

# THE NINETY - NINES, Inc.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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



## NEWS LETTER

FEBRUARY 15, 1953

DEADLINE  
1st of Each Month

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## PRESIDENT'S COLUMN

February 1953

DEAR NINETY-NINES:

Through the courtesy of Mr. John C. L. Andreassen, Chief of the Aeronautics Division of the Library of Congress, whom I met at the briefing luncheon of the National Committee on the Commemoration of the Fiftieth Anniversary of Powered Flight in Washington in December, we are privileged to publish in this issue the remarkable picture of the actual first flight of the Wright Brothers at Kitty Hawk, N. C. on December 17, 1903! (Did you know that copies of our News Letter go regularly to the Library of Congress? I was most flattered to learn from Mr. Andreassen that he actually reads them!)

While on the historical side of flight, I thought it would be fun to see what the girls have done in the month of February through the years that might be noteworthy, and came up with these interesting facts: On February 11, 1929, Evelyn (Bobby) Trout, who was one of our charter members later that same year, set a woman's solo endurance record of 17 hours, 5 minutes, 37 seconds! In 1932 on Valentine's Day, Ruth Nichols, another Charter Ninety-Nine, set a new world altitude record for women - 19,928 feet. On the 28th of February, 1934, Laura Ingalls took off from New York on her famous 17,000 mile flight around South America, including a solo flight across the Andes. Ione Coppedge and Josephine Garrigus set a women's world altitude record for light planes in the third category of 15,252.579 feet on February 11, 1936. Ione and Laura were Ninety-Nines.

This summer the Civil Air Patrol and the University of Colorado will again co-sponsor an Aviation Education Workshop for teachers at Boulder, July 23-August 26, and again graduate and undergraduate credits will be given for the five week course. The \$160 fee includes room, board, tuition and all necessary books and materials. The Workshop is planned for teachers of Aviation in the Elementary, High School and Junior College levels. 115 teachers from 28 states and Hawaii and Alaska attended the 1953 session, which was so successful that preparations are under way to double the capacity for the 1953 enrollment. JEAN HIXSON, 1948 Amelia Earhart Memorial Scholarship winner, one of those at the 1952 Workshop, writes, "It was wonderful - far beyond my greatest expectations!"

What a fitting recognition of the Fiftieth Anniversary of Powered Flight it would be if some Ninety-Nines Chapters and Sections would provide a scholarship of \$160 to send an aviation education teacher from their area to this Workshop! The ever-widening influence of such an Air Age Education project cannot be over-estimated. How about it, girls?

You know, now that the Winter Weather Doldrums will soon be behind us so we'll be able to spend more time in the air, we might review these Ten Commandments for Safe Flying, full of wisdom for us all:

1. THOU SHALT NOT BECOME AIRBORNE WITHOUT CHECKING THY FUEL SUPPLY: It takes only a few minutes to gas up. . . and it may save you a forced landing.
2. THOU SHALT NOT TAXI WITH CARELESSNESS: Taxi slowly, making S turns to clear the area in front of the nose. Know the proper use of the controls for taxiing in a strong wind.
3. THOU SHALT EVER TAKE HEED UNTO AIR TRAFFIC RULES: Keep a constant lookout for other aircraft. Follow the rules so that pilots of other planes will know what you are going to do.
4. THOU SHALT NOT MAKE FLAT TURNS: This is particularly important when making power-off turns. You steer with the ailerons, not with the rudder.
5. THOU SHALT MAINTAIN THY SPEED LEST THE EARTH ARISE AND SMITE THEE: Don't be fooled by the increase in ground speed resulting from a downwind turn. Keep sufficient airspeed.
6. THOU SHALT NOT LET THY CONFIDENCE EXCEED THY ABILITY: Don't attempt instrument flying in adverse weather conditions unless you have the proper training and the necessary instruments. Instrument flying is a highly developed science. Don't pioneer.
7. THOU SHALT MAKE USE OF THY CARBURETOR HEATER: The Carburetor heater is your friend. Know when to use it. Remember, it's easier to prevent carburetor ice than to eliminate it.
8. THOU SHALT NOT PERFORM AEROBATICS AT LOW ALTITUDES: Aerobatics started near the ground may be completed six feet under the ground. There's safety in altitude.
9. THOU SHALT NOT ALLOW INDECISION IN THY JUDGMENT: Be certain! You can't afford to make an error of judgment. "I think I can make it" are on the list of famous last words.
10. THOU SHALT KNOW ALWAYS - THE GOOD PILOT IS THE SAFE PILOT: It's better to be an old pilot than a bold pilot.

Yours for the NINETY-NINES,

ALICE H. HAMMOND  
P r e s i d e n t



F I R S T F L I G H T

December 17, 1903

This remarkable photograph of man's first controlled flight in a powered aircraft was taken at Kitty Hawk, N.C. on that historic day in 1903 by John T. Daniels. It shows the airborne aircraft with Orville Wright at the controls, and his brother Wilbur on the ground to the right. The print was prepared by the Library of Congress Photoduplication Service from the original glass negative presented by the Orville Wright Estate to remain on deposit in the Library of Congress of the United States

1953 AMELIA EARHART MEMORIAL SCHOLARSHIP

From now until midnight, April 15th, the trustees for the AMELIA EARHART MEMORIAL SCHOLARSHIP will welcome each and every one of your applications for the 1953 Award. The eligibility requirements for the 1953 Award are as follows: (NOTE: This year's paragraph #3 has increased the allowable maximum yearly earnings to \$3,000.00.)

1. The Applicant must have been an active NINETY-NINE member in good standing for at least two consecutive years immediately prior to the current year.
2. She must have a minimum of 200 solo Hours.
3. She must be earning not less than \$500, nor more than \$3,000 per year. A married woman is eligible, but her financial needs will be evaluated in the light of her husband's income and work.
4. If applying for an airman rating, she must agree to use the rating or certification acquired through the Award for at least two years.
5. She must intend to work in the field of aviation, broadly interpreted.
6. Application may be accompanied by a one-page letter of recommendation, such as from an employer. The applicant is asked to inclose a snapshot or other picture.
7. The application must be notarized.
8. Postmark for returning the application must NOT be later than midnight, April 15, 1953.

The \$200 Award may be applied toward tuition for any course of study or training to advance her in some career in the aeronautical field, and is paid to the school or institution of the winner's selection. It may be used for training as aeronautical engineer, meteorologist, aircraft or engine mechanic, aviation medicine, advanced airman's ratings, etc.

Applications are carefully judged by each of the five trustees and in previous years those applications rated highest by the trustees have been sent on to three men outstanding in Aviation for final judging. The Applicant receiving the highest score is then contacted by the Chairman to make sure her plans as set forth in her application remain unchanged.

Every effort will be made to complete the selection in time to announce the winner of the Award at the 1953 Annual Meeting.

Do not hesitate to apply for the 1953 Scholarship, even though your application in a previous year may not have won an Award.

April 15th - REMEMBER THE DEADLINE - April 15th

Your Chapter Chairman or Section Governor has application forms, or send me your request with a self-addressed stamped envelope (#10).

Jeannette L. Sovereign, Chairman  
Board of Trustees  
AMELIA EARHART MEMORIAL SCHOLARSHIP  
2136 Center Ave., Bay City, Mich.

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MEMORANDUM TO ALL NINETY-NINES  
FROM THE  
INTERNATIONAL CONTEST COMMITTEE

With the good weather not too far ahead (we hope!) some of you will be planning Races, Air Shows or other contests to be carried on in the name of your Section or Chapter. In order that these events be carried out in accordance with the International Contest Policy of the Ninety-Nines, Inc., we are pleased to publish herewith this Policy in its entirety. It would be well to save this for future reference.

Edna Gardner Whyte, Chairman  
Betty Haas  
Grace Harris  
Katherine Landry

CONTEST COMMITTEE POLICY FOR EVENTS CARRIED ON IN THE NAME OF THE NINETY-NINES, INC.

1. Rules shall be published at least 30 days prior to the Race event - preferably 45 days. There shall be no changes in the rules except in the interest of safety. In order to keep the Contest Committee informed, rules shall be submitted to the Contest Committee in advance of their publication.
2. It is suggested that in any long XC Race, the race committee require a minimum of 100 solo hours XC experi-

ence, and for any closed course race, a minimum of 500 total hours, with 10 hours in the type of equipment to be flown in the race. The race committee at all times should reserve the right to disallow the entry of any applicant who, in their opinion, is not qualified either by experience or ability to successfully participate in such event.

3. Race committee shall appoint personnel to adequately check all airplanes and equipment prior to race. Pilot license and medical shall be current. Flight Plan: It shall be mandatory to file flight plans for all XC races air derbies. It is recommended that radio receiver be compulsory for Transcontinental Air Race and International Air Race.
4. The Director or Chairman of an event shall serve in an advisory capacity, but shall not be a member of the Judging Committee. Judging Committee shall consist of at least three members selected by the race committee. Whenever practical it is advisable to include a member of the Contest Committee on the Judging Committee, or one member appointed by the Contest Committee. No decision shall be valid unless all members of the Judging Committee are present.
5. It shall be mandatory for all race results to be published and presented to all contestants as soon as practical after the event.
6. It is suggested that in a closed course race, protests must be filed in writing immediately after the race and shall be accompanied by a protest fee of at least \$5.00. In a XC Race, protests must be filed in writing within two hours after the last participant has arrived or the deadline for race arrivals has occurred, and must be accompanied by a protest fee of at least \$10.00. Protest fees will be returned if protest is held valid. Otherwise, fee will be used to defray any expense incurred in review of protest.
7. It is urgently recommended that all participants in a race have a clear understanding with their sponsors, if any, as to who is to pay bills incurred before they reach home. Any participant leaving any unpaid bills during participation in any event carried on in the name of the Ninety-Nines may be automatically disqualified from entry in any future event carried on in the name of the Ninety-Nines, Inc.
8. Prizes shall be awarded for achievement in the event, and should be limited to a certain number of major awards, depending upon the size and importance of the event. Souvenir or token awards may be given each participant if deemed proper by race committee, but in no way be such as to detract from the major prizes.  
  
There shall be no misrepresentation to donors as to type of race, of the location, or attendant publicity attached to the awarding of the prizes, or the numerical place in the race for which the prize is to be given. Whenever possible, this information should be published with the race rules and entry blanks.
9. It is extremely important that the proper publicity be given to Ninety-Nines air races and other such events. An air race event should not be confused in the public mind with mass flights or derbies - which tend to detract from the importance of major races such as the Transcontinental and International Races. Wide scale solicitation of prizes, money or trophies, begging for free gas and oil, hotel accommodations, etc. should be discouraged among all Ninety-Nine Chapters, as this reflects adversely upon the international organization as a whole.
10. It shall be the duty of each race chairman to see to it that the proper appreciation is expressed to all donors or contributors (both by the race committee and by the participants) who have helped to make the race successful.
11. Any event carried on in the name of the Ninety-Nines in which prizes are awarded in cash should be sanctioned by NAA in order to protect participants who may wish to enter other NAA sanctioned events in the future.

APPROVED: By the Executive Committee 1951  
REAFFIRMED: By the Executive Committee 1952-1953

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THE SEVENTH ANNUAL TRANSCONTINENTAL AIR RACE  
Lawrence, Massachusetts, to Long Beach, California  
July 3, 1953 - July 7, 1953

The TAR is a cross-country race for stock model aircraft not exceeding 300 horsepower. It is flown during day-light hours

and under VFR only. Aircraft will be handicapped on the basis of figures supplied by the manufacturers.

The TAR is sponsored by The Ninety-Nines, Inc., is sanctioned by the National Aeronautic Association and conducted under the Rules and Regulations of the F.A.I.

Rules and Regulations and Applications for Entry may be obtained by writing to:

Mrs. Barbara London, AWTAR, Inc.  
624 Armando Drive,  
Long Beach 7, California  
(PLEASE send 25¢ for postage.)

The ROUTE of the 1953 TAR will be as follows: Lawrence, Mass., to Albany, Rochester, Detroit, South Bend, Peoria, Kansas City, Wichita, Armarillo, Albuquerque, Winslow, Prescott, Palm Springs and Long Beach. (A list of the "designated airports" on the route will be released at a later date.)

All Participating Aircraft must be turned over to the Race Committee at Richard F. Condon Airport, Lawrence, Mass., before 1700 EST on Tuesday, June 30, 1953, at which time they will be impounded for inspection.

At a recent meeting of the Board of AWTAR Inc. it was decided not to limit the number of entries in the TAR. So come one and all, and let's see how big we can make this race!

Please bear with us if there is some delay between your requests for the Rules and Regulations and your receipt of same. There is much paper work! It will probably be the 15th of February before they are all stapled and ready for mailing. Don't forget to send your 25¢ to cover the postage.

Watch this News Letter for additional information.

See you on June 30th at Lawrence, Massachusetts!

Betty H. Gillies, Chairman  
AWTAR, Inc.

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1953 ALL-WOMAN INTERNATIONAL AIR RACE  
June 10 - 13, 1953

Welland, Ontario, Canada to New Smyrna Beach, Florida

The race will start at noon June 10th from Welland, with a compulsory stop-over that night at Jamestown, N.Y., where Lucile Wright, our International Treasurer, and the Jamestown group will be hostesses. Take-off from Jamestown will be at dawn, June 11th, with the finishing deadline at New Smyrna Beach, Florida, noon, Saturday June 13th.

The race is open to stock model planes, maximum 300 horsepower, with two-way radio. All planes must be at Welland by sunset, Sunday, June 7th, for handicapping.

The prizes will be: First - \$600, Second, \$500; Third, \$400; Fourth, \$300; Fifth, \$200. There will be additional trophies and prizes for special classifications.

The field will be limited to 50 entries, so hurry with yours. We've had 14 inquiries already! Write the Entry Chairman:

Mrs. Margaret Pitt  
823 Vassar Avenue  
Orlando, Florida

For your entry blank and a copy of the rules and regulations.

New Smyrna Beach's annual Fiesta celebration, June 11, 12, 13 will be climaxed by the Race Awards Banquet Saturday, June 13th. The Florida Flying Alligators will hold their annual convention and initiation at the same time. All entrants in the race will be eligible for the thrill-packed initiation ceremony. New Smyrna Beach is going all-out planning social activities.

Elizabeth F. Collins  
Race Chairman, Florida Chapter

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NOTICE TO NEWSLETTER REPORTERS:

In order to save time and help your News Letter Editor turn out a more efficient issue, will all reporters please type up copy in strips of not more than 56 characters wide - counting spaces and punctuation marks, as well as letters. If at all possible, please have the reports typed. If you do not have a typewriter available perhaps you can prevail

upon another chapter member to type them for you. It is much easier to gauge space requirements, also to be sure of proper names and places in the copy.

Please continue numbering the items according to importance, so we will know what to cut when we do not have room for all material submitted.

MEMBERSHIP

Sectional Membership Chairmen not yet reported: Northwestern Section: Ruth Wikander, c/o Wik's Air Service, Hillsboro, Oregon; Middle Eastern Section: Christine Siegl, 1327-B Eastwood Road, Bethlehem, Pa.; New England Section: Rose Abbott, 98 Crofton Road, Waban 68, Mass., Barbara Manchester, 50 Taylor Road, Windsor, Conn., and Elizabeth L. Coonley, Bass Point, Blaisdell Lake, Bradford, N.Y. For the Southwestern Section, Violet Sanders, 7212 Vassar Ave., La Mesa, Calif. will replace Isabelle McCrae, who has asked to be released, due to illness. We are sorry you have been ill, Isabelle.

Amalie Stone, former Veep, will also join the International Membership Committee in the role of "Ambassador with Portfolio." She will cover foreign lands.

Ruth Shimon, Chairman

CHAPTER NEWS

NEW YORK - NEW JERSEY SECTION

BY: Alice-Jean M. Starr

Prior to visiting the White Plains Filter Center on January 12th, twenty of us met for dinner at nearby Schraffts Restaurant. Cecile Hamilton then took us over to the Filter Center where we were met by Captain Winch, the Operations Officer. He took us to a mock-up room and briefed us on what happens when an "aircraft flash" comes in. These calls come from the Observation post directly to the Plotter in the Filter Center. The Plotter is stationed at the Filter Map Table and sets up the information he has received on a "pip" which is a small plastic device with four rotating sections with letters to indicate the number of aircraft, type, etc. Once the Plotter has placed the pip on the map table, a "plot" is established.

Filterers are stationed around the map table and they analyze each new plot to determine if it represents a report on an entirely new flight or if it is simply an additional report on a previously established plot. When the Filterer is convinced that two plots are reports on the same flight of aircraft, he establishes a "track"--that is, the path of the flight. The Filterer relays this information to a runner who contacts the Raid Clerk who sets up a "raid stand" which replaces the pip on the map table. The Radar Teller, who is seated on a balcony overlooking the map table, notifies the Air Defense Direction Center for further action.

These Filter Centers, located all over the country, need volunteers to carry on their vitally important task and it is hoped that many Ninety-Nine members will step in and help.

Three pilots became full-fledged Ninety-Nines at this meeting. They were: Gertrude Alcock, Joan Rounds and Arax Simarian.

Amy Andrews is on a slow boat to California via Panama. She'll return the same way to New York and, after a short stay, will depart for Colorado.

We expect Alice Hammond to be at our next meeting in New York City, February 16th.

MIDDLE - EASTERN SECTION

MEADVILLE CHAPTER.  
By: Dorothy Miller

The Meadville Chapter held a regular meeting on January 14th at the home of Betty DeVore. We were glad to get together again after the holiday season, but we missed Jean Swartwood who was attending a Flight Examiners and Instructors Meeting.

Marjorie Cook is back in Meadville after having a wonderful, sunny six weeks in Florida with her family. Dorothy Miller and 49 1/2er Franklin have also returned from Florida, having flown their Bonanza down for a short post-Christmas vacation.

We appreciate having a picture of Mitzi Moore, our new Section Governor, and are looking forward to meeting her sometime soon.

EASTERN PENNSYLVANIA CHAPTER

By: Doris M. Wetherhold

We had a very enjoyable Christmas party at the Riveredge in Reading on December 6th. The Marine Room was brightly decorated for Christmas and a blazing fireplace put us all in the spirit of the season. Those attending were: Chris Siegl, Katty Gaul, Leona and Brooks McElroy, Fran Nolde, Lillian Marks, Georgiana and Tom Herdman, Marie and Dick Miller, Jane Morris, Vi and Bud Clair. We were also honored by the presence of two guests - Frank Donley and Melvin Nuss, Reading Airport Manager.

Ruth Shaver was married to Airforce Captain M. T. Fleisher on December 6, 1952. Her new address is P.O.Box 726, Shaw Airforce Base, South Carolina. We wish Capt. and Mrs. Fleisher all the happiness in the world.

Marge Kodrich has been transferred to Tampa, Florida. She is the radio operator at the municipal airport.

WASHINGTON, D.C. CHAPTER

By: Hope Howard

Nancy Moore and Jean Howard, both Junior Hostesses at the Inaugural Ball, reported a wonderful time. Other Ninety-Nines attending the ball included Nancy's 49 1/2er Lee, Mitzi Moore and 49 1/2er Wendell, Blanche Noyes, Arlene Davis and Isobel Blodgett.

Less fortunate was Ada Mitchell, our secretary, who lost an argument to a two-ton truck on December 20, near Pulaski, Virginia. She will be OK, which was doubtful for awhile, as she had just about everything broken - arms, legs, ribs, head, etc. And then someone made off with her luggage! We didn't know about the accident until somewhat later, but heard in time to attend a surprise combination birthday party and "unmentionable" shower for Ada on January 21. This was a merry occasion. Irrepressible Ada is getting around on a walking cast with a cane - having already discarded a crutch and a wheel-chair! Besides opening the gifts, the party featured a skit, and several stories composed from paragraphs which each guest wrote on what Ada thought "when she started out," "when she saw the truck" and similar topics. P.S. She blew out all the candles on her cake!

SOUTHEASTERN SECTION

TENNESSEE CHAPTER

By: Helen Deason

Ada Cheek, of Pulaski, Tennessee, was our hostess at an unusually nice chapter meeting at her Cafe in Pulaski, Tennessee, Sunday, January 18.

Evelyn Bryan came in her Pacer, bringing Cora McDonald, Pat Burnett and Donna Burnette, Pat's sister-in-law, with her. Ruth Thomas, her hubby and little son, Andy, also flew in. We had luncheon and then the business meeting afterwards.

Yours Truly and Georgiana McConnell have just returned from what was to have been a CAP Mexican Air Tour, but turned out to be two airplanes from Nashville, Tennessee. It was quite a trip though, a Beech Bonanza and our plane, a Cessna 170. We really had quite a time -- bad weather, bull fight and all.

Our sympathy is with you, Lieutenant Sarah Payne, and Georgiana McConnell -- Sarah had an automobile accident returning to Nashville, after the Christmas holidays

at her home in Charlotte, North Carolina. Georgiana, also, had an automobile accident in Nashville last week, completely demolishing her car -- no one seriously injured.

The date of our next Chapter meeting, at Murfreesboro, Tennessee will be announced.

NORTH CENTRAL SECTION

ALL-OHIO CHAPTER

By: Edith Harmon

The January meeting was held in Columbus the 18th. Paul Follmer of the Office of Aviation Safety spoke to the group in reference to round table discussion meetings the CAS has been participating in and encouraging. He asked the aid of the Ninety-Nines in promoting these discussions as a means of pilot education and offered to talk with any interested group.

Members present at the meeting were Virginia Ashelford, Marion Betzler, Mary-Ann Kurtz, Marjorie Miller, Blanche O'Brien, Martha Walter and Edith Harmon. Virginia and Mary-Ann flew in from Springfield and Martha from Dayton.

We were disappointed in not seeing Blanche Noyes, who had intended to be with us. She was unable to attend because of

preparations for the Inauguration. Arlene David was a guest at Blanche's home for the Inauguration events and couldn't attend the meeting either.

Florida visitors from Ohio were Martha Walter, Rosalie Bracht and Pepper Ambus. Martha flew down to visit her mother, who hasn't been well, and stayed a month. Rosalie spent two weeks in St. Petersburg on vacation. Pepper flew down from Sandusky and since returning has been ill with the flu. Pepper was recently made the 21st life member of NAA! Congratulations!

Your reporter was elected secretary of the Greater Cincinnati Airmen's Club for the coming year. The club was our host at the Trophy Race last August.

Alice Puller wrote she would be unable to attend the January meeting because her Stinson was being relicensed and repainted.

Marge Miller is planning to attend the International Meeting and those interested in a ride out with her should contact her.

Virginia Ashelford is planning to enter the International Race and may need a co-pilot. Anyone interested can write to her.

Our March meeting will be held at Grimes Field in Urbana on March 15th. The April meeting will be held April 19th in Cleveland. May brings the North Central Section meeting in Cincinnati for the week-end of May 9-10. See you then.

#### INDIANA CHAPTER By: Joan Ferguson

The January meeting of the Indiana Chapter was held on the 18th at the Weir Cook Airport, Indianapolis. We had twelve members in attendance and had a wonderful luncheon at Rene's on State Road 40. We then returned to the airport for our business meeting. Plans were discussed for taking care of the TAR which will come through South Bend this summer.

Betty Pettitt won the Indianapolis Aero Club Trophy for the "Outstanding Woman Pilot in the Aero Club" for 1952. The Award was presented at a large banquet at the Marrott Hotel in Indianapolis and there was a nice write up in the Indianapolis papers about her. Congratulations, Betty.

Joan Ferguson and Betty Pettitt were interviewed about flying on Radio Station WIBC, Indianapolis, Saturday night, Jan. 17th, from the Key's where they put in a plug for the Ninety-Nines.

Dorothy Hendricks of Pendleton will undergo surgery at St. John's Hospital in Anderson. We all wish Dorothy a speedy recovery and hope to see her up and about again soon.

The February meeting of Indiana Chapter will be held on the 15th at the Muncie Airport at 11:30. We hope our secretary Lois Whitney will be back with us by then, after the birth of her baby which is expected any minute.

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\* 99 NAPKINS \*  
\* Luncheon or cocktail size - white \*  
\* with blue insignia and lettering: \$1.75 \*  
\* per box. Cash with order or C.O.D. \*  
\* \*  
\* Dorothy E. Hendricks, 409 Laurel St., \*  
\* Pendleton, Indiana \*  
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#### ILLINOIS CHAPTER By: Virginia Rabung

Winter in these parts has been a mild one so far with little snow and therefore little opportunity to get those skis on the planes. We had some snow last weekend and it will take just a little more to make ski landings possible.

Flying activity still continues among the girls here at a good pace. Jane White and her husband, Walter, have been putting their Beech Bonanza through its paces on some cross country time. The plane is hangared with Mid States Aviation at Sky Harbor. Sally Stremble and her husband, Irv, have now added a Piper Tri-Pacer (with OMNI) to the list of aircraft available to the membership of "Sally's Flying Club" at Palwaukee Airport. The first member to fly it was Helen Kaiser. Esther Noffke, Chief Instructor for Priester Aviation at Elmhurst Airport, will start an ATR ground school soon. It is our belief that Esther is the only woman in Illinois with an ATR. She teaches in one of the two Priester Grumman Widgeons for the ATR ratings and in the Stinson Station Wagon for the single engine ATR.

We are very proud of Evelyn Martin who has recently logged some solo night cross country. The last flight was solo from Rochester, Minnesota to Chicago Midway, her home field, in her Cessna 140A.

Sylvia Roth has passed most of the required written examinations for a commercial license and has only 35 hours to go before being eligible for the commercial flight test. She has also checked out on radio and tower procedures.

Hazel Hackwith flew Sylvia Roth in the Super Cub and Sylvia reciprocated by flying Hazel in the Cessna 140A, each demonstrating the capabilities of their favorite ships.

Harriette Noah is working on her ground instructor's rating and Inger Johnson took the meteorology portion of the commercial written.

Doris Langher spent Christmas holidays in Los Angeles, getting in some skiing in Denver before reporting back to work in 1953.

Kay Ferris is back with us as Publicity Chairman and we are very glad to have her working with us again.

Esther Noffke is in charge of Achievement Award activities and at our last meeting the point system was explained. The points are awarded for activities in the interest of aviation as well as actual flying achievements so that all have an equal chance for the award. Reports of achievement are made by each member monthly. The choice of the winner at the end of the year will no doubt be difficult in view of the great amount of activity. The winner for last year will be announced at the March meeting, which will be a dinner at which the award will be made.

Helen O'Hara, her husband, Jerry, and the writer flew over the ski slide at Cary, Illinois, near Fox River Grove, about a week ago to watch the ski meet from the air. This was sponsored by the Norge Ski Club and expert skiers from all over the country performed.

The TAR is attracting a lot of interest in this area and we hope to have several entries from this part of the country.

#### MICHIGAN CHAPTER By: Margaret Windfuhr

The January meeting was held Saturday, January 10, 1953 instead of on Sunday, as usual, at the home of Margaret Windfuhr in Lansing. It was a Victory Dinner, with Team No. 2 donating a barbeque dinner with some fancy trimmings to the winning Team No. 1. The contest has been going on for a year, with the points being given for attending meetings, (more, naturally, for flying) wearing pins, donating blood, air marking towns, new ratings, etc. It was fun and we have already started another contest for this year, with Becky Thatcher as Captain of Team No. 1 and Mary Clark of Team No. 2. Jeannette Sovereign is the Judge and maker-of-the-rules.

Our Chairman, Bernice Trimble of Flint, talked before a CAP group, which gives a good start toward air education in our chapter.

Leora Stroup, a former Ninety-Nine member from Detroit, is a professor (Professoress?) at Ft. Kansas State Teachers College, Heys, Kansas, heading the Nursing Division.

#### WISCONSIN CHAPTER By: Elaine Francke

Dora Fritzke was hostess for the Christmas dinner held December 21 at the John Ernst Cafe. The table was festive with candles, boughs, holly, candy canes, and gifts in gay packages. Readelle Kellner found only a small part of her gift wrapped in pretty paper - Florence Toney gave a ride in a Luscombe, and found that difficult to tie with shining ribbon. Having Paul, Marian and Binny home for Christmas was Deedo's happiest gift.

Sally Lathrop's son, Larry, is aiming for GCA with CAA after his air force stint.

Jeanette Kapus, McClellan AFB, California was home for Thanksgiving. Florence Fintak in Alaska flies after working hours - after a A.M., thanks to the midnight sun. Florence is a captain now in the Army Nurse Corps.

Readelle Kellner served delicious schaum torte with home grown frozen strawberries at the January 18th meeting in her home. The roads were slippery that evening, but the turnout was unusually good.

Deedo Heise had spent the day in Madison helping to plan the Cessna Caravan to Lower California, Mexico.

Early that same day, Toney had introduced seven Wing Scouts to a Heath Parasol and a Luscombe in various stages of recovering.

Dora Fritzke wore a huge white bandage on her left hand - kitchen utensils can be dangerous. Dora also wore her 99 pin - the rest of us paid a 10¢ fine.

Isabel Kress and 49 1/2er Fred, returning from Phoenix, again resorted to rail travel when they had to leave their ship in Springfield, Mo.

Readelle had a surprise in a bag for Deedo and Dora who were initiated into their roles of governor and vice-governor when they donned the clothing in the bag and became AIR-PORT BUMS. Complete with intercom, broom STICKS and a chart, Deedo instructed Dora in the art of FLIPOVERS. Not to be outdone, Dora took over the controls to flabbergast Deedo with a POWER OFF TAKE-OFF. Following this instructive portion of the meeting, Readelle presented Deedo with a huge gold medal reading "GOVERNOR EXTRAORDINARY" and Dora with a duplicate reading "1ST CLASS HERO."

Elsie Peters will be our February hostess. Readelle will lead a discussion of the latest civil air regulations. Ten cent forfeits will be paid for wrong answers in the quiz to follow.

UPPER IOWA CHAPTER  
By: Beulah L. Frotscher

Fern and Gordon McKinnon's home in Spencer was the scene of an enjoyable day on Sunday, January 18th. They opened their home to us and served delicious hors d'oeuvres and cocktails during the course of visiting, sewing money under patches of our financial apron project. We saw the McKinnon home movies and then to Garney's Cafe for a late dinner and much fun!

Those in attendance were Millie Burt and Bud Peck of Storm Lake, Jean Wildman, Bernie Eno, Beulah Frotscher of Fort Dodge and brother Darrel Picht of Des Moines, Betty Barton and Darrell Place of Spencer.

Fern and Gordon had bags all packed and their flight plan filed for take-off on Monday morning following the meeting for California and points enroute. Nipper, their Chihuahua, and Tommy Tucker, their parakeet, are visiting friends.

Albert Shimon, Ruth's 49 1/2er, of Pocahontas is improving nicely by our last report.

The passing of Mrs. Sylvan Hugin of Mason City Air Activities has meant the loss of a loving friend of the Upper Iowa Ninety-Nines who stopped in to visit there. We shall miss her.

Next meeting is in Fort Dodge, February 15th, with Virginia Koestner and Helen Flaherty as co-hostesses.

GREATER KANSAS CITY CHAPTER  
By: Neva Rea

Two new members added to the Chapter - Jackie Rubelee and Helen Johnson - and enthusiastic flyers they are, too. Both have attended six weeks of Ground School without a miss.

Joan Cayot is a very busy X-Ray Technician but devotes a large part of her Sundays to flying. Joan started flying in February 1944 while still in high school - then to college and continued her flying lessons; while in classes during the day she worked evenings as a relief projectionist at the theatre to pay for her flying lessons. After college she came to Kansas City in 1948 and until last year commuted to Ottawa (her home) on week ends to keep active in flying. Since last fall when Chairman Verna Wilson formed the Keep-Active-In-Flying Club at Fairfax, Joan has been checked out on the Cessna and Luscombe - with several of the other members.

MINNESOTA CHAPTER  
By: Marietta Sonnenberg

Here's two months of news in one report from us gals in the Gopher State. In December a big group turned out for the wonderful dinner Marilyn Kvalheim arranged at Charlie's Cafe in Minneapolis. Christmas gifts were exchanged. Present were Audrey and LeRoy Baird, Pete Frey, Florence Scriver, Mary Jane Rice, Helen Masterton, Marion Radke, Dot Anderson, Lorraine Johnson, Margaret Manual, Marietta Sonneberg, Marilyn Kvalheim and three gal guests.

In January Florence was in charge of one of our most interesting activities...a visit to the radar control center at Fort Snelling in Minneapolis, where the Ninety-Nines had a personally-conducted inspection. Attending were Marilyn Kvalheim, Margaret Manual and her husband, Laura Black, Helen Masterton, Lorraine Johnson, Pete Frey and Florence Scriver. Then they all went over to Audrey Baird's for brunch and the monthly chapter business meeting. Dot Anderson, Evelyn Paige and Marietta, all "packed to go," got bogged down in Rochester by bad weather. Hope the elements are nice to us on February 15th when we go to Winona for a meeting with Rita Zbylicki as hostess.

Bits of news: Helen Murphy recently had herself a flying trip to New Mexico and Texas; Ev Knowlton Paige and hubby

Bob are settled down in Rochester after their honeymoon to Hawaii; Ruth Shimon is back in Pocahontas, Iowa, with her husband much better after a trip to Rochester, the Mayo Clinic and St. Mary's Hospital; Rita and Burt Orr became parents of another girl just before Christmas; Mary Jane Rice and Johnny are finishing an addition to their house to make room for an expected addition to the family; Lorraine Johnson is now back in Minnesota from San Diego and is attending the Luther Bible Institute in Minneapolis; Virginia and Bill Shaw have adopted two lovely youngsters, we hear; Marietta has returned from a visit with relatives at Randolph Field, Texas, and reports she ALMOST cleared "red tape" to try and get on a nonstop round-trip training flight of B-29's from Randolph up over Minnesota...maybe next time!...Dot A had a few interesting days with relatives and friends in Chicago in January.

## SOUTH CENTRAL SECTION

KANSAS CHAPTER  
By: Lucille Cheetham

The January meeting was held at Manhattan. In attendance were Ninety-Nines Pat Dufford, Helen Simmons and June Alter, 49 1/2ers Roy Simmons and Bob Alter and 24 3/4er Margo Alter. While waiting for the rest of the crowd to fly in, plans were discussed for airmarking Manhattan. Pilot Stubblefield, who has the Lincoln-Mercury agency there, was contacted and he readily agreed to have his building painted and supply two helpers. Stubblefield was rescued by helicopter after two days atop his building during the Manhattan flood.

Hazel Guy will be our Air Education chairman for the year and Ann Hertlein will be our Amelia Earhart chairman.

Margaret Ash's picture is on the cover page of National Flying Farmer Magazine. The magazine contains an article on her commercial art work. She has painted their emblem on an airplane for the Flying Farmers.

In the December News Letter, the Vice-Governor of the South Central Section was erroneously listed as Margaret Ash. It should have been listed as Ann Waddell, Garden City, Kansas.

New Year's Notes: Margaret Ash and daughter Cindy spent the New Year's holiday in Bartlesville, Oklahoma. Helen Puffer held open house New Year's Eve, and Marge Cooper took some pictures of the group with her Polaroid camera for the guests to take home.

OKLAHOMA CHAPTER  
By: Rita Eaves

Oh -- how it SNOWED in Oklahoma and because of this and the Flu our meeting of January 17 in Tulsa was shy quite a number of its members. Four hardy souls attended: Ruth Harris, Emily Frost, Evelyn Lowe, our newest member, and Beth Smith, who now lives at 3241 South Marion at Tulsa. It was very nice to have Dorothy Rice, Ruth Banfield, Faye Sullenger and Eleanor Heath of the Tulsa Chapter, also at the meeting. Guests for the day were Mrs. Kay Kalb (CAP); Col. Wm. H. Shockey, Commanding Officer, Oklahoma Wing CAP; Maj. John S. Roguemoire, U.S.A.F. - CAP Liaison Officer; Maj. H. F. Thompson and Sgt. C. J. Leach. The men presented an interesting explanation and film on CAP, followed by a round-table question and answer period. Beth did a beautiful job of planning for the day. The meeting was held in a special room at Spartan's Cafeteria. "Thru the line" lunch was enjoyed by all. Thanks, Beth, maybe next time the snow and flu won't keep so many of us away.

To Evelyn Lowe - we are very happy to have you as a member.

I was just a little late getting the news in for the last News Letter but wish to say what a swell time we had at our Christmas Paaty.

The place - Ida Carter's cabin at Lake Hiwassee.  
The Hostesses - Ida and Ruth Craig Jones.  
The Foods - Weiners, with all the trimmings.  
The Games - Emily Frost and Evelyn Lowe in charge. The evening was full of guessing, both "what ad from a magazine is on 'my' back" and "who's baby picture is this?" A few had their fortunes told and the rest played "Hearts" with a "Boston" accent.

The next meeting will be on February 15th at Downtown Air Park in Oklahoma City. Col. Shockey and Maj. Roguemoire are planning to meet with us again to discuss CAP and the formation of an Emergency Squadron.

COLORADO CHAPTER  
By: Betty Stackhouse

Chairman Jane Nettleblad held an Executive Board and Air-Marking Committee meeting (a follow-up of the November

meeting) at her home December 10th, with the following present: Jane Nettleblad, Frances Tepper, Donna Myers, Mary Collett, Clara Lemons. After a delicious lunch served by the hostess, she called a short business meeting. Our Chapter will strive for three Air-Markers this year. Jane will attempt to contact other flying organizations in the state with the idea of having a joint aviation meeting once a year.

At a luncheon meeting, January 10, 1953 at the Yucca Restaurant in Aurora, Colo. the following were present: Jane Nettleblad, Margaret Hughes, Naomi Anderson, Mary Wenholz, Lucia Jolliff, Mary Collett, Marilyn Nordstrom, Donna Myers and two guests, Sarah Gorelick of the Kansas City Chapter and Mary Jo Higgins, secretary to the Vice-President of Continental Airlines.

Mary Collett, chairman of the rummage sale, announced final plans for the sale to be held February 19th.

It was voted to fine every member of the Chapter 25¢ when they do not wear their Ninety-Nine pin to a meeting.

After adjournment, Margaret Hughes, our Vice-Chairman, showed her color slides of Europe - taken while she was over there as an exchange teacher in Scotland.

The February Meeting will be held at Clara Lemon's in Boulder, at 12:30 P.M. - it is to be a pot-luck - Clara will furnish the meat and drinks.

Jo and Harry Trinder - Jo was a former Colorado Ninety-Nine - are in New York. They have sold their motel in Roswell, New Mexico and are making their home in Denver again.

Margaret Hughes and Jane Nettleblad made a recent skiing trip to Winter Park, Colo. Sarah Gorelick flew home to Kansas City during the holidays. Lucia and Ray Jolliff went to Houston, Texas and then to Shreveport, La. for the holidays - arrived home for New Year's Eve. Darlene Gray - our member who has recently moved to El Paso - has been up to Denver twice recently. The Andersons (all four) went to Hastings, Nebr. for the holidays. Marcile Young was in Denver during Christmas - she is with the Air Force.

TEXAS CHAPTER  
Ark-La-Tex Unit  
By: Lorraine Averett

Our unit had their first meeting for the new year on Tuesday, January 20, at The Flame, Gregg County Airport, Longview, Texas. Members present were Mildred Carney and Margaret Walker, Shreveport; Essie Mae Hollis, Longview, and Lorraine Averett, Daingerfield. Guests were Gloria Adams, Shreveport, La., and Lennie Wood, Longview, Texas.

Congratulations to Barbara and Slush Williams. Their son arrived on January 17. This gives our unit a new 24 3/4er. We understand all are doing nicely. Hope Barbara can be back with us soon.

Your reporter wishes to again thank the Ninety-Nines who were so kind when my home burned November 25th. Is sure wonderful to know you have such friends.

Next meeting is to be held at Essie Mae Hollis' home, 205 Myrtle Dr., Longview, Texas on Feb. 17. Hope to see you all there.

Fort Worth Unit  
By: Rowena Burns

Our regular unit meeting was held Jan. 5 at the home of your reporter. Present were: Verna Burns, Cleva Godfrey, Mary Helen Rattikin, Maybelle Fletcher and Beulah Conn.

We were very happy to have as guest of the evening - Mr. John Paul Jones. Mr. Jones' official position is advisor in Aviation Education for the 4th Region of the Civil Aeronautics Administration. He has been flying since 1932, and tested and demonstrated for the CAA, the agricultural development aircraft engineered by Texas A. & M. before going into their education division. He pointed out that a large percentage - 40% - of the airplanes being bought today are purchased by farmers and ranchers. Mr. Jones gave us many interesting sidelights on the possibilities and problems he encounters in helping the schools fulfill their obligation to educate children in the field of aviation.

Beulah Conn and her husband flew their new Cessna 170 to Florida for a week's vacation. En Route to Florida they stopped in Jackson, Tenn. to visit friends. After stopping in Miami, they flew to Marathon, a resort that opened last August. The landing strip, built by the Navy, is 8000 ft. long and 1000 ft. wide. Plans are underway to build hangars and put in service soon. On a key just 45 miles from Key West, Marathan has 123 motel units, is a wonderful spot for

deep-sea fishing, and will have its swimming pool completed before long. Before leaving for home, the Conn flew to Key West and took a sightseeing tour. They report it was a truly wonderful vacation.

Corpus Christi Unit  
By: Fay M. Clampitte and Pauline Dunnam

We found time in December to grab our portable sewing machines, extra thread and terry cloth, rush over to Merle Dunnam's home for a sewing class. Result: Slumber Socks, which were sold at the Y.W.C.A. bazaar. A complete sell out, thanks to some of our super Sales Girls.

The proceeds from our handiwork went for the purchase of Templates for air marking. We had these made from plywood in one set of 10 foot and one set of 7 foot. The templates were initiated on Jan. 19th by Pauline Mason Glasson, Merle Dunnam, Louise Clarkson Freeman, Edith Foltz Stearns and Maralee Bloomfield. (Welcome to Corpus and our Unit, Maralee!) They painted the town of Woodsboro, using the name of the town and airport symbol. Thanks for a job well done, girls, and there will be more thank you's in the future from Pilots.

December and January meetings were a big success at the homes of Dr. Mary O. Ghormley and Elaine Gault.

A number of our members have been able to get in some local flying between strong winds and work. Ardath McCreery flew up for the December meeting and we are looking forward to our February meeting with her in McAllen, Texas.

Our Secretary can hit her target when she flies but your reporter Fay goes by way --- Pilot to tower...Where is Victoria?

Pauline Mason Glasson, Merle Dunnam and Ardath McCreery were guests at the January meeting of the Hidalgo Zonta Club in Mission, Texas. Pauline paid tribute to Amelia Earhart and her accomplishments in bringing recognition to women in aviation.

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

UTAH CHAPTER  
By: Bobby Pratt

That Deadline caught this reporter slightly flat-footed last month. Must have been too much Christmas or something. We have resolved to crawl out of our little hole in the woodwork a bit earlier from now on --

Eunice Naylor hosted our December meeting and Christmas party. She served a delicious dinner of turkey and ham with all the trimmings. Present were June Raybould, Jane Davis, Alberta Hunt, Bobby Pratt, Gerry Murray and Mickey Nebeker.

On January 12 a farewell party for Mickey Nebeker at the Canton Cafe here in Salt Lake. Mickey has joined the Marines, and left January 14 for Parris Island, where she will take her basic training. Our best wishes go with you, Mickey.

We forgot to mention among our new officers Onita Hoff, who is Membership Chairman. Onita is one of our Idaho members and is enthusiastically working for the Ninety-Nines in that state.

Following is a brief history of our two new members:

Ardith Cutt: Ardith and her 49 1/2er Fred, own and run a flying service in Buhl, Idaho. Ardith has had her private license for two years and is now going out for commercial and multi-engine. She is a 1st Lieutenant in CAP and adjutant of her squadron. Her hobbies, besides flying, are collecting china dogs, fishing, and doing fancy work.

Cora Grote: Cora and her 49 1/2er Bill, are natives of Colorado Springs and have recently moved to Vernal, Utah. Cora has a private license, obtained in June, 1952. The addition of a future 99 to their family last October has stopped her flying activities temporarily, but she also plans to go out for commercial. Her hobbies are outdoor sports and music; she is a swimming instructor and has taught horseback riding, tennis and archery at a girls' camp. She plays the piano, bass viol and several other instruments. Cora and Bill own their own Cessna 140.

We welcome you gals into our ranks, and hope to see a lot of you in the future.

LAS VEGAS CHAPTER  
By: Lela Horn

The January meeting was held at the home of Lela Horn and the ground work laid for airmarking Las Vegas, Nevada as soon as Spring (painting) weather appears.

Margaret Moore, our Chapter Chairman, has her 49 1/2er Capt. Tom Moore (A.F.) home, he being discharged recently.

Lucky Peg and George Crockett are the proud owners of a new Cessna 170, having flown back to the factory to pick it up. They also attended the Dealers' Annual Convention while there.

Helen Cannon (our Chapter Secretary), University of Wisconsin graduate, flew to the Rose Bowl Game on New Year's Day; didn't feel too bad about the Badgers losing, having had a wonderful time otherwise.

Martha Lundy is busier than ever as Secretary of the Southwestern Section.

**SAN JOAQUIN VALLEY CHAPTER**  
By: Billie Wyatt

The second anniversary of our charter presentation was celebrated on January 24th at a cocktail party and dinner dance in the Hotel Del Puerto, Patterson, California. Hazel Zimmerman was hostess for this enjoyable and successful evening. Sixty-two guests helped to celebrate the occasion. Vice-Chairman Armyl Pitgearl and 49 1/2er Clark flew up from Porterville; Section Treasurer Ethel Heiland and 49 1/2er Bob drove from Merced; and Chairman Margaret Callaway of Sacramento Chapter and 49 1/2er Dick arrived from Travis Air Force Base. We regret that Gerry Mickelsen, who presented the Charter to us, could not attend.

There are now eleven members in our chapter, although we started with twelve. But these eleven members are of the calibre that really accomplished things. In the two years of our chapter's existence, we have been hostess to a Sectional meeting, sponsored a Wing Scout group two years, sponsored a radio program for seven months, won two Sectional trophies, were hostess to a Sectional Fly-in, and various other activities too numerous to mention. Excuse this reminiscing - the anniversary brought it on.

Our latest accomplishment was a rummage sale held December 7th, with Chairman Evelyn Hendley at the controls, Laura Mae Crawford, Lillian Brown, Dottie Houghton, Jean Vincent, Hazel Zimmerman and Billie Wyatt sold \$110.26 worth in one day!

On December 17th the members and 49 1/2ers gathered at the home of Evelyn Hendley for a cocktail party and pot-luck supper. A Christmas gift exchange was held.

Laura Mae Crawford was hostess to our January 11th meeting at her home in Hughson. A Donatella luncheon preceded the business meeting. We all went home with expanded waist lines, but who could resist the wonderful food. The ceiling was zero and Lillian, Ethel, Hazel, Frances, Evelyn and myself, had to drive. Armyl tried to get to the meeting in her Cessna but was forced back by the fog and had to land at Strathmore as Porterville was fogged in when she returned.

Jean Vincent, who is Vice-President of the Associated Flying Clubs, unveiled the \$4,000.00 Howard Hughes Aviation Safety Trophy at a dinner meeting of the Northern Section of the Clubs at the Hotel Covell in Modesto recently. Approximately 120 aviation enthusiasts attended. Mr. Earl Prudder of San Diego, President of Ryan Aircraft Co., was the main speaker. CAA officials also spoke. The Hughes Trophy is a scale model of the Wright Brothers Memorial at Kitty Hawk, N.C. This trophy will be presented annually to flying club with the best safety, education and participation record. The competition will be nation-wide.

It was a privilege and an honor to represent the Ninety-Nines organization when I presented the Charter to the new British Columbia Chapter in Vancouver, B.C. on December 28th. I know this enthusiastic group of girls will be a credit to the Ninety-Nines. I hope all Ninety-Nines will have the opportunity of visiting the beautiful Pacific Northwest.

**SAN FERNANDO VALLEY CHAPTER**  
By: Trixie-Ann G. Schubert

A prospective member at the January meet at Roberta Smith's home in Van Nuys, was Lauretta Foy, winner of the 1949 TAR (with Sue Kindred) and mother of three sons, the oldest of them a pilot also.

Another of our more avid pilots, Katherine Wagner, received her instrument rating--a member to be proud of. A guest in California was Doris Langher, of Chicago, Link Instructor for United Airlines.

Anne Grogan Bledsoe is vacationing in Honolulu with her airline pilot hubby Jim. Our other Anne (Miss Rambo) is collaborating with Ruth Rueckert on compiling the history of women in aviation for the National Air Museum at Smithsonian Institution.

Chairman Elsie Ringer has moved into her newly built home at 525 Linwood, Monrovia, California.

The Burbank Girl Wing Scouts, under the tutelage of Anne Bledsoe, are becoming air-minded fast, with Link instruction, a tour through a control tower, and educational talks.

Mary Ruth Rance has negotiated with powers at Santa Anita to airmark Arcadia. The huge letters will be emblazoned either on the roof of the race track grandstand or on the cement parking area.

**LOS ANGELES CHAPTER**  
By: Monie Dye

A combination business and social meeting was held January 29th at the home of our secretary, Francis Bera. With tongues loosened and reserves unbuttoned by the wonderful cocktails, hors d'oeuvres and spreads served by Fran, we happily caught up on the latest news about each other.

After congratulating Fran on having received her instrument rating the day before, we "oh'd" and "ah'd" at the rigid schedule maintained by Joan Campbell, a prospective member. She does clerical work daily from Monday through Friday at the Hoffman Laboratories, attends night school at the University of Southern California, majoring in Industrial Relations, and instructs at Cloverleaf Aviation on Saturdays and Sundays!

We commented on the softly glowing aura of happiness surrounding Yvette Kovary, former New York member. With that hand-that-rocks-the-cradle look, she shyly told us about the expected addition to the House of Kovary within a few months.

Valdemay Warne came in for her share of congratulations, having advanced to a secretarial position with the Donald R. Warren Co. She brought along Eldora Royce, another prospective member.

Your reporter, vainly trying for a bit of attention herself, offered to tell any and all of the recent operation on her knee. However, Fran started to set up a projector and screen so, with sighs of relief, the reprieved victims settled back to enjoy the movies taken by Marcella Duke and Fran on their flight to La Paz, Baja California.

Other members present at the meeting were Mary Kitson, Lelamay Morrow and Bernadine (Bennie) Bosler.

**SAN DIEGO CHAPTER**  
By:

The January Business meeting was held at the home of Lois Bartling, who served a delicious buffet dinner of turkey, ham and all the trimmings.

We were all pleasantly surprised to see Mickey Collins, home for a short vacation from Casablanca; We were most happy to welcome Dorethea Shultz as a new Chapter member. Dotty is an ex-Wasp and recently acquired a seaplane rating; Dodie Prario and 49 1/2er were very pleased with their Cessna 170; Helen Dick has been running around with a prop (namely, a crutch) to support her broken foot; De Thurmond delivered another new Tri-Pacer from Lockhaven, Pa., to Long Beach, Calif. this month; several Ninety-Nines enjoyed the warm desert Sunday morning at a breakfast flight to Palm Springs; Thelma Bishop is enjoying her new red and gray Tri-Pacer; Lois Bartling took a group of CAP Cadets flying in her Swift 125; Jean Parker, Arcadia, spent last week-end here to compete in the San Diego badminton tournaments; Dotty Shultz and Betty Gillies are deep in study for their Ham Radio test next month.

Desert Air Park (just south of Palm Springs) is becoming a popular spot for San Diego pilots. Betty and Bud Gillies spent the week-end there at the Aviation Country Club. De Thurmond and Ruth Gamber flew a new Tri-Pacer over for lunch last week. It is highly recommended for its pleasant atmosphere, fine food and swimming pool.