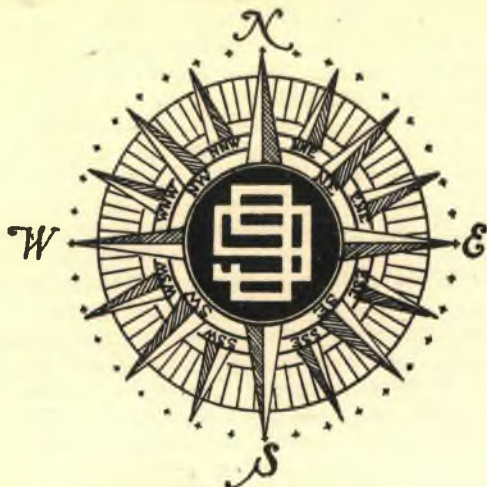


# NINETY NINE



## NEWS LETTER

February 15, 1942

NEWS LETTER EDITOR

Mary Nicholson, 333 E. 53rd St., New York  
City

Deadline---5th of Each Month

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### NINETY-NINES

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS  
*Affiliated with the National Aeronautic Association*

718 JACKSON PLACE, N. W. WASHINGTON, D. C.

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#### *National Officers*

Jacqueline Cochran ..... *President*  
630 Fifth Avenue, New York City

Bessie Owen ..... *Vice-President*  
175 Butterfly Lane, Santa Barbara, Calif.

Fanny Leonpacher ..... *Secretary*  
P. O. Box 432, Lafayette, La.

Jeannette Lempke ..... *Treasurer*  
1111 E. Genesee, Saginaw, Michigan

★

#### *Executive Committee*

Jacqueline Cochran	Bessie Owen
Fanny Leonpacher	Jeannette Lempke
Ethel Sheehy	Jimmy Kolp
Betty Gillies	

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### WOMEN PILOTS ELIGIBLE FOR MEMBERSHIP TO BE CONTACTED

On October 1, 1941 there were 3,250 licensed women pilots in the United States. Of this number 190 were commercial, 13 limited commercial, and 3,047 held private licenses. Undoubtedly the 99's could gain added stimulus if they were able to contact these pilots as only 875 of the number are members.

Lists of eligible women pilots are being prepared to be sent to each Governor and Chapter Chairman, and the Governors of each section are being notified of the availability of the lists so their opinions as to how the lists should be used may first be obtained.

A decided increase in the membership is hoped to result from the survey. Local chapters should begin to make plans for contacting these eligible women pilots in an effort to strengthen the 99's and at the same time advance American aviation interest. Let's "Keep 'em Flying".

### NINETY-NINE MEMBERSHIP BOOKLET FOR 1941-42 TO BE PUBLISHED APRIL 1

The Ninety-Nine Membership booklet which is being compiled at National Headquarters, will be ready for release about April 1.

This new booklet will contain not only the names and addresses of all members but will list their ratings and classifications. All officers and charter members will also be recognized.

### AVIATION MECHANIC PROGRAM UNDER DISCUSSION

There has been some discussion that women ought to have the opportunity for training under the Government's aviation mechanic program. Opinion has not been solidified on this subject in Washington.

Letters to your congressmen stating that you favor equal opportunity for women would be helpful.

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In a search for new ideas the thought has come to mind that Chapters might wish to provide a cut for their chapter news. If you believe you have some original idea worth using, Headquarters will welcome your contribution.

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## WESTERN WASHINGTON CHAPTER

By Reta Sutherland

Hello Girls! Greetings from the Northwest. We may be grounded again, but we certainly have not given up hopes of flying. We only have to cross the Cascade Mountains to find a flying field, and the girls are all planning on taking a little sojourn to that area. A 99'er will never lose her certificate, just because flying is hard to get!

We hear that Bessie Holliday is moving her training school to Ontario, Oregon. Good luck, Bessie, and lots of flying weather.

I personally invite each of you as my guest to view this beautiful country. Mt. Rainier stands so majestic on my left, with beautiful Puget Sound and its Islands to my right, and all around us a barrage of balloons. If they would only put an observation seat on each Balloon, the Washington 99'ers could all be in the air, and have enough left for a representative for each of the other 47 states.

Our Governor, Irma Wallace, is working overtime, on the "pep" committee. Her slogan is, "Keep your chapter interest and activities up, girls."

A chapter meeting was held at Clayton Patterson's home Thursday evening. There were 31 guests present and a motion picture of many countries was shown. We were shown Northwest Airline's picture "Flight Plan." We also had a "peep" show. You should ask Clayton about that.

Dorothy Schindele is now one of the Seattle girls. We are glad to have you with us, Dot.

One of our big problems is: How long will Lucille Fischer be with us? Her fiance, Hart de Mers, who is with Pan-American, left for Fairbanks today.

Another secret. Since cupid moved into Clayton Patterson's home, she is soon to acquire a lovely daughter. She is Shirley Fleetwood, and she is a flyer, too.



## LOS ANGELES CHAPTER

By Hilda Jarmuth

This chapter had a most interesting meeting in February when our National President, Jacqueline Cochran, was our guest speaker. Vice-President Bessie Owen was also present, and for the first time in a long while, the East and West were together. Also our section and chapter officers were on deck.

There were present women pilots from this area who were not 99'ers, but interested in present day activities for women in aviation.

Jacqueline gave a most informative talk on the women ferry pilots of England, telling how they were trained in Canada, the type of planes they flew and what their duties were when once in the service.

There were many enthusiastic inquiries from the girls present, and we hope that before too many of them become discouraged American women will be given a chance to train here in the U.S.A.

Flying here is somewhat at a standstill (Los Angeles area) but we are interested in other chapter's flying activities. So, come on, gals; give out with your flying news. At least we can enjoy reading about it. Happy landings!

## BAY CITIES CHAPTER

By Rita Hart

Very little flying activity on the calendar for this month. Our girls are busy building up a reserve of ground school training. Margaret Campbell is still plugging away on the navigation. Helen Ashley is fitting nuts and bolts. Adele Chase, Dorothy Chamberlin, Margaret Campbell, Mary Bowles, and Helen Ashley have obtained their radio-telephone operator's licenses. Helen Zimmerman has moved to Tuscon, Arizona with Harry Sharis's school. Mary Bowles has been in Reno, building up flying hours. Margaret Campbell and Helen Ashley flew Margaret's Kinner Sportwing to Reno a week ago. The ship will be used by Gustafsen's School, Margaret retaining the right to fly it, if and when, she can get to Reno.

Lillian Andersen had her license renewed so her troubles are over temporarily. Marjorie Fauth is still doing heavy nursing duty. 49½'er Jerry was moved home from the hospital last week and will have a month of convalescence before returning to the daily grind.

Ruth Rueckert entertained the 99'ers at her home for the February meeting. Buffet supper and much fun as usual at Ruth's parties. Ruth Rueckert and Ruth Wakeman are both very busy women at the GAP offices.

We would like to present an orchid to one California woman who is tops in her profession--Mary Tornick. She is teaching navigation to 400 Army students. This will not come under the heading of Chapter news as Miss Tornick is not a 99'er. It is just an acknowledgment of the brilliant record of one western woman who has no time to enjoy our California sunshine. She is too busy burning the midnight oil.



## SOUTHERN WISCONSIN CHAPTER

By Dorothy Evans Bryant

The 99'ers in Madison started the month right with a group going to Chicago to write the restricted radio-telephone exam. Now three neat permits adorn the airport wall with names reading Mrs. Melba Beard, Caroline Pandolfi, and Dorothy Evans Bryant. Marion Albright came over while we were there; it was grand seeing her. We finished this eventful day, Caroline Pandolfi, Joyce Hines and I, by driving--instrument weather--to Milwaukee for a chat with Carol (Tiny Reiss). She reports flying every flyable day.

At our last meeting we voted to enroll and co-operate 100% with the GAP. A check finds all applications in, with the exception of Mary Belle Ahlstrom's, which she says goes in this week. Barbara Fisher was hostess at this meeting, and Mrs. Beard guest of honor. More news about this later.

February 21, my day off, Baby Butch (the Taylorcraft) and I took Mary Belle Ahlstrom to LaCrosse, a 3-hour trip and found a very snowed-in airport. We wanted to see our LaCrosse member, Gladys Boynton, but failed to contact her.

Other activities include a special course in meteorology for pilots, at the University of Wisconsin, which is occupying Caroline Pandolfi. First Aid for Caroline, Mary Belle and I, and a home nursing course for Mrs. Beard.

● INDIANA CHAPTER

By Bertha Topping

At our last meeting which was held in Terre Haute, we decided to sell chances on a \$25.00 Defense Bond to make a little money and decided to have the drawing at the following meeting. The meeting was postponed on account of the Mock Air Raid on Indianapolis since nearly every person with a pilot's certificate wanted to fly in the Air Raid; but after the raid was over all the girls who could stay over for awhile got together and held the drawing of the lucky number.

Your reporter was so happy to meet two of our neighboring state 99'ers Brownie Luscombe and Ann Bradbury from Louisville who had flown up to Indianapolis to participate in the Air Raid Manuevers. It was thrilling to see all the 99'ers there that day, February 22.

Here in Terre Haute we had our first CAP meeting last Sunday, March 1. Helen Daniels flew her Taylorcraft and Jesse Von Leer was her co-pilot. I flew our Cub Coupe and had 49½'er Charles White for co-pilot. Lillian White flew a Cub Trainer and had Tom Smith as co-pilot and Marie Thompson flew her Stinson and was leader of the flight. It was lots of fun and we didn't see a single spy.

The committee in charge of the Defense Bond sale certainly came through in fine style and are to be congratulated for their grand work. Patty Shea, Doris Schory, Helen Daniels and Claudia Smith made up the committee. We cleared \$19.05 on the project.

Hope everyone will be at the meeting in Indianapolis, March 15, when our hostess will be Ruth Colwell.

● ILLINOIS CHAPTER

By Jerry Truesdell

Our last meeting was held at the home of Tyi Barnes who really wined us and dined us for fair. Tyi is working hard for a Commercial and then will shoot for an instructor's ticket. We wish her luck. The meeting at Tyi's house brought out scads of people whom we haven't seen for awhile. Sometimes it takes a war to get people back into the fold again.

Most of our members are getting their restricted radio telephone licenses and most of us have now been sworn into the CAP. Many are in the throes of learning Military Courtesy, First Aid and drilling "for troops without arms."

Gretchen Gorman is now managing the Kunau Aeronautical Service, since Kurt Kunau left for Florida to teach Army students. If anyone wants to buy a Porterfield, let Gretchen know because she is anxious to get rid of a few.

Forgive your reporter this time for her brevity but news is scarce and I am writing this in bed, and somehow the news--just--slips--away..."Bye".

● ALL-OHIO CHAPTER

By Helen Ernst

The February meeting of the All-Ohio Chapter was held in the Statler Hotel, Cleveland, February 10. It was of especial interest to us for we had with us our National President, Jacqueline Cochran. We were all thrilled to hear about her work for the British government.

One of our newest members, Elizabeth Whitman of Toledo, has brought another 49½'er into our fold.

His name is Joseph E. Davis. Although he is not an air-addict, he encouraged Elizabeth to continue her flying by giving her, as a wedding gift, the money which will enable her to obtain her commercial license and instructor's rating.

Ruth Stoneman, Chagrin Falls, and your reporter passed the examination for restricted radio telephone operator's license; and we are anxiously awaiting the arrival of our verification cards from Washington.

● WESTERN MISSOURI CHAPTER

By Elizabeth Foley

Activities of the 99's in Western Missouri were somewhat curtailed during the month of February in order that members might have opportunity to take active part in the organization of CAP. The chapter has been outstanding in this work, with members being called upon for dependable jobs, and one in particular Marie Page, having been elected Transportation Chairman for the Municipal Airport Patrol. At a breakfast held February 8 at the Airport Terminal, the group elected Virginia Garst, President of the chapter, flight leader for the 99 Flight Squadron.

Members of this chapter were sorry to learn of the closing of the Jacobson School at Municipal Airport. More than half the group received their flight training from the owner, Lt. Joe Jacobson, who is now in the Army Air Corps.

Individuals who have been making flights during the month were: Grace Harris and Marie Page who flew a Culver Cadet to Quincy, Illinois for the weekend of February 21; Mrs. Page and Florence Winslow who flew the same ship to Topeka, Kansas, March 1; Helen Hayward who made a quick hop to St. Joseph, Missouri in her Luscombe. Nathalie Nafziger is spending several weeks in Palm Beach, Florida, and Florence, South Carolina, where she went to visit her boyfriend Private William W. King. Private King is stationed at the Florence Air Corps base. On her return trip Nathalie stopped over in Washington for a visit to Headquarters.

The regular monthly dinner and meeting was held March 5, at which time prospective members were chapter guests.

● EAST KENTUCKY CHAPTER

By Mary Edith Engle

The Lexington 99'ers held their February meeting on the 12th at Mary Edith Engle's home and had quite a pow-wow over plans for the CAP. With "Cokie" Cocanougher as Adjutant and Elizabeth Hall, Wing Commander and the rest of us taking an active part we feel that CAP is very much our own. We have drill meetings once a week and you should see us trying to keep up with the long-legged boys in marching! We are going to take up Red Cross first-aid beginning next week. Now that we have all been reinstated we intend to show the boys how formation flying is done, too! We plan to take up more CAP training at our next meeting.

Mary Ford Kelly has deserted us. She was afraid something might happen on the coast that she would miss so she has gone to California to be with her family. We hope she'll be returning soon 'cause we need her in our formation flying to say nothing of the fact that she is our reporter and Sec.-Treas. of our N A A chapter.

"Cokie" Cocanougher is working hard on her instructor's rating. It won't be long now, if we know "Cokie"!

Dixie Morris and Mary Edith Engle went to Fla. in January with their 49'ers but they had to go by trailer on account of those "little yellow men", much to their disgust. They hoped to go to the 99 meeting but it was called off too on account of the war.

We hope that before many moons our entire group will have their radio operators licenses. We are working hard on them now. We want to extend an invitation to any gals in our district who are eligible to join the 99'ers to come to our meetings. We have them the second Thursday of each month.



#### OKLAHOMA CHAPTER

By Wendy Farmer

Saddest news of the month is the losing of Malcolm Clarke to the faraway state of Florida. We hope Miami takes her in hand and treats her as royally as possible.

We have definitely decided on the El Charro restaurant for our monthly meetings from now on. Mr. Ralph Cooley, Luscombe Distributor from Ponca City flew down with Paula Loop on Sat., January 3 to attend the statewide CAP meeting in Oklahoma City which was called by the state Commander, Moss Patterson. He told us more detailed information about the group at our breakfast Sunday morning.

Hellon Gandy is now fully recovered from her last month's operation and is back with us full of energy and ideas for the spring meetings.

Jean Gibson from the University of Arkansas was a special guest.

Paula Loop is still recovering from the thrills she encountered while flying that new Luscombe back from New Jersey by herself.

We decided to order the prescribed radio pamphlets and have a good discussion and study of the questions and answers for our next month's program.

We plan to make a big regional meeting in Tulsa the first weekend in April and invite members from Arkansas and Kansas. Anyone else interested will be welcome.

#### ● MISSOURI VALLEY CHAPTER By Dorothy Broadfield

The past few months have had all 99'ers feeling like a flock of dodo birds; however, almost everyone in our chapter has been reinstated by now.

Everyone is busy in defense work with first aid classes and plans for CAP Training under way. Last few meetings have been given to the study of meteorology, navigation and map reading.

A luncheon was held in honor of our chairman, Betty Green, who's 49½'er has a commission in the army.

#### ● NORTH LOUISIANA CHAPTER By Frances Hodges

The North Louisiana Chapter was honored by a visit from Fanny Leonpacher this last month. She came up from Lafayette for our February meeting at Gail Wilbur's. Her visit made us feel that we were really 99'ers. She helped us with many of our problems and approved the things we had been doing.

After our business meeting, we continued hangar flying for some time.

A few of the girls have nearly finished studying for their restricted radio-telephone operator's permit. About half the girls are taking their first aid courses or have already completed them. All of us are anxiously awaiting the developments in the CAP and want to help as soon as we can.



#### NEW ENGLAND CHAPTER

By C. M. Sheridan

The news this month certainly is spotty. Ruth Hamilton is back on duty at Revere Airport after a delightful three weeks vacation at Miami. What a tan!

Marjorie Davis tried flying at the fine new airport at Beverly, Massachusetts and was enthusiastic about it.

Jean Adams Cook and Margaret Kimball Harsh are putting finishing touches to the book on which they have been collaborating on--all to do with women in aviation.

Jean and her husband, Rodney Cook, are going to visit the Sikorsky plant.

Daisy Kirkpatrick and husband, Harny, flew a Stinson on the recent Sportsman Pilot cruise. Private fliers are allowed to practice take-offs and landings at the East Boston airport. Moya Mitchell was over the other day taking advantage of the privilege. She flew a Fairchild. Florence Cates tried it in a Stinson Voyager.

Ruth Nichols was a visitor at the airport--there for a conference with Gordon Prince, head of CAP operations in New England.

Ruth Ingalls Castendyk has gone to New Hampshire to do some real flying.

Our next meeting is on March 18. Here's hoping we then hear from New Hampshire and Maine!



#### NEW YORK-NEW JERSEY SECTION

By Mary Nicholson

March 9 about 40 members turned out to fill Miriam Blagden Crocker's home. Beckwith Havens, Wing Commander of the Civil Air Patrol for New York State was speaker.

The next meeting will be held March 23 and discussion will be on the starting of classes in First Aid and other ground subjects for credit in the Civil Air Patrol.

Betty Schmidt is teaching at the airport in Bloomsburg, Pa.

#### ● CONNECTICUT CHAPTER By Mary Lee Wilkerson

If you ever sat in on an engineer's smoker you have doubtlessly experienced exactly our feeling at the February meeting at Trinity College, when J. G. Lee, Assistant Director of Research at United Aircraft, talked with us on "Design and Future Trends of Aircraft and Engines".

We put on our thinking caps and assuming all the authority of an ideal league of nations decided that 600 m.p.h. was the approximate maximum velocity for an airplane as the speed of sound is 750 m.p.h.; that bullet proof pressurized cabins are essential; a practical range for an airplane is 10,000 to 12,000 miles; the h.p. of an engine and size of an airplane are practically unlimited, but both are curtailed by weight and cost; numerous propeller and intercoller problems arise at high altitudes; magnesium and plastics are new and up-and-coming materials, but beryllium shows only slight possibilities; and transports should be rugged, dependable, and relatively slow.

Then Mr. Lee cross-examined us with questions such as to what should be the type of family airplane, how we could overcome weather difficulties, and how practical is flying. And so on, far into the night.

Five of the Hartford girls, Edith Descomb, Elise Owen, Lois Hollingsworth, Bella Heineman and Mary Lee Wilkerson have joined the CAP in charge of Ed Pollock. They meet every Tuesday and Thursday from 7:30 to 10:30, bedecked in slacks (soon military uniforms) and drill, take courses in navigation, meteorology, first aid, and airport protection.

Latest news bulletin: Elise Owen just passed the written examination for her commercial license. Congratulations, Elise!

#### NEWS FROM PEARL HARBOR

The following messages have been received at Headquarters from 99'ers in Honolulu.

Mrs. Marguerite Hunter Gambo, of the Gambo Flying Service writes:

"I was proceeding with plans to organize a chapter in the Islands, but as you know things were changed abruptly, and flying is now suspended.

Shortly after the War I was able to make three trips to the Leper Settlement with supplies, but now all civil flying except Air Carrier is completely suspended. Since I am not needed locally and have closed my school for the duration, I would appreciate any information as to employment of some nature where my flying experience would be useful. I am now attending school at Hawaiian Airlines preparing for an instrument Rating, which should add to my Commercial License. I would be interested in teaching or doing anything that would be of assistance during the present emergency. I am expecting to leave for the Mainland via the first available means."

Cornelia Fort also writes:

"Dear 99's:

I was instructing here in the islands when the Japanese paid us a surprise visit in early December. I was especially angry at them for blasting my beautiful job right out from under me. I happened to be in the air when they arrived and one pilot nearly blasted my plane out from under me too. That was about as exciting a fifteen minutes as I ever want to spend.

Of course all civilian planes and pilots were grounded as of that date. Most of us are trying to get back to the mainland, feeling that as pilots we should be able to serve our country a little better than as trench diggers.

However none of us know what the civilian flying situation is there or what we will best be able to do. So it is as a woman pilot who has 1000 hours, over half of which is instructional that I am writing you. Surely they must plan to use us, as well as men. All of us here were considerably cheered by the President's demand for 60,000 pilots, thinking that for such a fabulous number of trainees there would soon be forthcoming some plan to utilize those of us, male or female, who have been instructing in civilian life.

But as no plan has been forthcoming as yet I wanted to find out if you knew anything. I no longer have any reason to stay here and every reason to come back to the mainland. While I am on the West Coast I know there is surely some one I should see who could give me advice or a job but I haven't the least idea who it would be.

I am willing to instruct more anxious to ferry. Having talked to a great many Army and Navy pilots while here I know there is no reason why we women couldn't ferry as second pilots. It seems to me that they are fairly slow in showing any eagerness to use civilian pilots of either sex. I don't see how they can disregard our experience such as it is, especially as there are so tremendously many fronts to be patrolled, so many pilots who will need primary training, so many ships to be ferried, so much freight and personnel to be transported.

Whatever came of the plan to give women instrument training, of the plan to form us into a cohesive unit such as the one in England which has been so successful?

If you have any ideas which I could further on the West Coast or any people who could help me, please write to me c/o Sanford Lowengart, M. Seller and Co., San Francisco. I should be there within the next few weeks.

Otherwise write to me c/o Riverside Drive, Nashville, Tennessee, which is my home address.

I am perfectly willing to come to Washington and help in any way any plan which has its goal using women pilots. After all one of the reasons I learned to fly was so that if a war came I would not have to knit."

Such is the feeling manifest by members in Hawaii. Let's lend a helping hand!

#### LINK TRAINER COURSES OPEN TO WOMEN

Members in the Louisiana, Texas and Arkansas chapters have received information from J. B. Jaynes, Superintendent of Safety Regulation for the Department of Commerce, at Fort Worth, regarding link trainer instructors courses.

Anyone else interested in this course may write him at P. O. Box 1689, Fort Worth.

\*\*\*\*\* NEW LICENSES --- HIGHER RATINGS \*\*\*\*\*

FLIGHT INSTRUCTOR: Kathryn Sauerberg, Iowa.

COMMERCIAL: Mrs. Fanny M. Leonpacher, Ninety-Nines Secretary has just passed her written tests.

Amelia Earhart

Memorial Scholarship Fund

NOTICE TO GOVERNORS AND CHAIRMEN

Where are my bank captains?

Will you please let me know the names and addresses of those members whom you have appointed as Bank Captains? So far, I have only received seven names and we have 39 chapters. The following are the names I have received: Hellon Gandy, Oklahoma; Gale Gahagan, New York City; Gladys Lacey, Tennessee; Ruby Light, South Dakota; Mary Reifschneider, New Jersey; Elsie Smith, Michigan, and Stella Traber, Georgia.

I have been holding off writing to these girls in the hope that I could get a form letter out but instead I have had to write a letter in long hand to each one, which takes time and energy, when cooperation would have eliminated this. The work at my end is quite difficult, but I love it as I feel the cause is justified. However, success cannot be won single-handed.

Let us not kid ourselves! Women on the whole are not going to get many breaks in flying now-a-days. In view of this, all the more reason why the 99's should show they mean business by building up their scholarship fund and let the world know they are going to go on doing something worthwhile in aviation even if they cannot fly as they used to.

The judges last year, one and all, applauded our efforts towards the scholarship and said at last the 99's were doing constructive work. Let's live up to that opinion and prove their judgment was correct.

Last year's banks are not all in; they should be. Of course, if there is only a slight tinkle to be heard, keep them until filled but fill them.

The Middle West has been doing its part nobly. The Missouri Chapter set a fine example, having given a Hangar Dance and sent a check for \$50 to the fund. The Tennessee Chapter turned in \$33.14.

Come on members! A penny a day is not very much.

Alma H. Harwood  
Chairman

★ Here's how the 99'ers learn to fly!

Marion Bullard in her column entitled "Sparks" writes the following concerning Ruth Franckling, 99'er from Woodstock, N. Y., after relating how she rescued her from the ditch and in doing so showed her aptitude with machines. Why don't you learn to fly. The Answer was, "Haven't the money.". Would you like to? She said "Yes". Mrs. Bullard began to try to stir up the Kiwanis in Kingston. Scholarships were being given to local boys but she was told -no girls- however they were sympathetic and would see what might be done.

Ruth didn't wait. She walked into the Kingston Airport one day and said she had the money but not the time. Well--she got hold of the time by getting up early in the morning and looking down upon the sun while it rose. She has worked and studied and plugged hard at her aviation job. Now--look skyward, Woodstock, Our own Ruth is on her way flying high!

NEW AND RENEWAL \*

Members

CHAPTERS 39

MEMBERSHIP 875

SOUTHWESTERN SECTION

Mrs. Helene Bennett, Box 650, Yuma, Arizona  
Sheila D'Nelly, 259 19th St., Santa Monica, Calif.  
Elizabeth Hayward, 2900 Blanche, Pasadena, Calif. \*  
Mrs. Peggy Potter, Box 1274, Avenal, Calif. \*

NORTH CENTRAL SECTION

Marcella Allen, RFD #1, Pontiac, Mich. \*  
Mrs. Maurine Bryant, E. Main, Petersburg, Ind. \*  
Betty Cox, 300 W. Armour, Kansas City, Mo. \*  
Betty Cull, Jennings, North Vernon, Ind.  
Gretchen Grable, 3199 S. Moreland, Shaker Hts., Ohio  
Jean Greenham, 2144 3rd St., NE, Canton, Ohio  
Marion Jackson, 15515 Oakhill, E. Cleveland, Ohio \*  
Jane Ray, 8800 S. Wabash, Chicago, Ill. \*  
Mrs. Virginia Voyles, 1409 E. Main, Petersburg, Ind.

SOUTH CENTRAL SECTION

Mrs. Opal Ferguson, 114 1/2 W. 9th, Coffeyville, Kans. \*  
Mrs. Neoma Hill, 1305 Plass, Topeka, Kans.  
Jean MacRae, Lafayette Charity Hospital, Lafayette, La.  
Mrs. Eileen Root, 4736 E. 7th, Tulsa, Okla. \*

NEW YORK-NEW JERSEY SECTION

Jean Bothwick, 212 Marion, Rochester, N. Y.  
Barbara Poole, c/o Hangar Club, Paramus, N. J.  
Harriet Urban, 77 Lexington Ave., Buffalo, N. Y.

MIDDLE EASTERN SECTION

Florence Smith, 722 Innis St., Oil City, Penna.

SOUTHEASTERN SECTION

Miriam A. Shelden, 406 Lake Dr., Greensboro, N. C.

Charter applications still have not been received from the following chapters:

Florida; North Dakota; Eastern Oklahoma, and Western Washington.

Also the following officers have not renewed their memberships to date:

Mary Punton, Sec.-Treas. of the North Dakota Chapter; Helen Kinnaird, Vice-Chairman, New Mexico Chapter; Mrs. Mary Parker, News Reporter for the New Mexico Chapter; Sally Duncan, Chairman, Kansas Chapter; Helen Massey, Sec.-Treas., Kansas Chapter; and Virginia Nordlund, Sec.-Treas., Eastern Oklahoma Chapter.

In existing vacancies Kansas promises an election soon, and the Minnesota Chapter seems to have dropped out entirely. This leaves New Mexico and Eastern Oklahoma still unaccounted for. May we hear from you soon?

CIVIL SERVICE EXAMINATIONS

The Civil Service Commission has announced the following examinations:

Junior Aeronautical Inspector (Trainee), \$2,600 a year.

Air Safety Investigator, \$3,800 a year.

Rates on salaries for Ground School Supervisors have changed from \$2,900 to \$3,200 a year.

Senior Flight Supervisor, \$3,800.

Maintenance Supervisors \$3,500 from \$3,200.