There will be a pilot's meeting at 11 a.m. Saturday, March 15 at the Peter O. Knight Airport, and another at the breakfast in the Hillsboro Hotel, our headquarters on Sunday morning. Please send in for Hotel reservations as soon as possible to P.O.Box 1496, Tampa, Florida.

The events are set. We have four novelty acts, sail plane exhibition, 5 races, Aerobatic competition and presentation of Aviation's "Man of Distinction" who will be chosen at the dance Saturday night.

Elimination races will be run off from 12 noon Saturday and any other elimination races necessary on Sunday morning. The race horse start will be limited to 6 ships. The handicap race will be limited to 12.

Girls, this show is for the benefit of the Amelia Earnhart Scholarship Fund and we expect to have a lot of fun. We are going to be watched very closely by the men and please let us be good sports whether we win or not. There no doubt will be gripes, but gripe among the girls and not the men. The reason we were barred this year was because of the poor sportsmanship of just a couple of girls at the 1946 Miami Air Maneuvers.

The show is free and don't forget the Florida 99 Chapter is new at this sort of thing. We expect to make mistakes, but will do our best to try to cover and handle things to the best of our ability. So if we slip up somewhere along the line, please bear with us.

Get your hotel reservations and entries in early and try to be with us. If you cannot, please pray for our success, for we are counting on this show to help the cause of women in aviation.

Best wishes to all of you from the girls of the Florida Chapter of 99's.

## SOUTH CENTRAL SECTION

### TEXAS CHAPTER

By Mildred Miller  
1800 Vista Lane, Austin, Texas

The following officers of the South-Central Section of Ninety-Nines have been announced:  
Governor: Mrs. Mildred Miller, 1800 Vista Lane, Austin, Texas  
Vice-Governor: Mrs. Fanny Leonpacher, P. O. Box 888, Lafayette, Louisiana  
Secy-Treas: Miss Mary Francis, 312 Fidelity Bldg., Oklahoma City, Okla.  
Chm. Nom. Comm: Mrs. Velma H. Woodward, Rt. 1, Box 100, Oklahoma City, Okla.

Lois Brooks sends word that the girls in El Paso had a luncheon for all women attending the International Aviation Day show held in El Paso in December. Lois Hollingsworth, of El Paso, recently married one of her students, and is now Mrs. Doyle Ziler.

The Dallas group held a luncheon meeting at Skyline Airport Cafe in Dallas on January 4th. Rubye Thompson reports that she has purchased two new Aeronca Champions and is now very busy with her own GI program at Skyline Airport. Good luck, Rubye. Mrs. Marie Genaro, of Dallas, has a new 24 3/4er, named Laura Josephine, who arrived November 16th, 1946.



The Houston girls held a local 99's meeting at the Rice Hotel. The meeting was attended by Florence Robinson, Florence Rucker, Alice Seaborn, Ruth newsom, Sadie Pease, Mae Sharp, Mary Tull, Barbara King and guests were Mrs. King and Ruth's sister. Florence Robinson and Florence Rucker recently returned from a cross-country to Miami in a Cessna 140, taking advantage of the Gulf Oil Tour. The girls left Houston on Sun. Jan. 5th and flew to Miami by way of New Orleans, Ocala, and Lakeland, reaching Miami on Wed., Jan. 8th. Leaving Miami on Thurs. they flew out to Key West and back to West Palm Beach. They arrived back in Houston on Tues., Jan. 14th, after being delayed in Tallahassee due to weather. They flew 29 hours and 10 minutes, and covered 2800 miles. Both Florences greatly enjoyed the trip and concede it a wonderful adventure. Mae Sharp is the proud possessor of a brand new Commercial Pilots Certificate, received on Jan. 24th.

The Central Texas girls had a fly-in luncheon at Bandera, Texas, January 26th. Those attending from Austin were Edna Hammerman, Frankie Welborn, Madge Janes; from San Antonio came Mary Ann Hobbs, Delia Mae Gates, and June Kilstofte; Mary E. Fearey came from New Braunfels; and Gladys Ingenhuett came over from Comfort, Texas. Guests included Gladys' father, Mr. Ingenhuett; Howell Jordan, Wilmer Allison, Paul and Jewell Hargis, Don Nannen, Dr. G. F. Thornhill, and R. L. Janes, all of Austin. Vida Foster, of Bandera, met the group and made the luncheon arrangements.

We extend our sincere sympathy to Jimmie Kolp of Electra, Texas, on the loss of her husband, C. F. Kolp, in January. We also send best wishes for a speedy recovery to Fanny Leonpacher, of Lafayette, Louisiana, our newly elected Vice-Governor of the South Central Section, who is in the hospital recovering from an operation; and to Abbie Haddaway, of Fort Worth, who is recovering from an automobile accident.

At this moment we are all looking forward to the Women's Aviation Convention, in San Antonio, Texas, February 8th and 9th. This convention is sponsored by 99's and will include a State-wide meeting of the Texas Chapter, a Sectional meeting of the South-Central Section, and a State-wide meeting of the ex-WASPs.

#### TULSA CHAPTER

By Jewell Wolfe  
6508 East Fifth St., Tulsa, Okla.

The Tulsa girls had a little get together at the home of Nan Hall and had an election of officers. Those elected were Nan Hall, chairman; Oma Stamps, Vice-Chairman; Jewell Pearce, secretary and treasurer; Una Faye Sullenger, membership chairman and Jewell Wolfe, reporter.

Maratha (Hutchenson) Wise became a Mrs. last week. She is our only Tulsa girl who has made flying her career. She not only instructs but is co-owner of one of our local flying schools.

We were surprised to find that Francis Blair has two hobbies - flying and photography. She keeps the flash bulbs popping at all of our meetings.

### SOUTHWESTERN SECTION

#### BAY CITIES CHAPTER

By Ruth Rueckert  
2037 Rivera St., San Francisco 16, Calif.

The January 19th meeting was a breakfast meeting

at the Oakland Airport Restaurant. Members present were hostess, Adele Chase, Ena Ayers, Miriam Brugh, Dorothy Chamberlin, Evelyn Esser, Marjorie Fauth, Margaret Gerhardt, Pat Thomas Gladney, Frances Grant, Esther Haney, Rita Hart, Betty Eames Joiner, Helen Kelton, Ruth Rueckert and Ruth Wakeman; and two guests, both of whom joined the 99's at this meeting, Suzanne LaFollette, a Mills College flying club member and Jan Moffat, a protege of the air-minded Harts.

Vice-chairman, Fran Grant, presided at the business meeting. Marj Fauth was appointed winging party chairman to arrange the January flight. Ruth Rueckert suggested a winging party to the old Crissy Field, part of the Presidio, in order to further a suggestion by Dr. John R. Upton, of the County Medical Society Flying Club, that this old field be opened as a light plane base for San Francisco. Following discussion, Ruth was instructed to secure all possible information and report same at the next meeting. Regarding the association of World War II pilots and aviation specialists' suggestion to CAB that private pilots be confined to a 25-mile radius - numerous and loud protests have been evident. I quote Roger Williams, SAN FRANCISCO NEWS aviation writer, who has printed the pros and cons: "One of the finest rebuttals offered by a private pilot come from Marjorie E. Fauth and following is part of her letter". It was a fine rebuttal, and a motion was made that Marjorie be authorized to sign any future protests as a member of the Bay Cities Chapter of the Ninety-Nines.

New England Chapter please note: Adrienne Morgan "on leave" from our chapter, now resides at 112a Niagara Street, Middletown, Rhode Island.

Dorothy Chamberlin will be hostess at the Friday February 21st meeting at the Womens' City Club, San Francisco. Following dinner, there will be movies for members and prospective members.

The meeting was turned over to Adele Chase, who outlined the new procedure for obtaining radio licenses. We then adjourned to the control tower and instrument weather conditions on the Oakland Airport that morning gave our group an excellent lesson in tower control work. There were many disappointed grounded 99's, not able to clear the field in those reserved planes! Cavu next time, gals.

### NEW YORK - NEW JERSEY SECTION

#### JAMESTOWN CHAPTER

By Jeanne Weakley  
45 Fourteenth St., Jamestown, N. Y.

We are back on the beam once more after the apparent lethargy which has characterized our chapter during the past three months. We crashed through the over-cast in December with a lovely Christmas party complete with airplane favors, gifts and decorations in keeping with the holiday season. The new officers were installed--Lucile M. Wright chairman; Arlene M. Hanna, vice-chairman; Mary McCormick, secretary and Pearl Ciszak, treasurer. Highlighting the party was the presentation of a lovely engraved photograph frame to Ruth Olson our retiring Chairman.

Our January meeting was held in Buffalo, it was a supper meeting because of our weather which did not permit a day-time flight so we all made four-point landings and arrived by car. Eight members were present and we had three guests, two of whom we signed as new members. They will be



welcomed to full membership at the next meeting and presented with their 99 pin in our presentation ceremony.

During December and January we have had just ten days of flying weather here and the instructors in the G. I. programs as well as our 99's are so envious of the perfect weather the Floridians had for the Air Races.

The February meeting date has not been scheduled as yet but we are planning a breakfast flight (weather permitting) so keep your fingers crossed and wish us good-luck.

#### NEW YORK - NEW JERSEY SECTION

By Vivian Hoffmann  
39 Glenwood Avenue, Leonia, New Jersey

A new year and two new members, Yvette Hyatt and Rosemary Kraemer, to welcome into the fold at our January 20 meeting at Leone's.

Phyllis Crouch, our hostess of the evening, greeted and presented everyone with blue and white benamed and be-emblemmed wings, helping guests and new members to become easily acquainted. Among our guests were ex-Wasps and prospective members Alice Gartland and Gerri Ashwell Lotowycz, guests of Betty Pettit and Bea Faulk, a transferee from the "All Ohio Chapter" Thelma Kennedy, Betty Chamberlain guest of Betty Babcock, Tip Murray visiting from New Canaan, Connecticut, and Tom Tisza (Kay and Magda's brother) who has asked us all aboard the next LST he commands.

The package raffle idea for each meeting to help swell the Amelia Earhart Scholarship Fund has really caught on. We seem to manage a larger collection at every meeting thanks to the efforts of Vivian Nemhauser and the assistance of Lynn Williams. Bea Faulk was the lucky one this time winning a set containing Jacqueline Cochran Cologne and a purse compact-make-up stick.

Preceding our speaker of the evening, Kay Menges read some very amusing excerpts from a letter from Selma Cronan now in Europe. Selma landed at Le Havre after a far from pleasant voyage and was shocked upon seeing the ruined city, even more ashambles than she had imagined. However, she soon headed for Paris where she delved into the French private flying situation, finding that at present private flying is almost non-existent, due largely to inflation which makes the cost of a light plane absolutely prohibitive.

Selma's French, or lack of it, caught up with her during one interview in Paris when she exclaimed with enthusiasm that she'd like to fly a French plane. Too late she found out the words for fly and steal are very similar, and she had said steal. Wonder who bailed her out?

Also while in Paris, Selma was fortunate enough to meet Maryse Bastie, foremost French woman pilot who flew the South Atlantic solo some years back. She informed Selma that there were no women in the French Air Force during the war and that the only flying she does now is when she can get to fly an old war plane, which is not often.

Since Maryse Bastie has been decorated by almost every country on the globe, with the exception of the United States, Selma wondered whether an honorary membership in the Ninety-Nines for her wouldn't be a nice gesture and a good project to work on.

Selma's letter was written during her stay in

St. Moritz where she was told there was a fellow who owned a "Leetle yellow Piefair" (Cub to us) and who for 30 francs will take you over an Alp and for 50 francs will bring you back. We haven't heard the outcome yet!

Too, news of the Miami Air Races from Kay Menges, who was spoiled by the beautiful Florida weather, and Marge Gray who flew down in a Stinson Voyager with two of her students, also managing a jaunt to Havana while there. Both girls were very pleased and impressed by the sincere welcome and assistance they received from the Florida Ninety-Nines, also from ex-Wasps, the Florida Pilots' Association, and the Dade City Federation of Women's Clubs who served a delicious brunch at the Coral Gables Country Club for all women pilots attending the races.

What seemed significant to the girls was the fact that Women's clubs outside of aviation are recognizing the Ninety-Nines more and more, which we hope will in the future lead to a closer cooperation and understanding between women in aviation and women in other fields of endeavor.

Of course, the exclusion of women from the races was disappointing to all. However, we're looking forward to the "All Woman Air Show" in Tampa in March, wishing the Florida Ninety-Nines great success, and urging all who possibly can to attend.

What's this we hear about Gloria Heath looking for dry ice in Miami to transport home not only fifteen pounds of mackerel she caught but also a vicious (?) barracuda?

Our speaker, Dr. Cornelius Kraisel, CAA Physician from North Hackensack, New Jersey (I hear his outer office with all of its mementos of China, miniature Chinese junks included, is something to see) wound up the evening with a wonderfully interesting and informative talk based on his experiences with the Flying Tigers at a base in the farthest reaches of the Chinese interior showing us at the end of his talk some Chinese ceremonial robes and exquisite Chinese embroidery he had brought back with him.

News Bits: We were proud to hear Arlene Davis was made National Chairman of the Wing Scouts\*\*\*Betty Pettit is now a pilot-secretary to the president of a New York Coal Company\*\*\*word from Florence Grismore has it that she and her husband are really "flittin'" about these days what with three recent trips to Dallas in their new Erroupe and come Spring a jaunt to California in the offing\*\*\*TWA hostess, Kay Potter, apologizes for always managing to be weathered in somewhere on meeting days\*\*\*our condolences to Dottie Vermorel on her Dad's illness; Dottie's on an extended stay in Hollywood, Florida, at present, where she hopes to visit some of our Florida sisters. Helen Ritchey's recent untimely death shocked us all. Helen was the first woman to receive her Transport License securing a position with the Pennsylvania Central Airlines in 1935 as the first woman airlines co-pilot in the United States. She also set an endurance record with Frances Harrell Marsalis in Florida during December 1934, was with Jacqueline Cochran's ferrying group in England during the war, and was appointed to the Air-Marking Bureau of the Department of Commerce. Helen's pioneering spirit in advancing aviation and women's place in aviation will be missed.

Civil Air Regulations  
20.55 Exchange of Certificates. A private or commercial pilot certificate which was effective on or after January 1, 1942, and which was issued prior to July 1, 1945, will expire on July 1, 1947. Such certificate may be exchanged at any time prior to July 1, 1947 for a pilot certificate and the appropriate ratings provided for in this part.