

THE NINETY-NINES, Inc.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

68 FIFTH AVENUE, ROOM 2
NEW YORK 11, NEW YORK
CHelsea 2-5069



NEWS LETTER

AUGUST 15, 1952

DEADLINE

1st of Each Month

INTERNATIONAL OFFICERS

ALICE HAMMOND.....Pres.
70 Cambridge Road
Grosse Pointe Farms 30, Michigan

AMALIE STONE.....V. Pres.
South Carolina Aeronautics Commission
P.O. Box 1176, Columbia, S. Carolina

JEAN ROSS HOWARD.....Secy.
2900 Connecticut Avenue, N. W.
Washington 8, D. C.

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

EXECUTIVE COMMITTEE

KAY A. BRICK, "Brickaero"
Norwood, N. J.

GERALDINE MICKELSEN, 1809 Wentworth
Sacramento, California

MARJORIE B. DAVIS, 118 West 11th, Apt. 10
New York 11, New York

NEWSLETTER EDITOR

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

PRESIDENT'S COLUMN

August 1952

DEAR NINETY-NINES:

As we round out our 23rd year since the organization of the Ninety-Nines we can surely point with pride to the fine record of service and progress our organization has made since its humble beginnings in the Fall of 1929.

From the original 99 members, we have become 1150, with nine Sections and 42 Active Chapters. Several new Chapters are in process of qualifying for charters, which we hope to be able to announce soon. [A word of caution in founding new Chapters - it is advisable to start with at least 7-9 members, although the Constitution specifies a minimum of 5. This is because if you start with the minimum, and one or two move away or give up flying, you have no more Chapter!]

I am sure that everyone fortunate enough to attend the Convention was as impressed as I was with the splendid way the delegates carried out their responsibilities - the whole thinking of the Ninety-Nines has definitely matured with the years. Also, the splendid reports of the Committee Chairmen, the Governors and other officers contained a wealth of information about the accomplishments of the Ninety-Nines in our many areas of endeavor. I know you will be inspired when you hear your delegate's reports of the 1952 Convention. And as for that New England hospitality--those girls made every minute enjoyable and unforgettable. [See Secretary's Corner]

It seems to be a condition of life that as we complete one project, we are already involved in the long term planning of the next. And so it is that we are now preparing to formulate plans for our 1953 International Convention. At Boston we received a most cordial invitation from the Bay Cities Chapter and one from the San Diego Chapter, both in California. In order for the Executive Committee to reach a decision on the time and locale of the 1953 Convention, they must be certain that all bids are in. So if your Chapter is thinking of asking for the 1953 Convention, please send me this information at once, giving the preferred dates and some information on facilities, and whatever else you wish to offer in this connection.

Before going to the Convention, I had the pleasure of representing all of you at the terminus of the All Women's International Air Race at Welland, Ontario, where the contestants were the guests of the Welland Flying Club. Canadian hospitality ran true to form, as the girls were royally entertained at the exclusive Welland Club on the famous Welland Shipping Canal and at "Spencerwood," the beautiful country estate of Mr. and Mrs. Lynn Spencer, president and first lady of the Welland Flying Club. From Ottawa came Ninety-Nines DOROTHY DREW and LORNA BRAY for the occasion, and U. S. Civil Air Attache Claire Wilson. MARY FEESER flew up from Cleveland, and HELEN ANDERSON flew over with me from Detroit. The girls who flew the 1200 mile dog-leg course from St. Augustine, Florida to Westchester County Airport, N. Y. to Welland, Ontario all did a beautiful job under trying conditions dodging over around a front and finished as follows: BETTY HAAS first in her Navion (This is the second time Betty has taken top honors in this Race - having also won it in 1950); DOROTHY RUNGELING with Alice Little as co-pilot were the only Canadian contestants and took second place in their Piper Pacer; ELAINE MOGELVANG with MARY LEE as co-pilot came in third in their Piper Pacer.

On the way to New York for the TAR Terminus a few days later, I got caught with my 49 1/2er John and 15-year-old son Johnny by that same "stuff" that had 23 TAR planes socked in at Wheeling, W. Va. - the birthplace of the "Flying Turtles." (This unique band is made up of the TAR crews thus weathered in at Wheeling who missed crossing the finish line at Teterboro before the deadline July 9th. They composed an ingenious song dedicated to Sam - the Weather Man, which they sang at the Awards Dinner in New York.) As a result we missed most of the events planned in New York, except the delightful "Fashion Breakfast" at Altman's and the TAR Awards Dinner - which was highlighted by a memorable address by Major General William H. Tunner, USAF, Deputy Commanding General, Air Materiel Command, on "The Woman Pilot's Potential in National Emergencies."

Prize winners in the TAR were SHIRLEY BLOCKI first in a Cessna 140, Martha Baechel, co-pilot; DORIS EACRET second in a Cessna 140A, HELEN McINTOSH, co-pilot; CLAIRE HALE third in a Cessna 170A, BETTY LAMBERT, co-pilot; GERALDYN M. COBB fourth in a Cessna 140, solo; BETTY GILLIES fifth in a Ryan Navion B 260, BARBARA LONDON, co-pilot.

And now, as we are about to take off on another year of interesting Ninety-Nines activities, we will have some new officers to carry on, and some of the old ones to continue, all of whom you will find listed in the Secretary's Corner of this issue. I am deeply grateful to you all for your wonderful support and cooperation during this past year, and for your faith in granting me the privilege of serving again as your President during the year ahead.

Yours for the NINETY-NINES,

ALICE H. HAMMOND
P R E S I D E N T

SECRETARY'S CORNER

At the International Convention held in Boston, July 12-13, 1952, the following officers were elected for the year 1952-53:

President, Alice H. Hammond; Vice President, Jean Ross Howard; Secretary, Donna T. Myers; Treasurer, Lucile M. Wright. Members of the Executive Committee, Geraldine Mickelsen, Louise Smith and Kay Brick. Trustee, Amelia Earhart Scholarship Fund, Mary Francis. Nominating Committee for 1953, Phyllis Klotz, Chairman, Darlene Thurmond, Jean P. Swartwood, Faye D. Kirk, Marjorie B. Davis.

A total of 574 votes were cast this year as against 559 in 1951.

For the report on the Amendments to the By-Laws, voted on at this meeting, see the enclosed sheet, which is to be included with your Constitution.

Thanks to the New England Section for their wonderful planning and hospitality at our 1952 Convention. With the whole-hearted cooperation of Mayor John Buckley of Lawrence and the Chamber of Commerce, not only did they feed, shower and entertain us at Lawrence, but provided a midnight police escort and transportation those 26 long miles into Boston. And all day Sunday, and I gather on Monday too, the New England members operated like a bus line between Lawrence and Boston transporting delegates to the airport. It was a real "Operation Ground-lift" and we all were and still are grateful.

I would also like to thank you all for giving me the privilege of serving as Secretary these past two years it's been a wonderful experience and flying in the TAR this year, it was grand meeting Ninety-Nines at every stop who'd been just names before.

JEAN ROSS HOWARD

N O T I C E:

There will be a registration tent for NINETY-NINES at the Aero Club Aviation Exposition August 30, 31 and September 1st at Detroit Wayne-Major Airport.

The tent will be located near the Aero Club Pavilion.

ANNOUNCING THE

1952 Annual Aeronautical Literary Contest
in all Languages

Our founder and Honorary President, Mrs. Ulysses Grant McQueen, announced the Annual Aeronautical Literary Contest in all languages.

Articles, short and long stories, books, poems and song are acceptable. Unlimited ceiling to national and international writers. No manuscripts returned unless stamped self-addressed envelope enclosed.

Contest closes December 31, 1952. Send all unpublished manuscripts to:

WOMEN'S INTERNATIONAL ASSOCIATION OF AERONAUTICS
220 North Doheny Drive, Beverly Hills, California

[P.S. 99 Headquarters has further information to send to our members who wish it.]

"We would like very much to invite the whole Ninety-Nine membership to participate in the Fourth Annual All-Texas

Air Tour, October 11-18, 1952. This tour is sponsored by Texas State Aviation Association, Texas Aeronautics Commission, Texas Private Flyers Association, Texas Flying Farmers, Texas Wing of Civil Air Patrol and the Texas Chapter of Ninety-Nines.

The tour will begin at noon, October 11, at Temple, Texas, and follow a course around the perimeter of Texas. Forty towns will be visited during the week-long 3000 mile flight. The Chambers of Commerce in each town have planned some wonderful receptions and entertainment for the tour participants. Cold drinks, coffee and doughnuts will be served at the morning and afternoon stops, and luncheons, dinners, cocktail parties, radio broadcasts, etc., have been planned for the noon and overnight stops.

The Texas Chapter of Ninety-Nines will sponsor a Texas Ninety-Nine plane in the tour again this year. Last year there were seven Ninety-Nines on the tour and we shall look forward to having many more with us this year.

Please direct inquiries to this Commission."

Assa Burroughs
Assistant Director
Texas Aeronautics Commission
308 West 15th Street
Austin, Texas

AIR MARKING CHAIRMAN

Some of the gals really deserve a pat on the back for their nice start on the airmarking program because, although most of the chapters reported they haven't yet started on air-marking because of the TAR and the International Convention but will begin in the fall, some of the chapters have already reported action on their OPERATION-PAINT BRUSH.

For instance, the Minnesota girls have scheduled their first airmarker to be painted August 17 at Northfield, Minn. - if any of you are flying around in that vicinity, stop by Northfield that day - they'll be glad to see you, I'm sure! Eleanor Wagner, of Thermal, Calif. reported her group has already painted an airmarker at Thermal and have Palm Springs on the list as the next paint job. Betty McNabb, a Georgia 99, has sent out letters to 138 cities and towns in Georgia asking if they would airmark their town and so far has received 15 favorable replies. The Indiana Chairman reports they are checking airmarkers and also hope to have ten completed by fall. The Greater Kansas City chapter has the ball rolling by having several towns who have requested airmarkers and they plan to follow up on this soon. The North Central Section's Airmarking Contest sponsored by Arlene Davis ends in September, and a complete report of that Section's accomplishments won't be available until after the end of that contest and I know that report will be an inspiring one. Kansas has airmarked 9 towns so far this year and have checked 20 airmarkers for condition. A few states, such as Idaho, Illinois, etc., have their own airmarking and survey program, which limited 99 airmarking activities in those states.

That's a good start -- keep up the good work you have begun and we'll look for more reports later - especially from those chapters who have been delayed in starting. We'd still like to hear about any good ideas you think of that might help others solve some of their problems.

Be sure to first contact your state Aeronautics Commission -- they'll be glad to help you and you should keep them fully informed of what you are doing and where.

HELP A LOST PILOT -- IT COULD BE YOU!

Bobbe Slade
International Airmarking Chairman

DO YOU KNOW -

the history of the Ninety-Nines?

Headquarters has a few copies still remaining of the booklet "The 99 Club" published in 1941, which tells the story of the founding of The Ninety-Nines and its history to 1941. While they last, Headquarters will fill your order at \$1.00 for each copy.

Also - do you own - and wear - an Official Ninety-Nine pin - with movable propeller? Headquarters will fill your order for these - \$2.00 each.

OMNI AND HOW TO USE IT
(Continued from July News Letter)

Line-of-sight limitations may keep you from flying as low as you want, but there is this advantage: as long as you can hear the omni station you know you won't collide with mountains, etc.

The following is a table which shows the distance you can expect to use omni while flying at a particular altitude. The table is overly optimistic in that it is assumed that the omni station is on flat ground and that no obstructions lie between the station and your airplane:

<u>Altitude (feet)</u>	<u>Distance (miles)</u>
500	30
1,000	45
3,000	80
5,000 (ADIZ)	100
10,000 (ADIZ)	140
15,000 (ADIZ)	175
20,000 (ADIZ)	200

Before we begin the following hypothetical cross-country flight by the use of omni, get out your State Air Chart and the [July News Letter]. Now we will take a "table-top" trip from Council Bluffs, Ia. to Davenport, Ia.

Let's begin this trip by planning--before take-off. With omni you can get by without a lot of preparation before take-off, but it's just good insurance to get out the navigation charts before leaving the ground, look over the route of intended flight, and draw in course lines.

You will note, on looking at the chart, that there are several omni stations for our use between our take-off point and our destination; one each at Council Bluffs, Des Moines, Iowa City, and Davenport. Draw lines between the centers of these omni stations.

We will select our cruising altitude before take-off, too. We not only must make sure we comply with regulations concerning ADIZ (Air Defense Interception Zones), but we also must clear the earth by a sufficient altitude to make sure that we get good omni-range reception (refer to the line-of-sight reception (see table above).

After drawing in the course lines between omni stations, then, we see that our flight path will parallel the southern boundary of the Iowa ADIZ, allowing us to fly at any altitude without filing a flight plan. However; since the length of our trip is not very great, let's fly about three thousand feet above the ground, or, 4,000-feet indicated altitude. At this altitude we should have good omni reception at a distance of 80-miles from the station, plenty for this flight.

IN THE AIR

Once out of the traffic pattern at Council Bluffs, we tune our omni receiver to the Omaha omni station (frequency marked on the chart is 116.3 megacycles) and listen for the code signals (OMA-dah dah dah, dah dah, dit dah) marked on the chart. Glancing at the chart again, we note that we can get on the omni course line from OMA to DSM (Des Moines) by heading east, using the plane's magnetic compass.

As we near the course line the left-right indicator swings slowly from the right side of the dial toward center. Finally, when the left-right needle is centered, we know that we are on the course line drawn on our chart; then all we have to do is turn the plane in the direction the needle points whenever it is off-center. As long as we keep that needle centered, we will stay on course. The "to-from" needle says "from."

Don't worry about wind-drift, our omni takes care of that automatically, you remember.

When we're about half-way to Des Moines, we begin to plan switching from the Omaha omni station to Des Moines Omni. Looking at our chart we find that our next omni course, between DSM and Iowa City Omni is 80-degrees; the Des Moines frequency is 113.1 mc.

In order to prepare for that next "leg" of our flight, we will switch over to DSM ahead of time...dial 113.1 on the receiver...listen for identification signals...course selector on 75-degrees, the direction into Des Moines omni...

The "to-from" indicator now reads "To." The left-right needle is on center, because we're still on the course line from Omaha Omni.

Now we can relax again until we pass over Des Moines omni.

REPETITION

Over DSM, our "to-from" needle swings wildly - finally settling on "From." We set our course selector on 90-

degrees, note that the to-from indicator says "From," and set about centering the left-right needle again.

During the rest of the trip we repeat the procedure we used between Council Bluffs and Des Moines, passing over Iowa City Omni and Moline Omni (Davenport). At this point, if we wish, we can switch off our omni receiver. However; let's suppose haze prevents us from seeing Davenport Municipal Airport and we have to search for it.

Instead of following a railroad track or highway, or guessing the location of the field, we'll let omni find it for us.

A look at our chart tells us that, if we select an omni course 30-degrees "from" the station we will fly right over the field, but we know that our omni left-right needle will keep us on a course, which goes right across the airport. Simple, eh?

SOME PARTING HINTS:

Just keep this in mind: omni courses are fixed, just like section lines or railroad tracks. All you have to do to use omni is select one of these tracks, tune it in, and let the left-right indicator needle show you how to keep on it.

Keep this in mind, also: you don't have to fly from one omni station to another; you can fly to points in between, like Clinton, or you can fly to Perry, Grinnell, Sac City, etc. Pick any town, draw a line from it to the nearest omni station (within range, line-of-sight).

Caution: (1) always check Airman's Guide to determine whether or not the omni stations you plan to use are in service. They are shut down for maintenance occasionally. But, even though shut-down, they may be transmitting signals--false ones; (2) your omni receiver is reliable; as faithful as your home radio, but it could burn out a tube, etc. Carry air charts with you and keep track of your air position, even though omni does your hard work for you.

NEW PHONETIC ALPHABET ADOPTED

A new phonetic alphabet has been officially adopted by ICAO (International Civil Aviation Organization) for use by pilots in voice communications. This replaces the previous A-Able, B-Baker, C-Charlie, etc., which has become so well known to pilots who are occasionally required to spell their messages.

The new code became effective November 1, 1951, although the present alphabet may be used until October 1, 1952.

Following is the new code:

A-Alfa	N-Nector
B-Bravo	O-Oscar
C-Coca	P-Papa
D-Delta	Q-Quebec (Kibbeck)
E-Echo	R-Romeo
F-Foxtrot	S-Sierra (See-erra)
G-Golf	T-Tango
H-Hotel	U-Union (or Onion)
I-India	V-Victor
K-Kilo (Kee-lo)	W-Whiskey
L-Lima (Lee-ma)	X-Extra
M-Metro (or May-tro)	Y-Yankee
	Z-Zulu

NEW ENGLAND SECTION

NINETY-NINES

Bless you! You came and, I hope, you saw and you certainly conquered!

Everybody in New England who had anything to do with you wants you back again and I do hope that the start of the race will be from Lawrence next year! If so, yours truly shall try her luck.

If there are any complaints, will you please let me know? It is hard to try to watch everything and something may have slipped by.

I have received letters from many of you and you have no idea how much I have enjoyed them! In spite of all my duties, I did get acquainted with many of you who were names only before.

On August 2-3 we are having a fly-in weekend at Barre, Mass. Airport where our very efficient and charming Catherine Hiller is manager. There we shall talk about you all (there couldn't be anything but good things) and we shall plan for next year.

I shall answer all of your letters eventually, but it may take time.

Sally T. Driver
Governor, New England Section

NEW YORK - NEW JERSEY SECTION

We are pleased to introduce to the Ninety-Nines our new member, Yvonne Van den Dool, of Johannesburg, Union of South Africa. Yvonne has joined the organization through membership in the New York-New Jersey Section. Just as soon as four more South African girls become members, they may form their own section by making application for a charter.

Yvonne is quite a gal. She is a trained meteorological observer as well as a pilot but "at long last [she has] found a job as a full time pilot. I am flying into Basutoland - there are no roads there yet and the only means of transport is by air or by mule. The journey to Mashea, a native village in Basutoland, takes three days by mule and 35 minutes by air." ...The strip at Makhatlong, in the heart of the mountains, is only 700 yards, at an altitude of about 10,000 feet and there is a sheer drop of 1,900 feet or so on either end of the strip."

Yvonne's father is headmaster of Cottesloe School in Johannesburg and her mother is a school teacher. She has three married brothers who represented the Army, Navy and Air Force respectively in the last war.

Yvonne has won the Annual Sybil Starfield Trophy, the Evarard Steenkamp Trophy competition, and "Wings," a South African aviation magazine reports that she was judged to be "the most outstanding woman pilot of the year."

Her letters are most interesting and we offer her every encouragement and our best wishes for many happy landings.

Marjorie B. Davis

MIDDLE EASTERN SECTION

MEADVILLE CHAPTER
BY: Vega Ihnen

Due to vacations and other circumstances, there was no July meeting held, as originally scheduled. However, we do have some interesting news notes in lieu of the meeting.

Instructress Jean Swartwood and 49 1/2er Ron flew to Boston and back in their Cub Cruiser for the Annual Convention. Jean reports a wonderful time...a wonderful trip.

Jean also reports that Bob Nellsen of Nellsen, Inc., Rochester, N. Y., recently flew into Port Meadville in his cross-wind landing gear equipped CESSNA 170. Bob is husband of Jean Nellsen, a recent member of the 99's. She is a member of the Western New York Chapter, which is being re-activated.

Sunday, July 20th, fifteen planes of the Ohio Air Tour landed at Port Meadville on their return from Rome, N.Y. Bad weather prevented a larger number participating in this caravan, but Marge, Toby and Jean were on hand to greet the fifteen out-of-towners. They presented an orchid to the first woman pilot to land-Alice M. Puller, a Cleveland Ninety-Nine...a gold engraved pencil was presented to Mr. Yoder, pilot of a Stinson whose NC bore two nines! On top of all this were refreshments and a parachute jumper who made a beautiful landing [or is the word "descent?"] right on the field in front of the crowd! The program was completed with an exhibition of "how not to fly" by Port Meadville operator Holt. All in all, it must have been a wonderful day, and I'm just sorry more of us couldn't have been on hand to act as hostesses and spectators. Thanks - Jean, Toby and Marge.

Toby reports that there are three very clever white hats with navy blue 99 insignia for sale.

Our August meeting is scheduled to be at the home of Harriette Mosbacher. See you all then!

EASTERN PENNSYLVANIA CHAPTER
BY: Christine Siegl

June turned out to be quite a busy month with two meetings, one at Blairstown, N. J. and one at Allentown. Although a luncheon and swimming party was planned at Blairstown, the weather wouldn't cooperate and the only swimming done was along the highways, driving. The 29th was a little better so several went swimming at the Club Pool after the meeting at the White Farm Restaurant at Ellentown. It was decided at this meeting that I should be the delegate at the Convention and Doris Wetherhold the alternate.

The Convention turned out to be very exciting for us and it was too bad that more of the girls could not attend. We did see Augusta Robers at Teterboro on the way up, but were sorry to hear that she would not be going to Boston. I am sure that everyone had a very good time and out thanks to the many organizations that worked so hard to make it such a wonderful weekend, from the time we arrived at Teterboro for Brunch, to Sunday afternoon when we very reluctantly headed home. In fact we had such a good time that we left too late and had to stay in Bridgeport over night. At lunch on Saturday, Commander Donahue, President of the Aero Club of New England, invited all the girls who could, to stop in at Willow Grove for a tour of the field. Doris had to be back at work Monday morning but as I had an extra day, I decided to hop in the Mooney and run down in the afternoon. I don't think the Tower was very happy when I came squeaking in on 3105 but I finally did get in and had my tour including a stop at the Officer's Club for a much needed Coke.

Our next meeting will be at Dushman Airport, near York, on August 3. It sounds wonderful, an outdoor bar-be-cue and a swimming pool. What more could you ask for on a nice hot August day? Hope to see you all there.

SOUTHEASTERN SECTION

CAROLINAS CHAPTER
BY: Louise Smith

Home again after a trek of about 5400 miles back and forth across the continent, to Santa Ana, to Teterboro, and then to Boston for the National Meeting. And now Burnette Spencer and I---believe it or not---are making talks to Civic organizations and Civil Air Patrol. At long last our home town of High Point is interested in Aviation, in the Ninety-Nines and the Transcontinental Air Race.

The welcome the Ninety-Nines received in Lawrence and Boston was really something! The Carolinas had two members present, Betty Hamilton, Southeastern Section Governor, and myself--and of course, 49 1/2ers Hamilton and Smith. Wish more could attend the International Meetings--it's fun and so nice to meet so many Ninety-Nines.

Our next chapter meeting is to be in Columbia, South Carolina with the Shackelfords, out on Lake Murry. Hope every one will be there to hear about TAR and the Annual Meeting, to say nothing of the fun we expect on the Lake and on the "Spent-Rooster," the houseboat of the Hem-bels.

FLORIDA CHAPTER
BY: Mary Lee

Now just how does the chapter think that I am going to sit down and write a report on our meeting at New Smyrna Beach this past weekend, July 19-20, when my thoughts are still centered around our trip to Welland, Ontario on the International Race? I only wish that I had enough space to tell you all about it in detail. Let me see how much I can write before the editor begins "cutting me off."

I was flying as co-pilot with Elaine Mogelvang, our Chapter Chairman, in a Piper Clipper. We had flown the race together last year for the first time and found it to be such a wonderful experience that nothing whatsoever could prevent us from doing it again.

The journey from St. Augustine up to Welland was exciting for all of us and contained the usual unexpected incidents such as finding we could not make it from Charleston to Richmond without adding an extra stop for gas, and then finding that our speed was a little too great for the front moving northeast from Philadelphia at the same time that we were trying to get on into Westchester, N. Y. - our only required stop.

We spent that night with Betty Haas, who the next day turned out to be the winner, at her home in nearby Scarsdale. And the following morning we took our alligators out of the bathtub. put them back in their little

cardboard box on the back seat, and headed for Buffalo, N. Y. where we were met by Mr. C. S. Logsdon, Director of the NAA Contest Division. Following a quick hello and goodbye, he speeded us on across the Niagara River to Welland, Ontario, the terminus.

We were greeted by so many wonderful persons that I just don't know who to mention first. I was very happy to meet our International President, Alice Hammond, and Helen Anderson, our News Letter Editor, for the first time. It was a most welcome surprise to find them waiting there for us. From the moment we stepped out of the plane until our departure two days later we were just overwhelmed with the hospitality shown to us.

As you who have raced before well know, the return trip, although interesting, did lack the thrill and excitement we had traveling north. We found ourselves weathered in for the very first time, for two and a half days, and were unable to enjoy it since it delayed our return just long enough to prevent Elaine from attending the convention. However, we finally arrived back home, happy, tired, third place winners.

And the next time you see Elaine, just ask her how she felt the night she inadvertently tore up the \$400 prize check, mistaking it for the envelope containing her suitcase key!

And now let me say just a little about the meeting in New Smyrna. Among those present was Peggy Lennox whom I had not seen since the start of the race. As you know, Peg was unfortunate in that she ran out of gas up in Virginia and had been unable to finish the race. Also present was Pat Marshall to tell us about her new baby girl - the only one the Chapter can boast for this past year. For the second consecutive month we joined with the Flying Farmers for our meeting, danced late Saturday night and then all got up bright and early Sunday morning to enter the Triangular Cross Country Race. Unfortunately I had to return home early, but a wonderful time was being had by all when I bid them good-bye.

And now we are looking forward to our next meeting August 17 at the home of our Chairman, with swimming and a barbecue awaiting us.

TENNESSEE CHAPTER BY: Evelyn Bryan

Our Chapter was well represented in the AWTAR as well as at the International Convention. In the race we had two planes. Ruth Thomas and Dee Signor from Knoxville flew Ruth's Cessna 120, and though they were in the group who were unfortunate in getting weathered in at Wheeling, W. Va., they made a fine showing until that time. Evelyn Bryan and Patricia Burnett flew Evelyn's Piper Pacer and placed 13th down the list in the Official Score. All four of the girls reported a wonderful time.

The two members who attended the Convention in Boston were Evelyn Bryan, the Chapter's delegate, and Ruth Thomas. Dee Signor, who is a prospective member, went along as a guest. This was our first convention; we enjoyed it very much, and do not intend for it to be the last one.

Our Chapter Chairman, Cora McDonald, has been in Hattiesburg, Miss. visiting her parents during her vacation. She reports a fine time seeing old friends and her relatives.

Sarah Duke has been awfully busy all summer getting ready for the Women Flyers of America Convention which was held in Chattanooga last week. Sarah was chairman of this convention and has really worked hard.

It is expected that several from our Chapter will fly in the Tennessee State Booster Tour July 31 to August 3. Evelyn Bryan and Eddie Lee Griffin are planning to get in a large part of it. Georgianna McConnell and Helen Deason of Nashville will be in on the festivities in their part of the state. This event, which is always a great thing here, is sponsored by the Tennessee Bureau of Aeronautics and the Tennessee Wing Civil Air Patrol.

All members are urged to be present at the meeting to be held August 9-10 at Nashville. We hope to interest more women in the middle and western parts of the state in becoming Ninety-Nines. We are also inviting prospective members from Alabama and Mississippi to this meeting. Cora McDonald has made great progress toward getting a chapter started in those states.

All members in the Southeastern Section are on the lookout for the announcement of the next Section meeting. It will probably be held in Knoxville, Tennessee.

NORTH CENTRAL SECTION

ALL-OHIO CHAPTER BY: Jeanne Hunt

Pepper Ambus invited the All-Ohio Chapter of Ninety-Nines to her cottage on Cedar Point for the July meeting. Special guests included International President Alice Hammond and her 49 1/2er, General Lahm and Reinhardt N. Ausmus. Mr. Ausmus, an Early Bird, set up a small museum in Pepper's garage which included pictures and relics of early aviation.

Chairman Blanche O'Brien conducted a brief business meeting. Edith Harmon and Marge Miller, delegates to the International Convention, gave very interesting reports. Blanche O'Brien reported on the AWTAR stop in Vandalia. The possibility of starting the TAR in Dayton next year was discussed. This would be contingent on the convention being on the West Coast. A committee headed by Marge Miller will look into this. Others on the committee are Mildred Harshman, Jeanne Naatz, Ann Ash, Edith Harmon, and Jeanne Hunt.

Following the nominations for next year's officers, we heard a talk by General Lahm on his many years experience in aviation.

As usual, Pepper was the perfect hostess. She served a delicious lunch, made us feel right at home on her private beach, and encouraged frequent trips to the soft drink cooler.

Our newest brides were there, with their 49 1/2ers; Mr. and Mrs. James Sammon (Helen Patrick) and Mr. and Mrs. Robert Hansen (Helen Skjersaa). Congratulations to you both!

ILLINOIS CHAPTER BY: Jessie Gronowski

On July 20th, our monthly meeting was held in Elgin. First, the girls flew in to the airport, and participated in a bomb-dropping contest which was won by Florence Lacy. Our Flying Activities Chairman, Esther Noffke, is a hard-working gal, and managed this event nicely. From the airport, the girls were driven a short distance to the river where they were met by motorboat and ferried across the river to the backyard of Jessie Gronowski. From here, we get a beautiful view of the airport!! After lunch, we held an informal meeting to discuss committees and arrangements for the forthcoming Sectional meeting in Chicago, October 4-5. We have secured Congressman Peter Mack Jr. for the speaker for our banquet (he flew solo around the world in Bill Odom's Bonanza!), so make future plans to insure your attendance at this affair!

Doris Langher related her experiences on the TAR and we all sighed and wished we had been along. 'Twas nice to see Marge Raglin who flew all the way up from Galesburg to be with us.

Regina Devine is leaving for Northern Wisconsin for a few weeks...claims she works harder during her vacation than she does when she is teaching school, so I guess she needs this rest!!

We keep tab on some of our transferred members and hear that Dora Dougherty has her glider rating, and know that Hazel Wakefield was rooting for the TAR and Phoenix, and attended the banquet there, too.

More of our 99's making good news items - a half-page of the Women's Page in the Chicago Daily Tribune devoted to Sally Stremple's flying school, and pictures of Dora Dougherty, Dorothy Schumacher and Esther Noffke.

INDIANA CHAPTER BY: Joan Ferguson

The June meeting of the Indiana Chapter was held at Mildred Hurt's lake in Indianapolis on June 22. There were six members, 2 guests and a family in attendance. Doris Hurt [now Mrs. Patrick Powers] formerly of the Indiana Chapter, who married and moved to Texas, was there until 1:30, when she left on her return trip to Texas. Jane Shope brought a guest, Sophia Peyton, who has moved to Indianapolis from Columbus, Ohio where she was an All-Ohio 99. We hope she will transfer to our Chapter.

Tannie Schlundt got her private license last week, so now she can be a full-fledged member. We are proud of her as she did such wonderful work on our Sectional Meeting last spring.

Lois Whitney, our secretary, is expecting a blessed event in January. Hazel Cutler won the pot of gold

at the meeting, but wasn't there to collect. Dorothy Hendricks just returned from a visit home in Bowling Green, Ky. Betty Pettitt is flying home to New Jersey for a ten day visit. Dorothy Perry flew up in a Luscombe to visit Joan Ferguson for a week and they flew together to Lake Manitou. We saw Helen House Outcalt who runs the Rochester Airport and had a nice visit; Helen has been quite ill but is on the road to recovery. We all had a nice visit and were sorry we couldn't stay longer. While at the lake, Dorothy and I both got in some time on the Luscombe on floats. That really was a treat.

Charlotte Foland was over last week with the new arrival and he is a cute redhead, just like she is.

See you at Lake Manitou on the 17th of August.

MINNESOTA CHAPTER BY: Marietta Sonnenberg

Minneosta Ninety-Nines were saddened last month to learn of the death of their wonderful friend, 49 1/2 yr C. E. Knowlton, of Rochester, Minn. We know his spirit will be airborne forever, though he is buried here in the city he loved. He loved us all, and participated with his daughter Evelyn in all Ninety-Nine events. Before his death, he had the joy of announcing his daughter Evelyn's engagement to Robert G. Paige--a very nice fellow who has had an outstanding career in music and has now taken over the big job of managing the Knowlton Department Store. Ev and Bob plan to marry in October. Bob is a Minnesotan and his parents now live in White Bear Lake. And -- he's also interested in learning to fly!

New officers have been elected for the year 1952-53: Marilyn Kvalheim, Chairman; Audrey Baird, Vice-Chairman; Dorothy Anderson, Secretary; and Margaret Manual, Treasurer.

I would like to take this opportunity to thank the girls of Minnesota Chapter for their cooperation during the past year and the fun we had together as Ninety-Nines, and I pledge my help to the new officers.

A large group came to the regular July meeting at Virginia Shaw's beautiful Lake Minnetonka home, and raved about her tasty lunch. Present were Marilyn Kvalheim, Dot Anderson, Margaret Manual, Virginia Shaw, Marietta Sonnenberg, Marion Radke, Florence Scriver, Helen Masterton, Phyllis Schilling and Laura Black.

The Minnesota Chapter's weekend July 27-29 at Marilyn Kvalheim's cottage near Alexandriz will long be remembered since we had to locate a missing seaplane at 3 A.M.! Margaret Manual's Cub on floats dragged its anchor during a strong wind, clear across big Lake Ida and came to "rest" on a rocky, tree-lined shore! Quick action by the Ninety-Nines saved it from damage and the girls report only mosquito bites, scratches and loss of sleep. But what an experience! And all of us enduring terrific sunburns from too much swimming and boating.

Several girls are joining the Skywatch in the Twin Cities and Rochester, and Florence spends 2 nights a week, 4 hours a night in the air-filter center in Minneapolis...Laura has rejoined the St. Paul CAP as a captain in medics...and Helen Masterton is a captain in personnel...Phyllis recently gave blood to the Red Cross...and Virginia talked on aviation careers for girls at the St. Cloud High School this spring.

At the August meeting in Stanton, in what time is left after painting an airmarker, we will get some Link pointers from Margaret...Some of the girls hope to help again at the Minnesota State Fair booth of the State Aeronautical Department...Audrey is awaiting the stork at this writing.

Notes to Wisconsin and Kansas Chapters: We will look up our new state residents--Virginia Sheppard and Dottie Orttel, and hope they can meet regularly with us.

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

KANSAS CHAPTER BY: Helen Puffer

Our meeting in Independence on July 13th is the first meeting I can remember where we had not one 49 1/2er. Due to thunderstorms and generally bad flying weather the Ninety-Nines present were Anne Waddell, Margaret Ash, Bobbe Slade, Marge Cooper, Hortense Hackbarth and Helen Puffer. Helen had as guests her 24 3/4er Bobby and her mother, Pearl McLaughlin. Anne did an excellent

job of talking Mrs. McLaughlin out of becoming air sick on her first cross country flight.

The following men did their share in making Independence one of the nicest airmarking projects yet: Charlie Mack, Public Relations Director for Sinclair Pipeline Co. [Sinclair is to be thanked for the delicious sandwiches and drinks and a special type bottle opener and cap which they gave to each of us; they hangar five Bonanzas and a Cessna at Independence and they have a Dove coming soon]; Roger F. Johnson, who takes care of eight Elk Valley Alfalfa Mills; William H. Wagner, who operates the movie theatres in Independence; City Manager William Cavert, and the members of the Aviation Committee of the Chamber of Commerce, Roy Tibbetts, President of Sinclair, John Turmas with Dr. Pepper, Harrison Johnson, President of the Union Gas Co.; Bos Faler, the only lessee on the Airport, who supplied all airport facilities; Instructor Ed O'Rear of McKown-O'Rear Ins. Agency; Private Pilot Harold Butler, who owns a J-3 Cub; Private Pilot Robert Wood, a partner of Independence Glass Co., and student pilot Kenneth Martin, who owns a red Tcraft. Just exactly how it happened, we don't know, but somehow all the Ninety-Nines were watching, while the men did the work. Independence, in case you didn't know, is a long name to paint. Marge Cooper and Bobbe Slade succeeded in dodging thunder clouds to check nine more towns re airmarking. Hortense Hackbarth got to her first meeting since Christmas, while we were glad to see her, we're sorry she had to go home on the bus because of weather.

Two of our members have had nearly perfect attendance the past year. Anne Waddell missed only Topeka when she and Lowell were vacationing in South America. Helen Simmons missed Arkansas City, but only because it was raining so hard the birds were walking, and Independence when she was in Boston. 'I don't know if Anne's attendance record has anything to do with the recent purchase Lowell has made for her but if it does maybe some of the rest of us should do a little better and maybe we could be driving a grand new 1952 Cadillac convertible.

Guest day at Hutchinson has been postponed. The stork has chased out the man-made bird, and Velma Wilson and her 49 1/2er Russell are going to be host to the stork sometime in October.

Cards have been received from June and Bob Alter, who are vacationing at Squaw Valley, California. They rode the 2000 foot high ski lift and managed it without the aid of an aircraft. Cooling off in snow banks in July sounds interesting.

Helen and Roy Simmons attended the International Convention in Boston, representing the Kansas Chapter.

Bert Lowe is back in circulation again. She went back to work once after her operation, only to contract measles. We hope to see our redhead at all meetings now.

July 17th, Shirley Blocki and her co-pilot, 1st place winners in the 1952 TAR, and Doris Escret and Helen McIntosh, who placed second, came through Wichita on their way home after the race and had lunch with Bobbe Slade at Cessna.

July 19th, Margaret Ash entertained Jan and Marion Dietrich, who were on their way home after the TAR. They were among the girls who were weathered in at Wheeling, so couldn't finish the race. On Sunday evening, Bobbe Slade and Helen Puffer took them to dinner at the Dobbs House; Bobbe was unable to contact other Wichita Ninety-Nines to go along.

COLORADO CHAPTER BY: Donna Myers

Congratulations to the New York-New Jersey Section for the splendid way in which they entertain the "visiting firemen" at the Park Sheraton Hotel in New York - which included the contestants in the TAR - and the visiting Ninety-Nines. The cocktail party and the Awards Dinner were handled beautifully. And we had fun!

Congratulations to the New England Section for giving us a wonderful convention in Boston and for the arrangements made by them for the welcoming dinner at Andover, Mass. We had such a good time and wish that we might have spent more time in your part of the country - it is lovely.

Thanks from the Colorado delegates, Jane Nettleblad and Donna Myers, to the individuals who made our trip so

complete - that includes Barbara Evans, Ena Ayres, Peggy Norris and Muriel Steinel who made most pleasant traveling companions from New York to Boston and back. And thanks to the Governors of each Section, Sally T. Driver of the New England Section and Marjorie Gray of the New York-New Jersey Section.

We are sorry that not all of the Ninety-Nines could attend the convention - let's all make it next year.

The Colorado Chapter was most honored July 20 when our Governor, Ama Lee Jameson from Brackettville, Texas and Verna Burns, from the Texas Chapter arrived in town. We took them to the Aviation Country Club for dinner that night and had a nice visit with them. They left the next morning for Cheyenne Frontier Days, Cheyenne, Wyo.

Chairman Mary Collett is taking a vacation after her busy days in the Post Opera, visiting her family in Iowa.

Marilyn and Harold Nordstrom and 24 3/4er Craig are vacationing in the Colorado Rockies.

The August meeting will be a dinner meeting - Chinese food - at which the convention high-lights will be discussed, and we will honor our Colorado TAR entrant, Frances Warner.

The officers for the Colorado Chapter for the coming year are as follows: Jane Nettleblad, Chairman; Margaret Hughes, Vice-Chairman; Donna Myers, Secretary; and Frances Tepper, Treasurer. Committee chairmen will be appointed at the September meeting.

Jane and Donna spent some time in New York with Barbara and Ed Evans - after the convention - and also flew down to Washington, D.C. for a day and had lunch with Jean Howard - also took in all the sights in that city that can be crammed into one day.

MISSOURI VALLEY CHAPTER BY: Dorothy Reed

The Missouri Valley Chapter met in July at Weeping Water, Nebraska as guests of Jan and Neil Munkres. Jan met us at the airport and took us to her farm where we held our business meeting. After the meeting we were served a delicious dinner on the lawn - fried chicken, garden fresh corn and tomatoes, homemade pie ala mode, just to mention a few of the wonderful dishes served us! The Community Club of Weeping Water then took us on a tour of Weeping Water and local industries. We returned to the farm where Jan served us ice cold watermelon! How refreshing that was - especially so with the temperature topping 100 degrees!

The Kansas Chapter has invited the Missouri Valley and Greater Kansas City Chapters to join them at Concordia, Kansas the weekend of August 9-10, so we will wing our way to Concordia at that time for our August meeting.

OKLAHOMA CHAPTER BY: Ann Martin

That Sectional meeting at Lake Murray is drawing near - September 19-21. Be sure to reserve those dates, and watch your mailbox for special notices.

Five of our members, Imogene Arnot, Rita Eaves, Emily Frost, Broneta Davis and Velma Woodward, competed in their planes against five business men pilots of Stillwater, Okla. in a spotlanding contest on June 29, in connection with the dedication program for their new terminal. They won the contest by 865 points and were awarded a cash prize donated by Oklahoma A. & M. College.

One of our very new members, Jerry Cobb, who is an instructor at Downtown Airpark in Oklahoma City, entered her first races in the past month, and certainly made an excellent showing. She was awarded third place in the Skylady Derby and fourth place in the TAR, besides some leg prizes and special awards. Jerry reported royal receptions from start to finish in the TAR and a perfect time in New York.

Prizes awarded by Oklahoma Chapter to the contestants in the TAR, and the winners were: \$10 to Nancy Moore, pen and pencil set to Jerry Cobb, Lilly Dache gloves to Edna Gardner Whyte, cigarette lighter and holder to Adeline Maylen, compact to Lorene Misener, choker to Marjorie Blake, photograph albums to Edna Stennett and Erma Knowles, earrings to Dee Sidner, hose to Ann Rodgers, Erma Knowles and Margaret Callaway, pleaded hose to Jean Howard and Martha Boechle. scarfs to Ann Rodgers

and Rowena Burns, canasta cards to Shirley Blocki, \$25 each to LoWanda Gabriel and Evelyn Bryan, hat to co-pilot Fern Stiefler, contour pin to LoWanda Gabriel, blouse to co-pilot Patricia Burnett, and cigarette lighter and holder to Evelyn Bryan.

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

BAY CITIES CHAPTER BY:

Bay Cities Chapter held its July fly-in at historic Columbia, situated at the foot of the Sierra-Nevada Mountains. A first approach secret spot landing contest was staged, won by Miriam Brugh, Rosemary Gehling, Janet Buschman and Adele Chase, flying a Tri-Pacer. The prize, a case of peaches. Each member brought a picnic lunch.

This month's business meeting was held at the Club Casino in Daly City, with Rosemary Gehling as our hostess.

We welcome back Tommie Christian and Barbara Hector, who recently resided in Chicago.

Marion Barnich spent 3 weeks in Caldwell, Idaho. While there, she attended the wedding of her brother in Hugerman, at which event her charming little daughter Kay was flower girl.

Among our chapter members who participated in the AWTAR were Mayetta Behringer and Pat Gladney; Ray Misener and Anne Rodgers; Jan Dietrich and Lindy Boyes. Ruth Ruekert with her 49 1/2er and daughter Marsha were on hand at Santa Ana to record events on movie film.

Lou Kroll, her 49 1/2er Ted and children Jeanne Lou and Billy spent a Sunday picnicing at Pillsbury Lake. Also joining the party were Margarete Husted and 49 1/2er Ed.

SAN DIEGO CHAPTER BY: Maxine Smith

We are mighty proud of our TAR contestants. Chairman Claire Hale and Vice-Chairman Betty Lambert took third place; Betty Gillies and Barbara London placed fifth; Isabelle McCrae and Betty McNeil were the first to land at Teterboro for the race finish. Other chapter entrants were Lois Bartling, Mickey Young and Joan Lovett, Thelma Bishop with her daughter and sister, and LoWanda Gabriel and Fern Stiefler. Barbara London and Fern Stiefler are from Long Beach Chapter.

Chairman Claire earned her commercial license a few days before the race started.

Betty Gillies and Isabelle McCrae attended the international convention and report a wonderful time as well as

excellent business sessions. Enroute home Betty and Barbara were guests of Helen Mary Clark at Martha's Vineyard, where they also saw Nancy Love and several other Ninety-Nines and Ex-Wasps and Wafs, and brought Teresa James of Wilkinsburg, Pennsylvania to the West Coast in Betty's Navion.

Isabelle's sponsors for TAR, the Business and Professional Men of Lemon Grove, gave her and Betty McNeil a warm welcome home reception. They were met at Gillespie Field upon landing, escorted to Lemon Grove, and Isabelle was presented with an honorary membership in the Business Women's League, amidst clicking of cameras and cheers. Isabelle and Betty have also been guests on the local TV program, PEOPLE IN THE NEWS, since their return.

Mary Ring and Evelyn Briggs worked on the registration desk at Orange County Airport for the start of the race; Helen Dick, Dottie and Bob Sanders, Ernestine and Joe Stanley, Ethel and Oren Gainer flew to Santa Ana to cheer the contestants off on the 4th.

Claire Hale held the July business meeting at her home on the 25th, and new members Charlotte Wallace and Carol "Suds" Storts were welcomed. Charlotte is studying for an A & E rating, and Carol is a laboratory technician at Scripps Clinic. We were pleased to have with us Stella Hardin, one of the two remaining members of the Hawaii Chapter; and Teresa James, guest of Betty Gillies.

LoWanda Gabriel's race sponsor, Eagle Aerie Lodge, held open house and gave a dance to honor LoWanda, Fern and the other local race contestants, inviting the entire chapter.

Ruth Gamber and Dee Thurmond spent their vacation touring the Northwest, taking in Tacoma and Seattle, Washington, and Victoria, B. C.

Dodie Prario just returned from a two-weeks stay in Ohio, traveling round trip via Constellations, accompanied by her two youngsters. A fine way to travel reports Dodie, except the birds weren't flying and she spent 9 1/2 hours at the Chicago terminal holding both children.

Evelyn Briggs is taking a graduate course at State College this summer; Jacky Trenfel is devoting 3 hours per week to flying her Swift and practicing radio procedure; Assistant Secretary Marion Mishler is being married on August 30 to Bud Eurich; new member Suds Stortz expects Dottie Swain Lewis and 4-year old son Chigger from Palm Springs for a month's visit. Dottie is illustrator of the book WE WERE WASPS,

Reporter Betty Lambert is vacationing with her family in Canada until September 1st, so I'm pinch-hitting with items gleaned from the interesting meeting at Claire's, having recently returned from a fascinating tour of Mexico via auto.

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

The first recipient of the Belle Young Trophy for outstanding sportsmanship is Frances Warner of Denver, Colorado. The award, to be made annually by the San Fernando Valley Chapter in honor of our late colleague Belle, was presented by Chapter Chairman Margaret Standish at the Awards Dinner. Margaret, who also was our delegate to the convention, came in ninth at Teterboro in the TAR. Frances arrived 17th of the 19 who managed to clear the weather that kept 20 TAR contestants at Wheeling, West Virginia.

Among the weatherbound at Wheeling were Jean Parker and Katherine Wagner, who later reached New York. Lola Perkins, another of our four members participating in this year's TAR, came in 14th.

So to Frances Warner, for her sportsmanship, and our Chapter gals who flew the race, go proud congratulations from those of us who cheered from the sidelines.

Chairman Standish has this to say of the reception in New York and in Boston, "The gals were extremely fine. Everything possible was done to give us a warm welcome and pleasant participation at the convention."

SAN JOAQUIN VALLEY CHAPTER
BY: Frances Dias

A short business meeting was held in the Snack Shack at the Modesto Airport July 20. It was decided to dispense with our regular luncheon meetings and to meet later in the day. Those attending were Lillian Brown, Billie Wyatt, Hazel Zimmerman, Frances Dias, Laura Mae Crawford, Ev Hendley, Jean Vincent and Dottie Houghton. [Dottie Houghton is remaining with us and not moving to Colorado as previously announced.]

The airplane really proved itself a godsend at the recent earthquake disaster at Techachapi, Calif. It was completely shut off from the rest of the world except by air and "ham" radio. Hospital ships, food, water, and all emergency supplies too numerous to mention were handled by plane. What would this small community have done if it had not had an airport? A good argument to use the next time you hear of an airport being closed.

Summer in the San Joaquin Valley means heat and we must have it to ripen our abundance of fruit. Heat in the valley means fog on the coast, where we all want to go to get cooled off. Thus we are having our problems with our flying and the fog.

Billie and I flew to Santa Rosa recently via Piper Pacer to a 99 meeting at Sonoma County Airport. Of course we encountered fog at Napa, so we skirted it northward to Calistoga Valley and then through a gap in the mountains to the Redwood Highway, and via that highway to Santa Rosa, and then flew the railroad tracks 7 miles to the Airport. We arrived 10 minutes late. Anything to get to a meeting!!

Lillian Brown made a quickie flight to Nevada while waiting for the fog to lift in Watsonville, where 49 1/2er Ralph was very unwillingly waiting for her to pick him up in their Bonanza.

Laura Mae Crawford, 49 1/2er and 3 children departed by air July 28th for Seattle, Washington, where they will board a steamer for a 3 weeks cruise of Alaskan waters.

Ethel May Heiland and family have returned from a month's vacation trip to Kansas, Nebraska, etc.

Billie and I flew to Travis Air Force Base last weekend to attend a cocktail party and dinner dance at the Commissioned Officers' Club. This was a welcome home party held in honor of Margaret Calloway and Lindy Boyes who had just arrived home from the Boston Convention and the TAR. Major Richard Calloway was host to this wonderful party.

We are looking forward to our August meeting. It will be a swimming party at the home of Lillian Brown.

LONG BEACH CHAPTER
BY: Betty Loufek

Whee!! Our own chapter member, Shirley Blocki, took first place in the TAR, and Barbara London was co-pilot in the plane that placed fifth (Betty Gillies of San Diego at the controls). Boy, are we strutting! Last year it was Chapter Member Clair Walters who won first place.

Chapter members in the TAR were Barbara London, Shirley Blocki, Marjorie Blake, Donna Evans, Aileen Pickering, Fern Stiefler, and Edna Stennett.

Our chapter is vitally interested in the race--we'd have to be, with Bea Medes, Betty Loufek and Barbara London members of the Board of Trustees of the AWTAR, Inc., and the chapter co-sponsoring the start of the 1952 race. Not to forget publishing the Program.

We wish to announce that we have a supply of the 1952 Air Race Official Programs left over, and that we will sell them at 50¢ each - postage paid by us.

We are completely exhausted and are looking for a nice dark cave in which to recuperate. Know of any?

Our Chairman wasn't present at the July meeting, so we were not able to have a report on the International Convention.

Rita Gibson is transferring to our group from the Phoenix Chapter. At the July meeting we voted in two new members, Adeline Maylen of Lynwood and Mary Drummond of Santa Ana. Adeline flew in the TAR, her first, and Mary was Edna Stennett's co-pilot in the race.

Claire Walters had a 7 lb. boy on June 30th, and Iris Critchell had a little girl on July 10th.

CANADIAN SECTION

FIRST CANADIAN CHAPTER
BY: Dorothy M. Drew

To put our news in chronological order: -

Our Chairman and Secretary were on hand at Welland, Ontario for the finish of the International Air Race on July 5th, when Betty Haas flashed past the marker in her sleek blue and white Navion to win the race, with Dorothy Rungeling of our Chapter close on her tail. Lorna and Dorothy have given us a glowing account of the wonderful hospitality extended by Dot Rungeling, her 49 1/2er Charlie and the Welland Flying Club. Alice Hammond and Helen Anderson gave the judges and newsmen a surprise when they flashed across the finish line - the first ship in! All the Ninety-Nines present were interviewed by a roving radio commentator and the prizewinners have since seen themselves receiving their trophies on the newsreels. Dot Rungeling and her co-pilot Alice Little were invited to ride in the Parade of Champions at St. Catherine's, Ontario, the week after the race, and found themselves billed as "Canada's leading aviatrix and co-pilot."

During a whirlwind tour of Quebec and Eastern Ontario - taking the long way home after the convention - Gerry Mickelsen, Lucille Quamby, Helen Anderson and Margaret Callaway paid us an all-too-brief visit and added a definite international flavour to Dorothy Drew's report on the convention. Hope more of you gals across the border will take up Dorothy's invitation to visit Canada soon.