

# THE NINETY-NINES, Inc.

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



## NEWS LETTER

★

January 15, 1951

DEADLINE  
1st OF EACH MONTH

### INTERNATIONAL OFFICERS

KAY MENGES BRICK.....Pres.  
"Brickaero", Norwood, New Jersey

ARLENE DAVIS.....V. Pres.  
13410 Lake Avenue, Lakewood 7, Ohio

JEAN ROSS HOWARD.....Secy.  
610 Shoreham Building, Wash. 5, D. C.

MARY FRANCIS.....Treas.  
1401 N. E. 70th Street, Rt. 1, Box 90  
Oklahoma City 11, Oklahoma

### EXECUTIVE COMMITTEE

MARJORIE E. FAUTH, 1740 Main St., c/o Mrs.  
A. J. Hart, Walnut Creek, California

HELEN ANDERSON, 4740 John R, Apt. 106,  
Detroit 1, Michigan

ETHEL SHEEHY, 1721 Berkeley Way, Sacramento  
16, California

### NEWSLETTER EDITOR

VERA FOSTER, 2311 North 9th St., Apt. 203,  
Arlington, Va.

## PRESIDENT'S COLUMN

"Brickaero"

Dear Ninety-Nines:

A TRIO in the Southwestern Section has set something of a RECORD. Governor GERRY MICKELSEN, Executive Board Member and Section Membership Chairman ETHEL SHEEHY and Gerry's BELLANCA have spurred the founding of FOUR consecutive chapters -- the Arizona, Redwood Empire, Las Vegas and now UTAH. (And #5, the SAN JOAQUIN Chapter is nearly ready for flight). Only NY-NJ broke thru with the new Canadian Section.

This pioneering must be strong in Gerry for back in 1940 she went to Alaska to teach Eskimos on King Island in the Bering Sea. From October 1940 until July 1941 there was no transportation. But after war was declared she got to fly considerably around Anchorage while waiting passage home. She learned to fly in '35 and bot a Curtiss Robin OX5 engine to build up time; later bot a PT19; then the Bellanca in '46 which has been transporting 99s ever since. (Wonder WHO the "TOTINGEST 99" is? Drop me a card mentioning your ship or charter ones and list those 99s you have flown. Deadline February 25th.) Gerry still teaches but finds time to average 150 to 200 hours a year in the Bellanca. She has been Treasurer, Secretary and Chairman of local Chapters and is serving her second year as Governor.

ETHEL SHEEHY as Past-President is too well known for me to recount her varied experiences. So many of the WASPs know her for her service with Jackie during the war. She tells me that Gerry's aim is to visit each chapter in the Section as least once a year and together they also are forming new chapters in an effort to "pull the distances together."

WELCOME to the new UTAH CHAPTER! The Charter was presented in Salt Lake City where the Chamber of Commerce and the new 99s entertained our California girls in great style. Both the Salt Lake Tribune and the Deseret News, Nov. 12, 1950 featured pictures and story of the presentation. You will meet our UTAH EIGHT today. Weather kept three from arriving for the picture.

RUTH RUECKERT, Historian, has a timely message. She urges that each chapter, and this is especially easy for the new ones, KEEP ITS OWN HISTORY - date of charter, charter members, yearly membership lists, officers and special events. (I might add that Ruth is working hard to accelerate the acquisition of a Club Plane in the Bay Cities Chapter).

I feel strongly that the past and the present are inextricably bound together. You NEW MEMBERS and CHAPTERS are now making the great TRADITION for tomorrow. You need not make endurance flights or transoceanic flights. During the war many members had to remain at home but they held our organization together. Some of those in service flew P47s and B29s but with the rapid changes in aviation, Sabre Jets in Korea and Jet Airliners close at hand, they are now almost as old-fashioned as the Robin. Being out-moded doesn't make a contribution less valuable but you can say to yourself, "I AM TOMORROW'S OLD-TIMER" and how TIME FLIES! A new member recently remarked to an "old" member who had just told her she learned to fly a Travelair at Valley Stream in '29, "You don't look that old!" At a meeting recently were a Mother and daughter duo, a flying grandmother, the first woman airport operator, first woman aviation reporter, first airplane saleswoman, a charter member who tests instruments in a P38, P51 and B 26 pilots, a woman instrument flight examiner. They are not making headlines today - but they are the steps upon which the

99s is built. To be STRONG any organization must REVERE ITS TRADITION, SERVE NOBLY in the present and those following cannot fail the future!

With the worst of winter breathing snow and ice down our pitot tubes I know we'll all be indulging in that favorite pastime, "HANGAR FLYING". Why not let NON-FLYERS in on its joys! You may recall hearing about the successful Colorado project. Members gave talks to WOMEN'S ORGANIZATIONS thruout the state with the purpose of SELLING AVIATION to NON-FLYERS. Using their outline and some sage advice from experts we are working out a release which will be sent to all Governors and Chairmen. So start making those speaking engagements and worthily while away your grounded days!

SECTION GOVERNORS - please submit your report on the Civil Air Defense set-ups in your states to date to me by Feb. 25th.

The MINUTES are back from the reviewing committee and chapters may expect their copies from Secretary Howard within the month.

Let there be any misunderstanding in the chapters, the Executive Board has the right to accept or reject bids for money to appear in the Newsletter. This also refers to bids by letter. In this regard the Board may only sanction such bids to be submitted in the form of a REQUEST. It has not the power to make contributions mandatory, this power being vested in delegate action only at a Convention.

It was a pleasure to be in Washington and help greet our Canadian Dorothy's Davis and Drew. The D. C. Chapter planned a delightful weekend topped off with a fine brunch at SECRETARY HOWARD'S. The AERO Club Banquet with its Collier, Brewer and Wright Brothers Memorial Trophy awards makes one feel the impact aviation has made and is still making on civilization. A perfectly beautiful feature issue you would prize is the December PEGASUS. In it the history of the famed Collier Trophy and all its recipients are recorded. Write: Fairchild Engine & Airplane Co., 919 17th St., N. W., Wash. 6, D. C. I requote from it:

"The genius of man, having conquered gravity and contrary winds and having touched the bird and found its secrets, soars from earth a conquerer."

Key Menges Brick  
Your President

#### SECRETARY'S MESSAGE

##### 99 QUESTIONNAIRE

You may have wondered why a 99 Questionnaire was sent with the December Newsletter. A bit late - but here's the explanation. Several members had suggested that we make a survey of our membership so that we could know what a really outstanding and representative group we are!! The Executive Board approved the suggestion and the Questionnaire was sent. It is our hope that you will take a few minutes and fill it out. The completed questionnaires will provide our headquarters with a wealth of excellent background material on women in aviation that can be used to advantage with aviation and free lance writers. Please note: NO MATERIAL WILL BE PUBLISHED WITH NAME WITHOUT WRITTEN PERMISSION OF 99 MEMBER.

When all completed questionnaires are received, we will be able to compile and publish in the Newsletter some very interesting statistics on the 99's. Please send your completed questionnaire today and help us to know US!

(Additional copies of the Questionnaire are being sent Chapter and Section Membership Chairmen - so that each new member will complete one at the time she fills out her membership application).

#### AMELIA EARHART MEMORIAL SCHOLARSHIP

Application forms for use by eligible 99's in trying for the 1951 Scholarship Award will not be ready until publication of the qualifications and conditions for the Award, in the March Newsletter. Instead of members receiving blanks automatically as in previous years, forms will be mailed only to those requesting them from the Chairman of the Board of Trustees. Applicants who have been unsuccessful in the past will be encouraged to apply again. Please read the February issue for the story of how the 99's came to establish this annual Scholarship in honor of Amelia Earhart, and the March issue for the qualifications, before requesting your application.

Melba M. Beard  
Chairman, Board of Trustees  
A.E. Memorial Scholarship Fund  
1981 Meadowbrook Road  
Altadena, California

#### FLYING ACTIVITIES COMMITTEE

This month our notes to the chapters include the information on two types of aerial games which have been used successfully to stimulate flying, not only by 99 chapters but by other aero clubs, aviation country clubs and airport operators. It is an aerial scavenger hunt. Of the two listed, one was employed during an air meet of the Chi chapter and the other was used by the NY-NJ chapter.

We hope many of you will employ these ideas, not only to build up your time, but also to have a hilarious experience, a wild afternoon and subject matter for months of good hangar-flying.

I have been asked about trophies and sponsors for events such as those above. We in the Chi chapter found the airport operators in our area extremely cooperative, as well as aviation insurance agents, independent shops, flying clubs and aviation suppliers. We didn't ask for large trophies or expensive ones, just something small and preferably with an airplane on it. Most of the trophies were purchased at MORGAN'S INC., manufacturing jewelers, 32 West Randolph, Chicago 1, Illinois. I am sure they would send you their Trophies and Medals catalogue if you desire it. Let me note here, their cooperation was wonderful and their products beautiful.

Key has asked me if I wouldn't try to stress the importance of constantly alert and proficient navigation on XC flying. Let me say that I don't believe this can be stressed too much. Practically all flying that is of any interest, once we get past our private license, is XC. Not only do we want to do it well and know where we are at all times, but we want to maintain the reputation that a woman pilot knows what she is doing and where she is going. (If you have run into any arrogant male pilots you will know why I am so emphatic.)

I don't believe that I will attempt to conduct a correspondence course on navigation because I know others have published better 'poop' than I could possibly put out, however I would like to suggest that at least one meeting out of every chapter's yearly program be put in charge of the Flying Activities Committee to devote to Navigation and to include new uses of radio for the private pilot, new help available thru the CAA and a recapitulation of the old stuff of which we can never get too much. (Would like to include an outline for such a meeting in one of our monthly notices to the FAC chairman). As a text, let me suggest the current Flight Information Manual and Path of Flight. Both can be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., the former for one dollar and the latter for 40 cents.

Dora Dougherty  
Committee Chairman

This reading copy for the Newsletters is showing me that 99's are really terrific! You are a thinking, working, active group of women.

To corral your many activities into the Newsletter as you would like to see them, the following suggestions, if followed, will help immeasurably!

Please number paragraphs--I hate to lose a word of the news; so would you "edit" it, in case of space shortage, for me?

If possible, make lines of typing 4 3/4 inches long. It is easier to judge space requirements in that form.

Please let me know any suggestions, squawks, ideas for making the Newsletter better.

Thanks to President Kay Brick, the 99's individually and the NAA staff, I am finding this job a pleasure.

Vera Foster  
Editor

THE FEBRUARY ROSTER WILL LIST ALL THE CURRENT LOCAL OFFICERS SO, IF HEADQUARTERS HAS NOT RECEIVED YOUR COMPLETE LISTING, PLEASE SEND IT SPECIAL DELIVERY. THIS ALSO APPLIES TO ANY ADDRESS OR PHONE CHANGES.

Ruth Rueckert of San Francisco, California, International Historian of the Ninety-Nines, Geraldine Mickelsen of Sacramento, California, Governor, Southwestern Section and Toni Jacobson of Marysville, California, are pictured at the Armistice Day presentation of the charter to the new Utah Chapter of 99's.

The Utah Chapter so recently begun has already grown from its original five members to eight. The histories of the Utah 99's follow:

GENEVIEVE THORNTON - Chairman. Salt Lake City, Utah

Genevieve Thornton's first solo flight was in a Waco F in 1934 after only 6:15 dual. She logged 15 hours solo time before giving it up until 1939. Two hours of dual in a Taylorcraft and she was back in the blue, solo again. She received her Private certificate in May 1940 and was at that time Utah's only licensed woman pilot.

We're proud to say, she joined the 99's the same year. She now flies a Cessna from her flying headquarters Thompson Flying Service, Municipal Airport, Salt Lake City, Utah.

LUCILE W. CHRISTOPHERSON - Vice-Chairman. Provo, Utah

Lucile Christopherson began flying in 1939 and has flown continuously ever since. In 1935 married Merrill Christopherson, then Scout Executive. During 1939-40 her husband took over the CPT program of pilot training. Their four children are, Kent, Robert, Mary and Ann.

Mrs. Christopherson and her flying husband Merrill are airport managers at Provo, Utah. They have traveled by private plane to all parts of the United States, Canada, Alaska, Mexico and the Hawaiian Islands, as well as extensive traveling throughout Europe.

The Christopherson's have served as Ercoupe and Stinson distributors for Utah, Idaho and Nevada and at present act as distributors for Beech Bonanza.

JUNE T. RAYBOULD - Secretary. Salt Lake City, Utah

Mrs. Raybould took her first flight when she was a tender



From left to right: Ruth Rueckert, San Francisco, California, International Historian; Toni Jacobson, Marysville, California; Geraldine Mickelsen, Sacramento, California, Governor, Southwestern Section; Eunice Naylor, Salt Lake City, Utah; Genevieve Thornton, Salt Lake City, Utah, Chairman; Lucile Christopherson, Provo, Utah, Vice Chairman; June Raybould, Salt Lake City, Utah, Secretary; Aileen Roundy, Lehi, Utah, Membership Chairman.

twelve years of age. From then on all her allowance went for "rubberneck" rides. Many an afternoon was spent playing hooky from high school to hang around the airport. "I almost flunked my last year of high school" she remembers laughing.

June first soloed from Utah Central Airport, December 1948. She now has a total of 250 hours and is a member of Western Flyers, Inc., which owns two Cessna 140's.

She is employed as a secretary at the local utility company.

As to education, June has plenty of that. She attended East High in Salt Lake City, the University of Utah, the Women and Children's Hospital Nursing School in San Francisco, California and is a graduate of business college.

June Raybould has proven the convenience and safety of air travel by light plane by spending her vacation this past summer on two cross country trips with 8-year-old daughter Linda June as co-pilot. June, and co-pilot Linda June, averaged over 1500 miles on each trip.

DORIS M. EACRET - Treasurer. Elko, Nevada

Doris Eacret started flying about six years ago, mainly to use it in connection with the ranch and because of the long distances between towns in Nevada and thinks it one of the finest hobbies a woman can have. Doris says it certainly has served it's purpose at the ranch. The Eacret's have a Cessna 140A Patroller which is ideal for checking cattle on the range and various matters on the ranch. It is also nice for their quick hunting trips, time being limited as to pleasure trips.

AILEEN ROUNDY - Membership Chairman. Lehi, Utah

Aileen (Peg) Roundy started flying in 1948 during the winter. "Had a good deal of opposition from Grandma and relatives, but children helped me sneak away from them." She reports, "They are now all air minded, including Grandma."

Peg Roundy is the mother of four children and has been active in many youth and civic organizations. She is now busy organizing a new branch of Wing Scouts in Lehi.

Her hobbies include sewing, swimming, ice skating and tennis. "I live to fly," Peg says, "since this is the finest pleasure of all."

ONITA HOFF - Idaho Falls, Idaho

Received a Bachelor of Arts Degree from U.C.L.A. and taught school for three years. Then married an Idaho (spud tycoon?) farmer, who started flying eight years ago just for pleasure. Onita hated it and had rocks in her stomach every time they headed for the airport 13 miles away, but flying grew on husband Hoff and he once made the remark, "I wish you'd learn to fly." It was a challenge to her self-respect and she accepted it.

After John, her fifth, was born, she flew with him and Dick, 3, on the airlines to California to recuperate and never had a rougher ride or was more sick and scared. Then, two weeks before her vacation was up, she made her first solo, April 21, 1947. Received her Private license June 4, 1948 and now has 225 hours. The Hoff's own a Cessna 120 and hope to have a runway on their ranch ready by next summer---for their own use and all who fly.

She had her flight training at Orange C. Airport, California and Idaho Falls Municipal. Onita remarked, "I don't know of anything more exhilarating than flying. It's something you give yourself - a gift of confidence and reassurance in your own abilities."

EUNICE NAYLOR - Salt Lake City, Utah

Eunice Naylor began flying in 1939 and soloed May 1, 1940 with ten hours of instruction. After a year of CPT ground

school classes she passed the Private Pilot written test with "flying colors" and obtained her private pilot certificate September 1, 1941 at Mt. Pleasant, Utah.

She may well be proud of her fine CAP record, having joined it in 1941 when it was first organized and worked actively in CAP right up to the present time. Her present assignment is Wing Training Officer. Major Naylor they call her...and it's official.

For the past several years Eunice Naylor has spent a great deal of time furthering Aviation Education through the CAP Cadet program. During the past three years she has had considerable dual Air Force time and has been kept busy attending three summer CAP encampments with the cadets. All this and teacher of the first grade at Wasatch School, Salt Lake City, too.

Eunice will have no trouble reaching the 99 goal of 200 hours since she has 184 hours solo time at present.

LaRUE REDD - Price, Utah

Born in Salt Lake City to Mr. & Mrs. Thomas F. Jackson. Attended University of Utah from 1928 until 1932. Studied piano from the age of six and has lately done advanced work on both piano and organ. President of Eastern Utah District of Federation of Music Clubs and has taught piano at Carbon College, Price, Utah. Now accompanist for the college musical department and assistant to head of the music department. Member of the Literary League and officer of Price Community Concerts.

Started flying in 1948 just a year after her husband started. First soloed in Taylorcraft and then changed to the Ercoupe which they bought. When she is able to get time off from her musical activities, often flies the several hundred miles to Salt Lake to attend football games, accompanied by her husband and friends.

Has two children, a boy in the 10th grade who is a very fine drummer and a girl in the 6th grade who plays the piano and dances. Made one trip back to Wichita, Kansas, with the owners and operators at the Price Airport and helped ferry a new Cessna 140 back to Utah.

EXCERPTS FROM LETTER TO ALL STATE DIRECTORS  
OF AERONAUTICS FROM CAA'S BLANCHE NOYES,  
CHIEF OF AIR ROUTE MARKING, DATED NOV. 1, 1950

Gentlemen:

\*\*\*\*\*

In view of the lesson learned during World War II that obliteration of air markers was a mistake and that these signs are necessary to the safety of military trainees as well as civil fliers operating on defense missions, we do not look for a repetition of the obliteration of air markers in case of a national emergency, but expect that the air marking program should and will be expanded, especially when the flying training program is accelerated.

In view of the possibility of a national emergency the question was raised as to whether the air marking program should be continued. This matter was discussed at a meeting of the Air Coordinating Committee on August 24, 1950, and the unanimous decision was that air marking should be continued. \*\*\*\*\*

At its meeting in Minneapolis in October 1950, the NASAO approved the air marking report of Mr. Richard A. Jamison, Chairman of the NASAO Air Marking Committee, which recommended that air marking be continued.

For the benefit of those \*\*\*\*\* who seem to be in doubt that air marking should be continued and who perhaps are not familiar with the confusion experienced during World War II, I am relating briefly the happenings. In 1941 there were some 30,000 air markers in the United States. In 1942 the War Department, in compliance with suggestions from the Office of Civilian Defense, requested

that all air markers within a band 150 miles wide bordering the Atlantic and Pacific Oceans, and other strategic areas, be obliterated as a safety measure, and that maintenance of existing markers be discontinued.

The Civil Aeronautics Administration was assigned the task of carrying out this policy, which it did. Shortly thereafter it became apparent to the military that the obliteration and natural deterioration of markers were mistakes as military trainee pilots became lost due to lack of markers, as also did many civil pilots engaged in vital defense activities. Consequently, many requests were received from the Air Forces for the installation of air markers. While the CAA was able to find sponsors for air markers in many of the areas there were important training areas where air marking funds could not be found, and the Air Forces instigated a transfer of funds to the CAA for making the installations. However, this transfer was not implemented, due to the end of hostilities and deactivation of training schools.

I hope you will continue the very fine work many of you have been doing on air marking, and that others will feel free to go ahead with plans to establish air markers. If I can be of any help in getting your programs started, I shall be only too glad to do so.

With very best wishes and kindest personal regards, I am

Most sincerely yours,

/s/ Blanche Noyes

#### ORCHIDS DEPARTMENT

Two orchids to Caro Bayley down in Miami, one for winning third place in the acrobatics contest in the annual Miami Air Show, and the other for climbing that Cub to 3,800 feet for a record!

#### FACTS DEPARTMENT

"The 99's foresight is evident and admirable in putting their project for the year goals on: Aviation Education; Getting members over 200 hour mark in flying and Getting 99 on Defense Councils.

Especially the latter. The writing on the wall is not too hard for us to read is it? Unless we can speak up and drag attention over to the useful aspects of civil aviation, more and more limitations are going to be placed on private planes.

The very utility and unusual aspects of air travel threaten private flying. It is most difficult, we admit, to keep track of planes that may be carrying foreign agents, smugglers, assassins and other cloak and dagger gentlemen, even bombs aimed at vital points, if the air is filled with pleasure planes flitting about hither and yon. However, by complying with security controls, we can show the defense planners that we are responsible and dependable.

The Aviation Development Advisory Committee, in a plan submitted to the Administrator of Civil Aeronautics last August said: "This nation's non-scheduled aviation industry, with more than 60,000 active aircraft, almost one-half million trained airmen, and some 5,000 operating non-military airports, is an irreplaceable reservoir of talent and equipment of tremendous potential value in the defense of the U. S."

An incomplete list of the uses of civil aircraft follows, many of its items already receiving 99 active support:

#### Disaster relief

Bringing in medical and other urgent personnel and supplies

#### Evacuation

Patrol and damage surveys

Traffic control

Communications

Decontamination of areas rendered dangerous by atomic or bacteriological warfare

Civil defense and military missions

Anti-Sabotage patrol

Coastal and blackout patrol

Search and Rescue

Air Force courier

Tow Target and tracking duty

Radar and spotter testing

Agricultural Uses

Dusting and spraying crops

Seeding

Supply and supervision

Industrial and business uses

Flying key personnel

Delivery of critical parts and materials

Patrol of pipelines, power lines, etc.

Forest fire patrol

Training and Practice

Contract pilot, mechanic, technician training for armed services

Civilian flight training

Practice emergency operations

Recruiting and youth activities

Pretraining and screening of aviation cadets

Orientation flights for trainees and prospective recruits

Transportation (other than listed above)

Air Taxi

Charter flights

Cargo delivery

Ambulance flights

Other

Civilian Search and Rescue

Aerial mapping

Conservation

This list is much longer than this--you fill it out for us. Take it to the Defense Councils in the larger cities and the State Defense Councils.

The ADAC suggests also that "Each community in its defense planning might profitably reappraise the emergency value of its local airport in the light of possible total war."

Speaking of the vital transportation service rendered by the fleet of airplanes owned by business concerns and individuals the ADAC report states. "\*\*\*\*this airlift capability can be destroyed overnight if not given the full recognition it deserves. Once destroyed, it could not be replaced."

So congrat's 99's---all three of your "goals-for-the-year" seem to be aimed right at the bullseye. Looks like we have quite a job ahead in helping get private flying the recognition it deserves.

REPRINT from AVIATION BULLETIN published by the Iowa Aeronautics Commission

#### "TEACHERS' CORNER"

"It seems fitting that, in the November issue of the Bulletin, we should devote "Teachers' Corner" to the telling of the story of the Ninety-Nines...

"Why? Because, like teachers, they have an active interest in the future role of aviation in the lives of all of us. Likewise, they are not employed in aviation; (Ed. the Club is not a business) they have dedicated their club to education.. promotion of the intelligent use of aviation.

"The 99's, as an organization, are 21 years old this month .... Today the 99s boast more than 1200 members in all parts of the world. One of the perpetual testimonies that their aims are being achieved are the hundreds of air markers - highway signs of the sky - which have been erected or painted on selected roofs of towns everywhere.

"With this record of PUBLIC SERVICE behind them, the 99s has now dedicated itself to the furtherance of Air Age Education; to the task of seeing that every student and teacher has the opportunity to be educated for the present and future Air Age.

"Thus you can see why we thought you would like us to dedicate your space "Teachers' Corner" to telling the story of the 99s.

"In short, they have nothing commercial to sell; they just want to help YOU."

Air Age Education Dept.  
Iowa Aeronautics Commission

P. S. Happy Birthday, Ninety-Nines

(Ed. All parts reprintable without prior permission).

#### FREE FILM AVAILABLE FROM CAA

LATEST FILM - THE AIR AGE, a 16mm, sound film in color showing the utility of aircraft in farming, ranching, merchandising, fire-fighting, insect control, search and rescue, conservation, public health, mail service and cargo and passenger transportation. Running time: 34 minutes.

This and other free films are available from CAA. Write any CAA regional office.

#### CHAPTER NEWS

##### NEW ENGLAND SECTION

By: Mildred E. Morey

Sally Driver's Christmas party, scheduled for Dec. 16, was postponed until Spring. Reply cards were slow coming in and the caterer's deadline was not met. Sally phoned and wired the members to notify them of the change in plans. Sally and Joe report a very happy foursome, however, as Joan Fenderson Rosenberger and her 49<sup>er</sup> came on from Connecticut for an overnight visit. Sally, our Vice-Governor, was Navy V-5 instructor during the war, and now has another student, - her 13 yr. old son, Hiram. He has one hour of actual flight instruction, plus many hours of XC training with Sally in her Aeronca. We also have three flyin' grandmas now in our section, Sally, Daisy Kirkpatrick and Ann Crathern.

Christmas cards and letters brought news of our members and the news is so good that I must pass the word along. Just about the grandest Christmas present the New England 99-ers could have is that Ruth Hamilton is flying again. This is something of a miracle, but Ruth's just that kind of fighter. She has completely recovered from her seige of many months of illness, due to exposure to the elements in line of airport duty in rescuing two endangered pilots. Happy New Year!!!!

Jill McCormick, airline instrument instructor at Logan Airport, has left here to add even more glamour (I'm ducking, Jill) to the Flying Tigers Airline at Newark, N. J.

Ann Cutler finally came through with news of her activities. She flew to Europe during the summer, then, late in the season, on a flight back from Indiana, had a bout with a severe and unpredicted thunderstorm, but landed her Cessna safely west of Albany, N. Y. Ann still broadcasts her program once a week, but expects recall to Naval Reserve. Still want to sell your Cessna, Ann?

Marion Tibbetts, Lt., AF Reserve, reported for duty at Otis Field, Mass. in December. Ruth Anderberg is in uniform again. Ann Theopold of Dedham, Mass., flight instructor at Stephens College, plans to be married in June.

Rose Abbott, our Governor, reports that her 49<sup>er</sup>, Bill, a former paratrooper ski instructor, is getting in time in a Culver.

Next meeting: Jan. 20 at Aviation Training School, 673 Boylston St., near Copley Sq., Boston. Time to be announced. Charlotte Sullivan, 99'er, member of the staff of the school, will show colored movies of commercial aviation, including a lovely scenic film of Hawaii.

##### NEW YORK - NEW JERSEY SECTION

JAMESTOWN CHAPTER  
By: Ruth Olson

We Jamestown Ninety-Nines began Yuletide celebrating early this year with a meeting and small Christmas party at the nurses home of a local hospital on December 8th. We were happy to have as our guest of honor Virginia Thomas Johnson, a recent bride and prospective Ninety-Nine.

After a struggle with a borrowed movie screen, your reporter showed about 150 colored slides taken on a flight to Edmonton in a Piper Clipper and a pack trip into the Canadian Rockies last summer.

Following the picture show, gifts were exchanged and a supper was served by candle light. Lucky Lucille Wright was planning a wonderful sounding trip to New Mexico, Arizona and Old Mexico and we sat around and envied her.

Our next meeting is to be at the home of Jeanne Skelton on January 8th.

##### MIDDLE EASTERN SECTION

WASHINGTON, D. C. CHAPTER  
By: Vera Foster

Blanche Noyes led the parade of Washington gals attending the annual Miami Air Maneuvers. The rest of us disappointed at not seeing the grand girls in Miami and the exciting flying of the air show followed events via the press.

The holiday doings prevented many of us from adding many hours to our 200-hour goal for every member, one doughty lady did some flying though. She was heard to remark later, "Why sure I flew. That little Ercoupe left the wet field like a cow pulling her foot out of the mud."

Am in the embarrassing position of having reported all my news last month! Have had no meeting this month. Saw our chapter chairman, Mitzi Moore leaving headquarters with a bundle of membership applications so know the chapter is still growing.

Rosemary Lane and Louise Millican reported that they went out to the airport, looked at their PT-19 to see that the high winds had not damaged it---shivered in a cold breeze and ran for their warm, newly decorated apartment.

Believe Jean Howard traipsed off to the Miami Air Show. Page Shamburger, flying her American Aviation Cessna went we know for a fac'.

EASTERN PENN CHAPTER:  
By: Mildred Zimmerman

Dr. Helen Meyers of Lancaster and Mrs. Frances Nolde of Reading attended the Wright Day Dinner given by the Washington Aero Club at the Statler Hotel on Dec. 16th. "Fran" is sporting a new 205 engine in her Navion.

Mrs. Virginia Cheatham, one of our 99ers from Reading, and her husband recently returned from a trip to Florida in their Lockheed. Their daughter "Pam", a second year student at Smith College, received her private license a few months ago.

The altitude record held by Millie Zimmerman has been exceeded by one of the officials of the Piper Aircraft Corporation at Lock Haven, Pa.

There were no meetings held during the month of December. However, one will be scheduled for Philadelphia in the very near future.

## NORTH CENTRAL SECTION

### ILLINOIS CHAPTER

By: Jessie Anderson

In spite of the blizzard that hit Chicago on the day of our last monthly meeting, December 7th, ten of us braved the stormy weather to meet in the United Air Lines downtown Loop office. We were all glad to see Irene Leverton again. She has been down South for the past four months dusting cotton crops and is now with us until crops need dustin' again.

It was interesting to hear Chairman Doris Langher relate her experiences on Frankie Master's "Open House" TV show. Doris and Jane Robbins were invited as women pilots to participate and Doris told of her job in checking United Air Line pilots in the Link, and Jane told of her flying in Alaska for several years.

Jane Robbins also has news of getting married right after the holidays - name will be "Joseffi" and she will move to Denver. (Denver, take notice! A-1 member for you!) We have lost Lee Cook to Hawaii - she married CAA Inspector Faen and their future home will be Hawaii. More wedding bells!!! Frances Rosenthal was married this fall to Burton Duffie and Marion Niedert was married the 31st of December. Marion is a Link Instructor at TWA.

Doris Langher has been appointed to the State Board of Civilian Defense. Lucy Kalla and Virginia Jansen are busy with the organizing of the C&P at O'Hare Field. Jessie Anderson was appointed Supervisor of the Ground Observer Corps for the Elgin Area.

Next meeting is January 11, 1951 at the same place. We meet here the second Thursday of every month. Any 99's visiting Chicago are invited to join us!

### UPPER IOWA CHAPTER

By: Fern McKinnon

On December 17th Millie Burt was hostess at her Club for our Christmas party. There were 18 present - 99ers with 49ers and guests. We had a swell dinner - following this an exchange of presents and dancing.

Our January 21st meeting in Fort Dodge is to be on the subject of Air Age Education. Ric Jorgensen of Des Moines will be there to show movies and literature and discuss material available through the Iowa Aeronautics Commission. The meeting is being held for Ninety-Nines and for teachers and others interested in Air Age Education.

Our Chairman Beulah Frottscher has appointed Virginia Koestner as Flying Activities Chairman - which includes the Trophy Contest. Virginia is completing the Contest Rules for this year - which is to start January 1, 1951.

Several girls we haven't seen or heard from lately - how about sending me a note telling of your activities Verna Mae - new member Thelma Liebee?

### MICHIGAN CHAPTER

By: Faye D. Kirk

The December meeting was also our annual Xmas party. It was held at the home of Elinor Peterson. Husband Al invited the 49ers to add to the gaiety. After a very delicious dinner, planned by Alice Hammond, we went to the recreation room, where slide pictures of our Texas trip were shown by John Hammond and movies of various Michigan Chapter activities, shown by Bob Kirk. Following the pictures, Santa Claus (Jeannette Sovereign) arrived with a big bag of gifts. Every one was glad to have Gloria Lynch with us again.

Barbara Cradit has gone to Florida. Her new address is: 13 Parklane, Southward-Ho. St. Petersburg, Florida. (Florida Chapter please note). Estelle Uppleger is spending her vacation in Bermuda. Our Chairman, Becky Thatcher, has been elected to the Board of Directors of the Aero Club of Michigan. Congratulations to the Melvin Skutts who have a new baby girl. (Prospective 99er, 1967?) Fran and Gordon Bera have gone to California. We will miss you Fran.

The January meeting will be in Lansing and the February meeting in Flint.

### MINNESOTA CHAPTER

By: Novia Frey

Our Christmas party was held the evening of December 15th at the Stanton Airport, the home of our Margaret Manuel and husband Mal. Although the Manuels live upstairs, they have made the office and adjoining rooms very cozy with homelike furnishings. Even the Link trainer rubs elbows with a comfortable bed and table lamp. I've never had a "ride" in the trainer, but perhaps the bed is a necessity, providing a horizontal resting place to re-establish oneself after the experience.

The evening was a chill five above which inhibited the turnout from any distance. Beside the 99ers and their guests, many of the Stanton and Northfield flyboys and girls answered the call of the square dance. Lindy Anderson was our able caller, tho I'm sure he would do better with his "students" if the square were a quarterly rather than an annual shindig. We get somewhat rusty during that long interval from Christmas to Christmas.

After a long and hilarious work-out, we adjourned for Dutch lunch.

Evelyn Knowlton, our chairman from Rochester, will attend the air races in Miami the first week in January.

Let me suggest to the other 99ers in Minnesota -- to write a newsletter, one must have some news to write about; so let's do a little digging. Send me a penny postal with your news contributions by the 25th of the month. Thanks a lot.

### KANSAS CITY CHAPTER

By: Marie Kuhlman

Once again the Kansas City Chapter wishes you all a very Happy and Better New Year. Lets all work on promoting new members and make this the best year ever.

Neva Rea, Ruby Bonds and myself were very happy to attend the Fall Sectional meeting in November of the South Central Section held in Wichita. Thanks Broneta for inviting us.

The last two months have been devoted to making plans for our annual Xmas party and Auction held each December. Proceeds from the Auction Sale go to the Red Shield Day Nursery operated by the Salvation Army. This year the radio stations all cooperated with us, and we were very proud to be represented on television by our own Grace Harris, Connie Caraway, Darlene Eno and Nancy Corrigan. Everyone had a wonderful time at the party and proceeds turned over to the Nursery was \$650.00.

Lavon Rukin is vacationing in Arizona, Dorothy Lyon spent the holidays in Oklahoma City and Marje Farrell, our Chairman flew to Juarez, Mexico. Nancy Corrigan is busy instructing at Walston Aviation, Inc., Municipal Airport.

### WISCONSIN CHAPTER

By: Dora Fritzke

The Christmas meeting and party of the Wisconsin Chapter was held in Milwaukee. We had an attendance of 17, of which only two flew in. After dinner Santa appeared and we were all pleased with the contents of his bag.

Readelle Morgan again dazzled us with her lovely diamond. Won't be long now before the wedding bells will be ringing for her. Mary Lou Thompson flew home for an early Christmas - Wichita, that is. Deedo Heise and Gladys Dean were overheard discussing a proposed flight to the Hawaiian Islands. Gladys has another new Cessna 170, this time complete with ADF and Deedo just had her 170 equipped with Cmmi.

Helen Kunitz has taken the train from her home in Appleton to attend our last two meetings. Nothing like giving a girl a job - hers is secretary - to get her to all the meetings. Our travelling tray was awarded to Dotty Orttel and Ethel Dresdow (who share an apartment, also the tray) in recognition of their Florida flight. Margaret Sliker, her 49<sup>er</sup>, and two children - one brand new - are leaving for Florida soon. Dorothy Christenson is home from Washington for the holidays and received a sparkling ornament - third finger, left hand - from Okinawa. Ask her about the story.

Isabelle Myrland is spending the winter in Milwaukee, but promises to open her resort at Montello in time so we can spend another wonderful week end there this Spring. Ruth Lembke had her entire sixth grade class up for a flight in a DC 3 recently. That took a lot of planning, but Ruth is the girl who can do just that! Pearl Nelson is about ready to leave on her annual visit to Mexico with Pete, her 49<sup>er</sup>, in their Stagger-Wing Beech. This year for the first time they're taking son Dave with them. Sally Lathrop recently arranged a radio broadcast during which we were interviewed about flying. We told 'em!

All of the Wisconsin Chapter wish every other 99 a very happy and successful New Year. We hope to see many of you in 1951.

#### S O U T H W E S T E R N   S E C T I O N

##### **BAY CITIES CHAPTER**

By: Dorothy Monahan

A gala Christmas open house on December 16th in San Mateo was the setting for our December activity. Twins Jan and Marion Dietrich were co-hostesses for the affair. Approximately fifty members, 49<sup>ers</sup> and guests were present. The traditional punch was served together with a delicious buffet supper. We also enjoyed singing Christmas carols and greeting old friends and new.

##### **COACHELLA VALLEY CHAPTER**

By: Eleanor Wagner

In late November a social meeting of the Coachella Valley Chapter was held at the Chi Chi Restaurant in Palm Springs and a lovely dinner enjoyed by the following members: Kay King, Ethelyn Bushey, Eleanor Wagner and prospective members; Modene Story, Shirley Butvidas and Jimmy Palozzi. A general discussion of possible Ninety-Nine activities was participated in by all present and money for Gerry Mickelsen's Southwestern Calendar of events was collected as a contribution from this chapter.

Kay King was hostess at a Christmas party for the Chapter at her home in Indio. Present were Win Wood, Ethelyn Bushey, Modene Story, Jimmy Palozzi, Kay King and Eleanor Wagner. We drew numbers and exchanged gifts, did lots of hangar flying and appreciated the refreshments served by our hostess.

The next business meeting to start off the New Year will be held at Palm Springs Airport on Friday, January 26, at which time we shall outline plans for the coming months including Ninety-Nine participation in the Salton Sea Aircruise. The date set for the Aircruise is Sunday, April 29, and we are hoping that many of you can plan on

participating in this interesting event.

It seems that Kay King and Ethelyn Bushey are the only two Chapter members who have been keeping up the good work regarding their flying time these days. They have been making several local flights and plan on attending the fly-in at Apple Valley on January 14 when the Los Angeles and Las Vegas Chapters will be there.

Mary Nelson has been flying some charter trips around the Southern California area in her Navion in addition to making several short jaunts around the Valley on her own.

The Coachella Valley Chapter is looking forward to hosting the other Chapter members in the Southwestern Section on February 3 and 4 when the officers get-together takes place. We hope that many of you with your 49<sup>ers</sup> can be here and enjoy some of our desert sunshine--we have certainly been fortunate in having our share of it, too. Send your reservations down here in care of the Palm Springs Airport---we want to hear from you soon!

Every good wish for the coming year from all of us---we want this to be an active year for the Ninety-Nines, individually and collectively.

##### **LOS ANGELES CHAPTER**

By: Trixie-Ann G. Schubert

What effect will the National Emergency declared by President Truman have on the 1951 Ninety Nine Transcontinental Air Races? None, as yet, according to chairman Mardo Crane. Plans for the race to originate in the Los Angeles area in August are in the making. It will take race pilots to New York and terminate in Detroit, Michigan, this year's national convention headquarters. Air Race committees are being appointed for both East and West Coasts.

In the West, those named to the committee are Clara Davis of Los Angeles, Evelyn Briggs of San Diego and Betty Loufek of Long Beach. East Coast committee will be named shortly.

About the gals in L.A.: Dee Thurmond has her instrument rating and is working on a multi engine rating. She has been flying a Navion charter to Mexico for Robert Tankline Oil Company. She's on the instructors staff at Aircraft Associates in Long Beach as well.

Dianna Cyrus Bixby flies her DC-3 charter to Baja, Calif.

Christie Carlton brought a 49<sup>er</sup> to the Christmas party. He's her recently acquired spouse, Mack Warren.

Ann Rambo is house-warming the new home she built in Sepulveda, California.

Mexico is becoming the mecca for cross country flights of L. A. chapter 99s. Fern Stiefler and LoWanda Gabriel flew to Mexico City via Acapulca. Took their pilot husbands along, or was it vice versa?

##### **LAS VEGAS CHAPTER**

By: Helen "Casey" Cannon

Our December meeting was a Christmas party held at Helen McIntosh's home which she had gaily decorated for Christmas. Lovely handmade gifts were exchanged. Florence Murphy's birthday was celebrated with a pretty and appropriately decorated cake.

Joyce Failing of Baker, California and a member of the Los Angeles Chapter was a guest. We are very happy that she is planning to transfer to the Las Vegas Chapter.

The Sectional Meeting for the Southwestern Section was tentatively set for April 21st at Las Vegas.