

THE NINETY-NINES, Inc.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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NEW YORK 11, NEW YORK
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NEWS LETTER

JULY 15, 1952

DEADLINE

1st of Each Month

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PRESIDENT'S COLUMN

JULY 1952

DEAR NINETY-NINES:

Here we are right in the midst of the flyingest time of the year! The longest days, the finest weather, and the most alluring flying activities on the calendar! I like to think of this July as the month of the Ninety-Nines' greatest mobility - what with our Convention in Boston, the TAR, the International Air Race, air tours and summer vacations all going on this month.

We go to press, unfortunately, just before these events materialize, so none of the results will be in the News Letter until the August Issue. Then we will have complete stories on the TAR, the International Race, as well as the names of the new officers who will serve you beginning September 1st. And we shall also have the story of the winner of the 1952 Amelia Earhart Memorial Scholarship Award.

It is always a good time to give thought to Civil Defense, and the part we can play in it. As one of the State Civil Defense Directors so aptly put it, "In a crisis, there will be no spectators in Civil Defense." We may as well decide now where we shall best fit into the program - and register with our local Civil Defense Council for the role we wish to play.

How many of you saw Edward R. Murrow's "See It Now" program on television recently, which showed a simulated Atom Bomb attack on the Empire State Building? The film showed the take-off of a B-29 (representing an enemy bomber) from England, its rendezvous with two other B-29's off the coast of Maine, and their relentless progress from Bangor on down to the target on Manhattan Island.

The program demonstrated not only an efficiently executed bombing mission, but gave a glimpse of the workings of our network of defense as well. One saw the dispatch of fighter planes within three minutes of the appearance of the "enemy" on the radarscopes, the alerting of the anti-aircraft units, and the plotting of the progress of the bombers at the filter centers of the Ground Observer Corps - as the "enemy" flew below 1000 feet to avoid radar detection.

No one witnessing this gripping drama could avoid being tremendously impressed with the vital importance of these ground observers and the urgent need for more volunteer observers immediately. Certainly here is a spot in the Civil Defense picture where the know-how of Ninety-Nines can furnish real service. To be of real value, our ground observer posts must be manned around the clock. If you are willing to share your knowledge of aircraft and a few hours a week with your fellow countrymen, get in touch with your local Civil Defense Council and offer your services to them as a trainer or an observer. I shall be most interested to hear from those Ninety-Nines who are participating in this essential program. Won't you drop me a card?

Many of our members who are active in the Civil Air Patrol are flying Ground Observer Corps Exercises under the direction of the Air Force as an aid in the training of these observers. Your State CAP Wing Headquarters can furnish details on this angle of participation in the program.

A number of states, like Texas and Oklahoma, are conducting Civil Defense Workshops - and these offer outstanding opportunities for training and development of skills and pooling of resources, so it is an excellent idea for the Ninety-Nines to investigate the possibilities of these in their respective States.

It is highly recommended that all aircraft owners leave their planes with the tanks full at the end of each day's flying - so they are ready at all times to be airborne in an emergency. Remember how tough it was during the recent gasoline strike?

It is also a good idea for us to be up to date with our Red Cross First Aid Certificates. Get yours out and see when it expired!!! These courses are being offered continually by the Red Cross in most communities, so why not take advantage of this valuable free training which will always stand you in good stead?

Did you see the picture of Queen Elizabeth at the controls of Britain's new Comet Jetliner? She took her turn in the "front office" of this new 490-mile-an-hour air transport during a recent special 1500 mile flight over the European Continent, at altitudes ranging up to 40,000 feet! We think this a marvelous confidence inspiring gesture on the part of this gracious queen, and a classic example of Air Age Education.

Well, I'm literally off to the Races - going to try to make the finish of the International at Welland, Ontario and of the TAR at Teeterboro before Convention. Happy flying to you all!!!

Yours for the NINETY-NINES,

ALICE H. HAMMOND
President

We are indebted to the Iowa State Aeronautics Commission and their AVIATION BULLETIN, for the following article on

OMNI AND HOW TO USE IT

How would you like to fly cross-country in your airplane without having to bother with such navigation problems as wind drift, magnetic variation, and deviation? Omni, the successor to the old radio "beam," lets you do just that.

Interested? Read on. . . .

The History of Omni

to understand better, let's go back to the time when radio engineers were trying to eliminate some of the faults of the old low-frequency (200 to 400 kilocycles) radio range.

For some years pilots had complained bitterly about the one outstanding fault of the LF range, "when the clouds are down around your ears and you need it most, the static is so bad you can't hear the beam." The radio men found the answer to that one during World War II--V.H.F., or Very High Frequency Radio.

VHF was, and is, static-free. A pilot could listen, and talk, right through the worst thunderstorm.

Several VHF radio ranges were set up in the U.S. Originally they were, with the exception of being VHF instead of LF, much like the old low frequency ranges. There were four courses, or "legs," to each VHF range station; and a pilot would know whether he was left or right of a leg by listening to code signals (A or N).

The radio men produced other versions of this VHF four-course range, but they weren't satisfied. The four-course arrangement was too inflexible.

Finally, they designed a VHF range station that transmitted 360 fixed radio courses. As a receiver, they came up with a set that could select any one of the 360 courses (called "radials") at the choice of the pilot and tell him which side of that particular course he was on--and--whether his plane was headed toward the station or away from it.

They called it VOR (The V means VHF; the OR means Omni-Range). It is more commonly referred to as "Omni."

Pilot Problems Vanish

Earlier we told you omni would eliminate your wind-drift, variation, and deviation worries. That is how it does the job:

The omni equipment in a private-type plane usually includes a VHF transmitter and receiver, a course selector, a left-right needle, and a "to" - "from" indicator.

To use his omni, the pilot first tunes the VHF receiver to the frequency of the station he wants to use (as he does this, the to-from indicator will either show "to" or "from." If the needle on the indicator doesn't move outside a danger area marked on its dial, the station is too "weak" to be reliable).

He then listens for the code identification signal, to make sure he is tuned to the proper station. Next, he turns the course selector to the course he wants to fly, if he has already decided on one. If he knows he wants to go to the station, but is either lost or doesn't care which course he flies to get there, he simply turns the course selector until the left-right needle is in the center of that instrument.

Once the left-right needle hits center he stops turning the course selector and looks at the to - from indicator. If it reads "to," he is all set to fly to the station. However, if it reads "from," he must turn the track selector 180 degrees, i.e., if it originally was set for a 90-degree course, it should now read 270-degrees. Now the to-from indicator will have shifted to read "to." From this point on, the pilot simply flies his airplane so as to keep the left-right needle on center and he will fly to the station.

At this point, a word of caution. You must always think of the omni courses as being like 360 railroad tracks running outward from the omni station. No matter what winds you may encounter, if you center the left-right needle you will always be on the "track" you have selected. When you first start "riding" a track you may be blown off but the left-right needle will point toward it and all you have to do is turn your plane toward the track until the needle is on center. In a short time, without any thought on your part, your plane will be crabbed at a great enough

angle to correct for that wind.

As for variation and deviation, you can ignore them as long as your omni is working. All 360 courses of the omni station have been corrected for variation and deviation at the station.

"Line of Sight" Limitations

Up to this point, we've tried to dodge the explanation of one property of VHF radio: "line of sight" transmission.

Unlike ordinary low-frequency radio waves (like the LF range on your favorite broadcast station) which can be heard 'round the world if they are given power enough, VHF waves are stopped by such things as tall buildings, the curvature of the earth, hills, etc. VHF waves travel in a straight line, hence they travel a considerable distance in plains regions, but a very short distance in rolling country or in the mountains.

(THIS WILL BE CONTINUED IN THE AUGUST NEWS LETTER)

SECTION NEWS

MIDDLE EASTERN SECTION

MEADVILLE CHAPTER

BY: Vega Ihnen

The regular meeting of the Meadville Chapter was held at the home of Chairman Marge Cook on Wednesday evening, June 11th. Members present were Betty DeVore, Marian Freund, Toby Lord, Jean Swartwood and hostess Cook. Sad to say, none of the out of town girls - including yours truly - managed to get to this meeting. Therefore, some of the plans made at the May meeting had to be shelved temporarily, but we'll try to set dates at the July meeting.

Discussion centered around the fact that the Cleveland Jaycees are planning an air tour from Cleveland to Rome, New York and return; and they plan to make two stops each way. It is possible that they may use Port Meadville as one stop. If this develops, and if the Meadville Jaycees like the idea, the Meadville Ninety-Nines would like to take part in the activities. Members present unanimously voted a financial contribution toward refreshments for the Air Tour participants. Let's hope the plans materialize.

Chairman Cook presented publicity releases from national headquarters of TAR concerning the first entrant. Local newspapers are being contacted for publication of this information.

Ninety-Nines from all around this area: please let us hear from you now and then if you can't get to the meetings. Of course we'd rather see you at the meetings...but if you just can't make it every time, keep us posted on your flying activities so we can publish the information in the News Letter.

Your reporter saw lots of countryside and acquired lots of sunshine from the cockpit of a WACO biplane recently. It's like sitting on the clouds up there.

Unless notified otherwise, our next meeting will be at the home of Betty Johnson. This will be in the form of a beach-party meeting at the Johnson summer camp. See you then.

WASHINGTON, D.C. CHAPTER

BY: Barbara Jenison

Our June meeting was held June 5th at the apartment of Barbara Jenison. Having received the information about the convention agenda too late for our May meeting we moved the June meeting ahead three weeks as we wanted to discuss the proposals that we would like put on the agenda of the convention. We also named the delegates that we are sending to the convention, namely, Louise Millican and Katherine Stinson, and alternates Ada Mitchell and Nancy Moore.

We are planning to hold the Middle Eastern Section meeting here during the last week in September. Claire Callaghan was named Chairman and will select her committees later. We are hoping to have the best ever meeting, so all you Middle Eastern members reserve the last of September for the meeting. More complete details and a definite date will be announced later.

We enjoyed having Veda Tennant at the meeting. Gladys Kefauver brought her along, and we later found out that Veda is a former member of the Texas Chapter and she and Gladys did a great deal of flying together when they both loved in Dallas.

Two of our members have left for the TAR race--Nancy Moore and Jean Howard -- flying in Nancy's Stinson.

Ada Mitchell, our flying activities chairman, is busy in another field of activity. She is starting a girl cadet drill team for the National Capital Wing of the Civil Air Air Patrol. Knowing Ada, I'm sure that her girls' team will walk off with honors.

SOUTHEASTERN SECTION

CAROLINAS CHAPTER

BY: Dorothy Shackelford

Just talked to a very excited Louise Smith, on long distance, before she and copilot Burnette Spencer, left for California to enter the TAR in Louise's Bonanza. We are all pulling for them and as my Bonanza is at last back in the air after an engine major, I hope to see all of you in New York to greet the girls when they come in, and so on to International.

When this News Letter reaches you, the TAR, the International Race and the International Convention will all be history and as the news now is of preparations for these three big events, anything I could write would be stale when you read it. So - looking forward to seeing you in New York and Boston and then for a Carolinas Chapter meeting to reminisce and plan for another year.

FLORIDA CHAPTER

BY: Mary Lee

The June meeting of the Florida Chapter Ninety-Nines was held Saturday, June 7th, in Clearwater. This date had been selected so that we might accept the invitation of the Florida Flying Farmers to participate in their program of flying the local farmers over their individual properties - an unusual and interesting experience for many of them. The joint meeting of the two organizations proved so successful that the Chapter is planning in the future to attempt to arrange all our meetings so that we might combine our social activities of the weekend with at least one of the other state aviation societies.

Our Chairman, Elaine Mogelvang, presided at the business meeting at which time she and Peggy Lennox reported the details of the work which had been accomplished during the past few weeks in preparation for the International Race. Of course, by the time this News Letter finds its way into print, our race and the excitement of planning it will be but pleasant memories. We just know that it is going to be even more successful than ever before and we do hope to see many new faces on the starting line this year.

Headquarters for the weekend was on the beautiful Clearwater Beach so we all adjourned to the Gulf of Mexico for another swim before dinner. This was followed by an old fashioned square dance in Largo during the evening.

Our July meeting is scheduled for the 20th at New Smyrna Beach with a dance on Saturday night and a Triangular Cross Country Race planned for Sunday morning.

"Bon Voyage" to Dorothea Vermorel of Miami who will soon be leaving for a three month tour of Europe.

Our July meeting is scheduled for the 20th at New Smyrna Beach with a dance on Saturday night and a Triangular Cross Country Race planned for Sunday morning. Let's all go and have fun.

NORTH CENTRAL SECTION

ALL-OHIO CHAPTER

BY: Jeanne Hunt

Our June meeting was held at Grimes Airport in Urbana on June 22. Willie had baked a huge supply of blueberry muffins and met each Ninety-Nine at the door with a cup of coffee. We recommend stopping at Grimes Field and sampling Willie's cooking anytime you are in the vicinity.

We had our usual weather -- clouds in the tree tops. Our only fly-ins were Blanche O'Brien, Marge Miller and Mildred Harshman. The rest of us stuck to the concrete beam and four wheels.

Chairman O'Brien appointed Marge Miller and Edith Harmon delegates to our International Convention.

We made final plans for the TAR stop at Vandalia.

A meeting to look forward to! Our September meeting will be at Cincinnati at Lunken Airport on Sept. 21. It will be held in conjunction with an air meet planned by the Greater Cincinnati Airman's Club. Besides the usual flying contests, spot landings and bomb dropping, there will be an efficiency race. Brush up, girls. We want all contests to be won by Ninety-Nines.

INDIANA CHAPTER

BY: Joan Ferguson

The June meeting of the Indiana Chapter was held at Freeman Field on the 22d, at Seymour, Indiana where the Indiana Ninety-Nines worked in conjunction with the Flying Farmers, CAP and Indiana Aeronautics Commission putting on the second annual Kiddie Air Lift. The weather was not promising, but there were 68 pilots flying and 751 kiddies were taken for a ride. Indiana Ninety-Nines who hauled passengers were Lois Whitney, Virginia Eberhart, Fern Rinker, LaVerne Smith and Betty Pettitt. All told there were 11 Ninety-Nines present, though many got weathered in at home.

Our Past-Chairman Charlotte Foland gave birth to a baby boy on June 4th--John Walter Foland. Some of us got together and gave the new arrival a silver drinking cup and baby plate with a silver fork and spoon.

Our Chairman will go to Terra Haute to greet Anne Rambeau, Gerry Mickelson and Rita Patten, the Trail Blazer for the TAR, on the 28th of this month.

News Items: Tannie Schoundt spent last week in Los Angeles; Mildred Hurt is helping next week with a water ski show and boat races at Blue Lake; Betty Pettitt was on WFBM-TV at Indianapolis, June 23d with Col. Cornish, Indiana Director of Aeronautics, and Bill Renshaw. They were on the 10 o'clock news with Gilbert Forbes.

Hopw to see you all at Mildred Hurt's lake in Indianapolis on July 20th.

ILLINOIS CHAPTER

BY: Jessie Gronowski

In spite of very gusty weather on June 8th, we held our fly-in meeting at Palwaukee Airport, and all girls took part in a spot-landing contest. Esther Noffke brought a Vagabond for those who had to drive in. Dorothy Schumacher won first prize and Doris Langher won second place. First prize was an hour's flying time from the Sally Stremple Flying School, and the second prize was a cleverly designed 99 bracelet from Gennie Nachtwey. Lucky girls!

Doris Langher announced her intention of flying in the TAR in Bob Langford's beautiful Navion again this year. She is to have one of her students as co-pilot...a woman 55 years old who just got her license in her own Navion!

Final plans were made for the rummage sale. This is always a good money-maker for our treasury. but requires coordinated efforts from all members. Hazel Hackwith does a beautiful job of organizing the girls. (I've heard since the meeting that we cleared about \$180.00, which is a very nice sum!)

Irene Leverton has left us for the "dusting season" - is working for Terry Aircraft at West Helena, Arkansas. She is flying a 450 h.p. Wasp Stearman. Before she left, Irene had a good visit with Ann Ross of the Florida Chapter. Ann, Irene and Betty Archibald Volk gathered in the Meigs Tower for some talk, and met a prospective member, Joan Whalen. Joan pilots a new Bonanza for a Chicago corporation, and demonstrated the use of the auto-pilot, Lear Omni and ADF and the ILS radio equipment.

Olive Tuttle and 49 1/2er Arthur enjoyed a vacation in their "Itsy-Bitsy" Cessna touching Sandusky, Rochester and Long Island. Olive reports super-service at the Sandusky Airport. (Operated by Ninety-Nine Sue T. Griffing and her husband.)

Treasurer Marge Raglin writes from Monmouth, Illinois, that all is well "down on the farm." She goes to ground school classes first, then flies, and then reports for work at the Galesburg airport from 4 P.M. to dark!

Next meeting is at my place -- by land, sea and air! On July 20th, the girls will fly to the Elgin Airport - which is directly across the river from my back yard. They will walk down to the river from the airport, be transported across the river by sons Randy and Eric via motorboat, and climb up the hill to the yard! Let's have a good turn-out, please.

Just heard that Bea Siemon has moved to Wayne, Illinois
c/o Box 108. Happy days in your new home, Bea!

GREATER ST. LOUIS CHAPTER BY: Loretta Slavick

Our Airshow was a success - except that it was held on the hottest day St. Louis has had in five years and attendance was cut because of that. Sally Stadler won the bomb-dropping contest and was awarded a trophy donated by the St. Louis Unit WNAA. Dorothy Young was winner in the spot landing contest and that trophy was given by the St. Louis Chapter NAA.

We have a new member, Sally Stadler. Sally owns her own Luscombe and has passed her flight check for a commercial license. She soloed after only 4 1/2 hours dual. She flew in the WNAA Skylady Derby from Dallas to Topeka and won 5th place. We hope to see her enter the TAR next year.

Dorothy Condon has gotten her instructor rating and is now starting to work on a multi-engine rating.

Audrey Femmer has a 24 3/4er - a boy.

Susan Park was graduated from Washington University in June and left for the summer to be a councilor at Camp Shoshone in Colorado.

WISCONSIN CHAPTER BY: Mary Lou Thompson

Ethel Dresdow, Madison, is now Mrs. Christianson. They had a wonderful honeymoon in Havana. Her husband is in the Air Force and temporarily stationed in Georgia. Ethel is going to Georgia the middle of July and expects to be back in August where they will be stationed at Truax Field.

Dottie Ortell, Madison, has recently moved to Minneapolis and is working for Wisconsin Central Airlines.

Deedo Heise recently flew to Stillwater, Oklahoma, to pick up her daughter Bini who is in college there.

Jeanette Kapus is leaving for two weeks active duty with the Air Force at Camp Atterbury, Indiana.

The June meeting was held at Pearl Nelson's lovely re-decorated home at Stoughton, Wis. I wasn't able to attend this meeting but the reports are that her house is right out of a magazine.

Bernie Voelker, Sun Prairie, has bowled in five tournaments in four weeks and ended up in the money in each one.

Your reporter is now recovering from the shock of receiving Commercial License just yesterday afternoon.

MICHIGAN CHAPTER BY: Faye D. Kirk

A beautiful day in June - and most every one flew in to Hillsdale to the Ninety-Nine meeting which was held in connection with the Dawn Patrol. About 35 Ninety-Nines and guests had breakfast in the Hangar. Each one as she registered was presented with a pink carnation - courtesy of Smith Florist of Hillsdale.

Jean Reynolds and 49 1/2 flew in, in their newly acquired Cessna 120. Barbara Credit flew in, practically, in her brand new bright green Chevrolet, with her Dad as passenger. Bernice Trimble has a new "kiddy car," English M.G.

Ona Hawk has safely arrived in Japan, to join her husband.

Mary and Bill Creason left the 1st of June for Mexico City to attend the Rotary Convention.

Helen Anderson rode in an Air Force C 45 to Camp Atterbury, Indiana for the Regional C.A.P. drill competition.

Dorothy Woodhams, Betty Little, Anne Schau and Mary Gardenier flew to Mashagamme Lake, Ontario over Decoration Day on a fishing trip. Didn't hear anything about any fish being caught.

July 20 we meet in Muskegon, August in Fenton and September in Stanton.

Getting ready to go to New York and Boston now.

MINNESOTA CHAPTER BY: Marietta Sonnenberg

Father's Day and questionable flying weather held attendance way down at the June meeting in Rita Orr's lovely new home in Faribault (with Kay Andrews as co-hostess), but the girls who did come must all weigh much more now after eating that wonderful brunch. Evelyn Knowlton and dad and "yours truly" came over in Ev's Bonanza and Marilyn Kvalheim drove in from Minneapolis. Dr. Burt Orr and daughter Janice joined the group, before the brunch, at the home of Walt Sellner of Faribault who showed the Ninety-Nines his extensive amateur radio setup, explained many interesting features, and discussed the ham's place in civil defense.

Plans are coming along wonderfully for our first air-marker...to be installed in Northfield at the August 17th meeting, with paint furnished by the Northfield Chamber of Commerce and labor by the Ninety-Nines. The State Department of Aeronautics is furnishing us with a list of towns in Minnesota where other markers are desirable, so we have our work cut out for us!

The Chapter has sent a travel clock as a prize to be awarded at the International Convention, carrying out a custom we instituted last year. We only wish at least one of our members could get to Massachusetts, but not a one expects to be able to go...first time in four years we will not have representation at the International.

Besides our regular July meet at Virginia Shaw's beautiful home, several members plan to go to Alexandria July 26-27 for our first Chapter weekend! Pete Frey promises us a quiz on civil defense and other aviation related topics along with our swimming, fishing, sunning and eating at Marilyn Kvalheim's cottage!

Because of variable attendance at meetings and distances between members, "Yours Truly," the Chapter chairman, is getting out a chapter news letter now and then to keep the girls informed on all the latest news developments in the state of interest to the Ninety-Nines.

S O U T H C E N T R A L S E C T I O N

COLORADO CHAPTER BY: Marilyn K. Nordstrom

Had a lovely luncheon and get-together in the Sky Room at Stapleton Airport June 6. All the talk was of the Convention and the coming TAR. We have three Colorado members entering the race: Frances Warner will fly solo in her 1950 Bellanca 160 - she wants the solo experience. Sarah Gorelich will fly her Cessna 140 with Margaret Hughes as co-pilot. Our best wishes goes with each of our entrants. Lots of luck, gals.

We were pleasantly surprised to have Margaret Hughes bring Marcile Young to our meeting. Marcile had just received her commission as a Second Lieutenant in the WAC and is now in San Antonio. Marcile has been teaching in Oklahoma the past two years. Write us often, Marcile, and the best of luck.

Our two convention-goers, Jane Nettleblad and Donna Myers will fly to Boston to represent the Colorado Chapter again this year. With such a marvelous schedule lined up, we stay-at-homes can't help but envy you all in Boston come July 11th.

This and that: Looking forward to a July 20th visit from our Section Governor, Ama Lee Jameson. Our Chairman, Mary Collett, will take one of the leads again this year in the Denver Post Opera, The Student Prince. Donna Myers and 49 1/2er Johnny are vacationing in Missouri. Most of the Chapter are now vacation bound so that is all the news for now.

KANSAS CHAPTER BY: Helen M. Puffer

Kansas Chapter can proudly say that we've accomplished the airmarking of two (2) more home state towns, i.e., Colby and Hoxie. This was done with the aid of several CAP Cadets, Merlin Taylor of Pyramid Oil Company at Colby and Elmer Hedge of Hoxie Airport, and lemonade and cokes. You'll see the markers on the hangar at Colby and on Andregg Tractor and Implement Company at Hoxie. Marge Cooper, State Airmarking Chairman, has started a fine campaign for her work and with her guidance and with the help of the fine citizens of these Kansas communities, Kansas Ninety-Nines will be able to identify

enough towns that no one can fly over the state without being certain of their exact location.

Kansas will have one and possibly two entries in TAR. Susie Cheetam, who came in sixth last year in her first race, will enter and it is possible that Anne Waddell and Bobbe Slade will fly a Cessna 140 for their first race entry. Susie is written up in June 1952 Air Facts.

Ruth Nicholls has been re-elected National President of WNAA.

Anne Waddell had the pleasure of presenting to Mrs. Joe Elkins of Wakefield, Kansas, the New Flying Farmer Queen, the Kansas roving trophy on June 6th at a banquet in Hutchinson, Kansas. Anne had moral support of 49 1/2ers Lowell, Velma Wilson, and Helen and Roy Simmons who also attended the dinner.

I received a card from Margaret Ash who ferried a new Cessna 170B all the way to Quincy, Florida this week. It's a good trip for painter Margaret.

We are sorry to see Joan Jacobs leave our Chapter but she is going to help New Mexico reactivate their chapter. Perhaps this way we will see our friend Bess Streater of Albuquerque on the charter member list.

The nominating committee has been appointed by Anne Waddell and they stand as follows: Susie Cheetam, Chairman and to assist her are Velma Wilson and Ann Hertlein.

MISSOURI VALLEY CHAPTER BY: Dorothy M. Higbee

On June 22d our chapter held its regular monthly meeting at Hastings, Nebraska. Seven members, four 49 1/2ers and one guest were in attendance. Pauline Hawks and husband flew in from their airport at Bruning, Nebraska; Janet Munkres and husband drove from Weeping Water; Dorothy and Claude Reed flew from Omaha in their Stinson; Janie and Curly Bay flew in their Stinson from Omaha accompanied by Laura Russell and Bea Mack. Threatening rain storms and high winds kept several of the members from attending the meeting which was at 10:30 A.M. The members cast their ballots for the International 99's officers and appointed a delegate to represent our Chapter at the International Convention to be held in Boston.

After the business meeting we were entertained with a noon luncheon at Hotel Carter by the Aviation Committee of the Hastings Chamber of Commerce.

Janet Munkres has invited us to fly in to their place at Weeping Water for our next meeting. So - tentatively - the next meeting will be held there on July 27th, with a picnic at their own private landing strip. Sounds like fun.

A bit of news about some of our members: Betty Clements is now Dr. Clements and is interning at Phoenix, Arizona. Congratulations, Betty! Clara Spindler Kruger is now in San Marcos, Texas with her husband who is in the armed services there. Janie and Curly Bay are flying to Jamestown, New York in their Stinson for a visit - leaving here July 4th.

TEXAS CHAPTER Ark-La-Tex Unit BY: Barbara Williams

Every member of the unit was present for the June dinner meeting, held Tuesday, June 17 at the Maverick Steak House in Marshall. Marie Barnes of Kilgore brought a guest, her sister Joyce Bander, University of Texas student. Syble Sanders of Marshall brought her adorable five-months-old granddaughter to show off before parking her with granddaddy for the evening.

Although we've been absent from two News Letters, this unit has been meeting every month. The May meeting was held at the Flame Restaurant at Gregg County Airport, Longview. The April meeting was at the Maverick Steak House. Next meeting is set for July 15th at Hotel Marshall.

Mildred Carney of Shreveport and Virginia McJilton and Barbara Williams of Gladewater represented the unit at the third annual Caddo Lake roundup held at Beer's Field on Sunday, June 22. Mildred has also been attending Ninety-Nine meetings at Lake Murray and Wichita. She's been showing off the gold earrings she won at Wichita for having the most ratings with the smallest number of hours.

Sara Payne, who has been so ably recruiting for the Air Force in Shreveport, announced that her transfer had come

through and she'll be returning to Charlotte, North Carolina. We've enjoyed having Sara meet with us and will miss her.

Marie Barnes and her husband attended the CAP southwest regional conference in Dallas. He is Commander of Group 7, which includes 20 East Texas counties.

Essie Mae Hollis, of Henderson, and her husband flew in their Beech to Kansas City for a fishing trip. Mildred Carney took her daughter Bobette and daughter's roommate on a flying trip to Baton Rouge.

Virginia McJilton's husband had his picture in the Glade-water newspaper for Father's Day. He was shown with their Aeronca getting ready to take their two boys, Mike and Gayland, for their Sunday afternoon ride.

Margaret Walker of Shreveport is still trying to form a glider club. Lorraine Averett of Daingerfield and her husband are sweating out a possible transfer to Houston. Syble Sanders has been baby-sitting with the grandchild while the baby's parents vacationed.

SOUTHWESTERN SECTION

SAN DIEGO CHAPTER BY: Betty Lambert

June business meetings were held at the homes of Lowanda Gabriel and Claire Hale. Our Chapter was informed by Chairman Hale that she had been contacted by the San Diego Convention Bureau. As a result of the favorable impression made by Ninety-Nines at our Southwestern Sectional meeting in May, the bureau wondered if we would be willing to hold the Ninety-Nines International Convention in San Diego - if the Bureau did all the work for us! The Chapter voted to let the Bureau continue their work but to present their bid only if we felt it was too good to pass up--from the standpoint of the Ninety-Nines as a whole. In this case, and if the bid was accepted, the Chapter would pitch in and help to the fullest extent in showing all of you the best time possible.

San Diego is also supporting a convention bid by the Bay Cities Chapter by having pledged \$100 financial support, if needed. So may the best deal win and we hope you will come to the West Coast in 1953.

Our Chapter voted unanimously to again sponsor an entrant in the Transcontinental Air Race to the extent of \$100 gas money. They also voted unanimously to give \$25 to the AE Fund.

Our annual aviation dance was a tremendous social success though it netted only \$100 profit this year. Dance Chairman Isabelle McCrae and her committee deserve much credit.

This year our chapter has had several unsolicited requests by radio and TV stations for members entering the TAR to appear on their programs. We feel that the TAR, Inc. has done a great build-up job in the past five years and this Chapter is completely opposed to any change in the name of the race.

De Thurmond is ferrying a Super Cub duster to Lethbridge, Alberta.

Pat Gillies is attending summer school at the University of Honolulu. Pat will be in Hawaii until mid-August and can be contacted through STOP tours.

Mickey Collins has obtained a glider rating in Germany. Mickey works with the Air Force.

Thanks to Dotty and Bob Sanders' Cessna 140 and Miramar Naval Air Base, I had the opportunity of checking out on GCA approaches. I thought Omni was simple--in GCA they really treat you like a baby.

Dotty Sanders and Lois Bartling participated in an Air Force-CAP Filtrack program.

Lois Bartling and Isabelle McCrae are now instructing an aircraft and engine course to CAP cadets. Lois is in charge of a group of 30 cadets.

Maxine and Gordon Smith went to Mexico City for the Lions Convention.

Louise Kraiger Bolton is now out of the Waves and has moved to Santa Ana.

Lowanda Gabriel attended a Los Angeles cocktail party given for trail blazer Anne Rambo, the party being given by Anne's sponsors, Wynns Friction Proofing Oil and the Santa Ana Junior Chamber of Commerce.

SAN JOAQUIN VALLEY CHAPTER
BY:

Our picnic flight to Columbia State Park for all Ninety-Nines on June 8th was a real success.

The Tuolumne County Pilots Association and Tuolumne County Board of Supervisors and Chamber of Commerce, a Modesto Bee photographer and reporter, some 100 cars and 50 private pilots were at the airport to witness the event.

Coffee and doughnuts were served to the early arrivals. Columbia residents provided transportation to town from the airport.

Laura Mae Crawford and Frances Dias judged the spot landing contest, Billie Wyatt registered the pilots and Ev Hendley and Ethel Heiland welcomed visitors.

A picnic at the picnic grounds on the Airport for the Ninety-Nines and Tuolumne County Pilots Association followed a tour of the historical town.

Prizes were presented to Pat Gladney of Bay Cities Chapter winner of the spot landing contest, Rosemarie Gehling, Bay Cities, secret spot on runway, Esther Stone, Las Vegas Chapter, pilot coming the longest distance, Coral Bloom, Sacramento Chapter, who went home with two prizes. Irmyle Fitzgerald was presented with a sponge rubber seat cushion for being the pilot who bounced in the hardest. Bay Cities Chapter won the prize for the chapter having the largest attendance. Thanks, Bay Cities, for your splendid support in our efforts to get more Ninety-Nines flying, and better acquainted. We hope to make this an annual affair!

Jean Vincent was hostess to our June 22d business meeting, held at the Modesto Airport. Plans were discussed for air-marking Oakdale, California.

July 14th was selected as the date for our rummage sale, to be held in an attempt to improve our financial status.

Frances Dias, commander of the ground observation post at Newman, is busy training personal to operate the post which is scheduled to be reactivated in July.

Billie Wyatt and Frances Dias flew to Fresno in Billie's Pacer for a day of business and shopping last week. P.S.: Better take a map next time, girls, and stay out of the restricted areas.

SAN FERNANDO VALLEY CHAPTER
BY: Trixie-Ann G. Schubert

Anne Grogan announced the acquisition of a 49 1/2er at the June meeting at Lola Perkins' home, Studio City. Now it's Captain and Mrs. James Bledsoe. Jim is a pilot for the Flying Tiger line. Playing second fiddle to this major event in Anne's life is the acquisition of a new Plymouth Station Wagon, which she flew airline to Detroit to pick up.

Pat Sherwood, of Palo Alto, Bay Cities Chapter Ninety-Nine, was a guest at the meeting. One of the staunchest in attendance at our flying sessions is Irma "Babe" Story, who drives 65 miles here and back from Lancaster for each meeting. She should have a medal for this.

Clara Davis spent a week of her vacation in Delta, Utah; she flew a Cessna 140 to her hometown.

Elsie Ringer sold her Stinson Voyager and is scouting around for a good Cessna.

And, of course, the gals we have our eyes on this month are the San Fernando Valley Chapter TAR entrees, Margaret Standish, Lola Perkins, Jean Parker and Katherine Wagner.

Two other chapter members, Anne Rambo and Rita Patten, flew with Gerry Mickelsen in Gerry's Bellanca, trail blazing.

LAS VEGAS CHAPTER
BY: Martha Lundy

Our regular meeting for July was held at the home of Mary Ellen Davis, with delicious refreshments and a good deal of business. Plans were discussed for air marking, our by-laws were amended to facilitate election of chapter officers, and other matters of unfinished business were attended to. Our air race entries are running into difficulties--before the start!--and we are afraid our high

hopes for having one-fourth of our membership entered are going to be dashed.

All of our members seem to have been doing something, or else "fixin' to." Esther Stone and 49 1/2er Gayle attended the Columbia Air Tour sponsored by the San Joaquin Chapter, and won the long distance prize. Report a wonderful time. Did a circle down to Phoenix before coming home.

Joyce Failing and her 49 1/2er took a trip to Mexico City and Acapulco. Last I heard they were on their way to Honolulu, but guess they changed their minds at the last minute. Could their compass be that far off??

Lela and Bill Horn went up to Bishop, California, on a fishing trip--in their car!

Peg and George Crockett just purchased a Cessna 170, and then took a coastal trip in their car!

Margaret and Tom Moore have bought a Culver V, and Captain Moore will be flying up in it over the Fourth of July from an air base in Texas on a short leave.

All of us are going to get a chance to do some night flying at our August meeting. Lela Horn has offered us planes "and instructors, if you want them." Of course we have accepted and so our August meeting will be at Sky Haven airport, Lela Horn, Hostess. Did you ever before hear of such a wonderful idea? Lela has the spirit of what I call a true Ninety-Nine.

See you next month. I'm on my way to Los Angeles--in my car!

TUCSON CHAPTER
BY: Beatrice Edgerly

Tucson Chapter activities have been varied but vital in past weeks.

Of first importance, the landing of lovely Susan Rae Schock (6 lbs. 10 1/2 oz.) on scheduled ETA. Pilot Maggie Schock, Chapter Chairman, and co-pilot Ray are justly proud and have our affectionate congratulations. 49 1/2er Ray Schock, able flight and ground-school instructor, has continued, almost uninterrupted, the weekly two-hour ground-school classes he is generously giving this Chapter. Susan Rae - potential pilot - attends regularly.

A silver and copper bracelet has been designed for this Chapter by Beatrice Edgerly, painter and pilot, as a special feature representing this group. One of these bracelets will be presented by Tucson Ninety-Nines to the first TAR pilot to land in Tucson July 4th.

There have been some flights, too. Gertrude Gelderman, Chapter Secretary, flew a Tri-Pacer to Carlsbad Caverns for a rough and stormy spring trip, Edgerly to El Paso, and others made shorter hops.

Gertrude Gelderman flew to San Deigo for the Southwestern Sectional spring Meeting, May 3rd, as did Beatrice Edgerly, vice-chairman for Tucson and member of Southwestern's Nominating Committee who, also flying a Tri-Pacer, brought back for Tucson the first-to-land trophy (a handsome chromium airplane desk-lighter), awarded at the dinner there. Both gals reported a very pleasant event, exceptionally well-handled.

TAR plans in progress here now, to be reported later.

C A N A D I A N S E C T I O N

CALGARY-EDMONTON CHAPTER
BY: Margaret Littlewood

On June 18th the Edmonton Ninety-Nines met at a "snack" meeting in the evening, to discuss the pros and cons of how to replenish our treasury by various kinds of social entertainment, draws, etc., but mainly the topic of the evening was to discuss the information to be released for the proposed broadcast the following Monday, June 23d, over station CJCA, Edmonton.

Margaret Littlewood was elected to represent the Chapter on this broadcast over the "Shirley Speaking" program conducted by Shirley Higginson every afternoon from 3:30 to 4:00 P.M. The Ninety-Nines and their work were well advertised and several telephone calls and personal contacts assured us that the whole idea was a worthwhile one. The whole interview lasted about 15 minutes and a great deal of ground was covered in the way of enlightening the public and making everyone ninety-Nine conscious.